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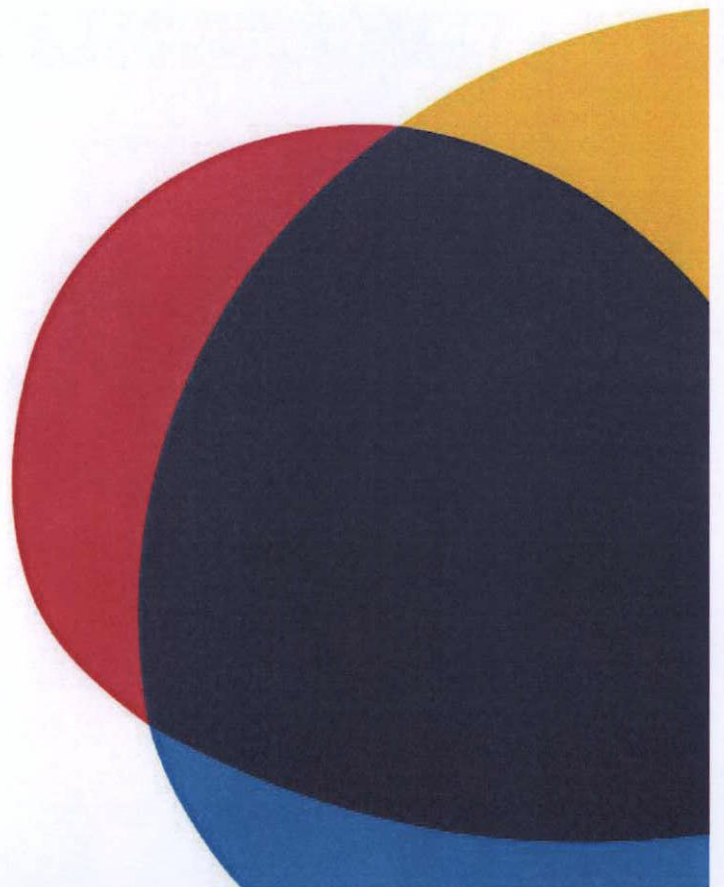


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TWICKENHAM STADIUM

Major Event Day Spectator Travel Plan

20/07/2018

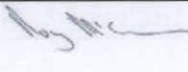
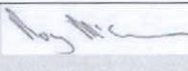


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1. INTRODUCTION

- 1.1.1 This Major Event Day Spectator Travel Plan (TP) has been prepared by Momentum Transport Consultancy on behalf on the Rugby Football Union (RFU) to discharge the Section 106 obligation Sch 1; 2.1, which states:

Before first Occupation to submit for approval by the Council updated versions of the Major Event Day Travel Plan and initial versions of the Large Non-Major Event Day Travel Plan and the Small Non-Major Event Day Travel Plan ("the Travel Plans").

- 1.1.2 A Major Event Day is defined as:

Days when there are activities at the Stadium with more than 30,000 spectators anticipated to be in attendance.

- 1.1.3 The full address of the development is:

Twickenham Stadium
Whitton Road
Twickenham
Greater London
TW2 7BA

- 1.1.4 Figure 1 shows the location of Twickenham Stadium.

- 1.1.5 This Travel Plan (TP) has been prepared by:

Michael Rivers, Momentum Transport Consultancy
23 Hatton Wall
London
EC1N 8JJ

- 1.1.6 A TP is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action. The sustainable transport objectives are articulated in a document that is regularly reviewed.

- 1.1.7 A TP can bring a number of benefits to organisations and their staff. Organisations can benefit from reduced parking demand, better access and less congestion at their sites as well as cost savings and a healthier workforce. TPs enhance the environmental credentials of organisations.

- 1.1.8 A TP involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupancy car journeys. Other benefits could include:

- Improving site access and travel choice
- Meeting an organisation's environmental standards
- Increasing business efficiency and equality
- Reducing congestion and demand for parking spaces
- Delivering local environmental improvements from reduced congestion, pollution and noise
- Providing opportunities for active, healthy travel

- 1.1.9 A TP should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. It is a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the organisation and those using the site.
- 1.1.10 This TP is produced in accordance with the latest TfL guidance, Travel Planning Guidance (November 2013) and includes objectives aimed at promoting sustainable travel to and from the development.
- 1.1.11 This chapter of the TP forms the introduction. The remaining chapters cover the following:
- Chapter 2 provides the relevant national, regional and local planning policy
 - Chapter 3 summarises the existing staff travel patterns and facilities at Twickenham Stadium
 - Chapter 4 provides the targets and measures of the TP
 - Chapter 5 summarises the TP management
 - Chapter 6 concludes the TP

Figure 1 – Location of Twickenham Stadium



2. POLICY

2.1 National Policy

NATIONAL PLANNING POLICY FRAMEWORK, 2012

- 2.1.1 The National Planning Policy Framework (NPPF), produced by the Department for Communities and Local Government (March 2012), sets out the Government's planning policies. The document was formally published in March 2012 and the policies were applied with immediate effect.
- 2.1.2 Transport policy is dealt with in the 'Promoting Sustainable Transport' section. This section emphasises the need for "the transport system to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".
- 2.1.3 The NPPF suggests that a key tool for achieving their aims is that all developments likely to generate a significant amount of movement should be "supported by a Transport Statement or Assessment", as well as a Travel Plan.
- 2.1.4 In addition, Section 4 of the NPPF provides guidance on transport and requests plans and decisions to take account of whether:
- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure
 - Safe and suitable access to the site can be achieved for all people
 - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe

GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS, 2009

- 2.1.5 The Good Practice Guidelines: Delivering Travel Plans through the Planning Process (Department for Transport & Communities and Local Government, 2009) outlines the "need to integrate sustainable travel and transport when planning new development" by presenting the role and benefits of using travel plans in the planning process. It also discusses the requirements and elements of an effective travel plan. For developments in London, these Guidelines are complimented by TfL's Travel Planning Guidance (November 2013).

2.2 Regional Policy

LONDON PLAN 2016

- 2.2.1 The London Plan 2016 is current adopted policy, covering transport in Chapter 6. The plan's objectives of greatest relevance to Travel Planning are:

"To ensure that London is a world leader in improving the environment locally and globally, at the forefront of policies to tackle climate change, reduce pollution, develop a low carbon economy and consume fewer resources and use them more effectively"; and

"To ensure that London is a city where everyone can access jobs, opportunities and facilities with an efficient and effective transport system that actively encourages walking and cycling and makes better use of the Thames".

2.2.2 The integration of transport and development to reduce the need to travel is a strategic focus of the plan as set out in Policy 6.1. The plan also addresses the need:

- To reduce emissions from transport;
- To provide for pedestrians and cyclists;
- To consider development proposals in light of existing transport capacity and proximity to major freight routes (as relevant); and
- To promote actions to achieve wider environmental sustainability in London.

2.2.3 Policy 6.3 of the plan asserts that:

- Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be coordinated with TPs;
- Local Development Frameworks (LDFs) should include policy requiring transport assessments, TPs, construction logistics and delivery/servicing plans as set out above; and
- Boroughs are required to ensure developments do not exceed maximum car parking standards and provide minimum cycle parking standards as set out in the replacement plan.

TFL TRAVEL PLAN BEST PRACTICE GUIDANCE, 2013

2.2.4 In November 2013, TfL released new guidance on the requirements for TPs for new developments in London, which supersedes the previous 2012 TfL guidance. The guidance includes an explanation of the process, when a TP is required, what it should contain, and how to monitor, secure and enforce TPs.

2.2.5 TfL has also produced iTRACE, an online tool that supports the development and monitoring of TPs in London.

THE MAYOR'S TRANSPORT STRATEGY

2.2.6 The Mayor's transport Strategy (MTS), published in March 2018, is a long-term management strategy that encourages active, efficient and sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies the package of measures needed for improvement. The Strategy compliments the London Plan by providing a targeted approach to transport improvements for London.

2.2.7 The provision of transport assessments for major new trip generating development proposals should include information about how travel behaviour will be influenced by the proposed development, and how public transport, walking and cycling is encouraged. Workplace TPs should be produced where appropriate.

2.2.8 The Vision of the Strategy is "Changing the transport mix". The success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling, and public transport use.

2.2.9 The MTS aims to encourage modal shift away from private vehicle use, with an increase in active transport to improve air quality, health, safety, and the vitality of the built environment.

2.2.10 Proposal 99 of the MTS also states it intends to: "Update TfL's Travel Plan guidance to ensure developments encourage active, efficient and sustainable travel, apply the Healthy Streets approach and help deliver carbon-free transport" (page 269).

2.3 Local Policy

LONDON BOROUGH OF RICHMOND UPON THAMES CORE STRATEGY (2009)

- 2.3.1 London Borough of Richmond upon Thames encourages the adoption of TPs for all types of development and the production of Travel Plans remains a key action to achieve shifts to more sustainable transport modes. Emphasis is placed on major employers to develop Green Travel Plans, with a full travel plan necessary for developments with equal or more than 750sqm A3 land use.
- 2.3.2 LBRuT aims to improve traffic conditions, enhance the quality of the local environment, provide choices in transport and improve safety for all. They also want to reduce the levels of commuting by car as a proportion of all travel to assist in improving air quality, reducing traffic noise nuisance and improving health.

3. EXISTING ARRANGEMENTS

3.1 Background Information

3.1.1 Twickenham Stadium is bounded by Rugby Road to the east and Whitton Road to the south. To the west is the access road that circulates the stadium and connects Rugby Road and Whitton Road. The A316 Chertsey Road runs parallel to Whitton Road to the south of the site.

3.2 On a Major Event Day, up to 82,000 spectators visit Twickenham Stadium.

3.3 Existing Facilities

PUBLIC TRANSPORT ACCESSIBILITY

3.3.1 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a point of interest to the public transport network, taking into account walk access time and service availability.

3.3.2 PTAL is categorised into 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80m per minute with a maximum walking distance of 60m to bus stops and 960m to rail and Underground stations.

3.3.3 Twickenham Stadium has a PTAL of 1b, however it should be noted that the south east corner of the stadium has a PTAL of 3 due to it entering the 960m catchment to Twickenham Station.

3.3.4 However, the use of PTAL as a measure of the site's accessibility is not necessarily applicable in this case because for most staff it is still more convenient to travel by public transport than other modes. This is reflected in the high public transport mode share.

PUBLIC TRANSPORT FACILITIES

3.3.5 Twickenham station is approximately a 13-minute walk from the stadium.

3.3.6 Twickenham station is served by South Western Railways. South Western Railways offers services via Twickenham between London Waterloo and destinations including Reading and Windsor. South Western Railways provide a Major Event Day operation, which uplifts the provision of train services from eight trains per hour to 10 trains per hour.

3.3.7 Free shuttle buses are available for spectators using Richmond station. Typically, 27 double decker buses will be used, with a capacity of 70 passengers per bus with each vehicle doing up to 4 trips during both the ingress and egress period.

3.3.8 Typically three shuttle buses will also operate between the stadium and Hounslow station, with flexibility over the number of vehicle used depending on expected demand for this station.

3.3.9 There are two bus stops to the east of the stadium and four to the south of the stadium.

3.3.10 Twickenham Stadium is served by several bus routes; service 281, 267, 481, 681 and H22. These services travel to destinations such as Isleworth, Whitton, Fulwell and Hounslow.

WALKING AND CYCLING

3.3.11 Twickenham Stadium currently provides 56 cycle parking spaces in the south east corner of the stadium next to the ticket office. These are in the form of two-tiered racks (see Figure 2).

- 3.3.12 Rugby Road has a footway on both sides of the carriageway. The eastern footway is approximately 4.5m in width. The western footway is approximately 5.5m in width. A Zebra Crossing is located on this road that allows pedestrians to cross from Web Ellis House to the stadium. A signalised crossing is located at the junction of Rugby Road and Whitton Road.
- 3.3.13 Whitton Road has a footway on both sides of the carriageway. The northern footway caters for stadium pedestrian movement and so is particularly wide, providing at least 10m of width at its narrowest point, while the southern footway is approximately 3.5m wide. There is a pedestrian refuge located directly to the south of the stadium.
- 3.3.14 On a Major Event Day, the following roads are pedestrianised through the use of road closures:
- Whitton Road / London Road from the junction of York Street / London Road past Twickenham station to the stadium
 - Whitton Road from Rugby Road to the West Village entrance
 - Rugby Road from Mogden Lane to Whitton Road
- 3.3.15 A combination of permanent and temporary directional wayfinding signs are used along the key pedestrian routes between the stadium and the transport hubs of Twickenham, Richmond and Hounslow stations.

Figure 2 – South East Cycle Parking



CAR PARKING

- 3.3.16 There are up to five spectator car parks that are used by Twickenham Stadium on a Major Event Day. These are shown below.

Table 1 – Spectator Car Parks

Car Park	Space
North Car Park	550 cars + shuttle bus staging
Cardinal Vaughan	900 cars
Rosebine	1,000 cars
Bulls Field	200 cars
Tesco	350 Blue Badge

- 3.3.17 These five spectator car parks are presented in Figure 3.
- 3.3.18 The site is located within LBRuT Controlled Parking Zone (CPZ) R, which is active on any Twickenham Stadium Major Event Day with an expected crowd over 35,000 people. The standard time of restricted parking is between 10am – 6pm, although signs are displayed if this is altered.
- 3.3.19 Electric charging car parking spaces have recently been installed. This consists of 14 active charging spaces in the North Car Park and a further 42 passive charging spaces in the West Car Park. The location of these are shown in Appendix A.

Figure 3 – Car Park Locations



TAXI

- 3.3.20 A taxi rank is provided towards the southern end of London Road, close to Twickenham Station.

COACH TRAVEL

- 3.3.21 Specific parking within North Car Park is allocated to National Express coaches, which transport spectators from key regional hubs across the country. This parking area is suitable to serve up to 5,000 spectators per event.

DISABLED ACCESS

- 3.3.22 On Major Event Days, an accessible shuttle bus will run before and after the match between the stadium and Richmond and Twickenham stations.
- 3.3.23 Lift access is available to disabled spectators throughout the stadium and accessible toilets, accessed via RADAR key are available.
- 3.3.24 Twickenham Station is fully accessible to wheelchair users. Access to all platforms is possible either via the car park or staff-operated stair lift. Staff are present between 06:15 and 22:45 Monday to Saturday and between 08:00 and 20:00 on a Sunday. Ramps are available for train access.
- 3.3.25 South Western Railways offers an Assisted Travel booking system. It is recommended that spectators use this facility when planning their journey.
- 3.3.26 London bus routes 281, 267 and H22 all serve Twickenham stadium and use low-floor vehicles. This allows access to wheelchair users. Spectators are advised to travel early if using the bus due to road closures that are enforced on a Major Event Day.
- 3.3.27 350 Blue Badge parking spaces are available to spectators within Tesco Car Park, approximately a five-minute walk from the north east corner of the stadium. There is a hard-standing surface for the entire route from Tesco Car Park to the stadium.
- 3.3.28 Spectators who will be using Blue Badge bays on a Major Event Day are advised to arrive at the venue at least 90 minutes prior to the start of the event to avoid any delays from road closures and spectator ingress.

3.4 Spectator Travel Patterns

- 3.4.1 On a Major Event Day, a limited amount of parking is available on site. Most spectators therefore travel to the stadium by modes other than car. The majority of spectator's travel using a sustainable mode of transport, as shown in Table 2.
- 3.4.2 Turnstile data from the England vs Wales Six Nations match in 2016 suggests that hospitality spectators enter the stadium approximately three hours and 30 minutes before kick-off. General Admission spectators mainly enter the stadium in the 15 minutes before kick-off, however these spectators will arrive across a long ingress period and make use of the West Village before the event begins.
- 3.4.3 Spectators then depart their seats immediately after the event and either return home or return to their hospitality area.
- 3.4.4 A spectator travel survey was undertaken on 4th February 2017 for the England vs. France Six Nations match at Twickenham Stadium. 1,918 spectators were surveyed across all turnstile gates, providing a sample of 2.3% of all spectators at this 81,902 attendance event.

3.4.5 Table 2 presents the survey results from this match for the main mode (by distance) that spectators used to travel to the stadium.

Table 2 – Major Event Spectator Main Mode Share

Method of Travel to Stadium	Mode Share	Spectator Trips
Car (Driver)	14.8%	12,085
Car (Passenger)	13.2%	10,804
Car (Dropped Off)	1.8%	1,495
Motorcycle	0.0%	0
London Bus	2.7%	2,178
Shuttle Bus	1.4%	1,153
Underground	3.0%	2,434
Rail	45.8%	37,535
Air	2.6%	2,092
Taxi	7.9%	6,491
Foot	3.5%	2,861
Bicycle	0.1%	43
Coach	2.8%	2,306
Minibus	0.2%	128
Other	0.4%	299
Total	100%	81,902

3.4.6 Table 2 shows that 45.8% of spectators travelled by train to the stadium. The main station used was Twickenham, accounting for 80% of rail trips, followed by Richmond which accounted for 13% of trips. Whitton station and Hounslow East station accounted for 3.6% and 0.7% respectively.

3.4.7 Car usage (private vehicles, passengers and taxis) as a mode to travel to the stadium was high, accounting for 37.7%. However, 40% of this is attributable to car passengers and passengers dropped off by car.

3.4.8 Approximately 75% of spectators completed their journey by walking to the stadium from their respective car parking location or rail station. The remainder of spectators arrived at the stadium via taxi, shuttle bus or London bus.

3.4.9 Table 3 presents the above travel patterns in comparison to those recorded at a previous Six Nations match that has been surveyed; England vs Wales 2014.

Table 3 – Comparison of Travel Patterns

Method of Travel to Stadium	Eng vs Wal 2014	Eng vs Fra 2017
Car (Driver)	27.2%	14.8%
Car (Passenger)		13.2%
Car (Dropped Off)	7.8%	1.8%
Motorcycle	0.4%	0.0%
London Bus	4.7%	2.7%
Shuttle Bus	1.5%	1.4%
Underground	2.1%	3.0%
Rail	41.8%	45.8%
Air	0.0%	2.6%
Taxi	7.3%	7.9%
Foot	4.3%	3.5%
Bicycle	0.3%	0.1%
Coach	2.6%	2.8%
Minibus		0.2%
Other	0.0%	0.4%
Total	100%	100%

- 3.4.10 Table 3 shows that private car usage is 5% less than it was at the 2014 match. It also shows that rail, underground and coach usage have all increased since 2014 (4%, 0.9% and 0.4% respectively).
- 3.4.11 These changes are likely to be due to a reduction in the amount of car parking Twickenham Stadium have made available on a Major Event Day, as well an increase in rail capacity and accessibility.

4. TARGETS AND MEASURES

4.1.1 This section of the report sets out the objectives and targets of the TP based on the review of the existing facilities and initiatives carried out at Twickenham Stadium.

4.1.2 The targets proposed as part of the TP relate to information provided by the RFU. The targets are specific, measurable, attainable, realistic and time-bound, and link directly to the objectives of this TP.

4.2 Targets

4.2.1 The TP provides site-specific targets including:

- Use of sustainable transport modes (walking, cycling, public transport and coach travel);
- Influence the travel behaviour of spectators; and
- Minimise the impact of Twickenham Stadium events on the environment and local highway network.

4.3 Spectator Target Travel Patterns

4.3.1 Table 4 compares the spectator travel patterns at Twickenham Stadium from the surveys undertaken in February 2017 with the future mode share targets after three and five years.

Table 4 – Existing Mode Share and Future Mode Share Targets

Method of Travel to Stadium	Spectator Mode Share	Future Spectator Mode Share after 3 years	Future Spectator Mode Share after 5 years
Car (Driver)	14.8%	12.8%	10.8%
Car (Passenger)	13.2%	12.2%	11.2%
Car (Dropped Off)	1.8%	1.8%	1.8%
Motorcycle	0.0%	0.0%	0.0%
London Bus	2.7%	2.8%	3.0%
Shuttle Bus	1.4%	2.0%	2.5%
Underground	3.0%	4.0%	5.5%
Rail	45.8%	47.0%	48.1%
Air	2.6%	2.6%	2.6%
Taxi	7.9%	6.9%	5.9%
Foot	3.5%	3.5%	3.5%
Bicycle	0.1%	0.2%	0.2%
Coach	2.8%	3.5%	4.0%
Minibus	0.2%	0.3%	0.5%
Other	0.4%	0.4%	0.4%
Total	100%	100.0%	100.0%

4.3.2 Table 4 shows mode share reductions are targeted across private car and taxi modes, while mode share increases are targeted across rail, underground, coach and cycle mode shares. The following section explains the measures that are proposed to reach these targets.

4.4 Action Plan

4.4.1 Table 5 sets out the action plan, the benefits of the various potential measures and the timescale for their implementation. Implementation of some items listed in the action plan below will be dependent on the anticipated demand for each measure at each event.

Table 5 – Actions, Measures and Timescale

Actions	Description	Measures	Benefits	Timescale	Responsibility
Managing the on-going development and delivery of the Travel Plan					
Adoption of the Travel Plan	Acceptance and approval from the RFU	Twickenham Stadium to adopt the TP in agreement with LBRuT	This will ensure that the TP is taken forward as an active, living document and results are delivered	Immediate	RFU
Spectator Travel Surveys	Undertake a staff travel survey for an England match, major club match and concert event	Identify the modes of travel made by staff to track improvements in sustainability	This will help the RFU and identify areas for improvements	One for each event type every three years	TPC
Increasing awareness of the Travel Plan					
Site Information	Provide site information to all spectators	Ensure site and travel information is available to all spectators through the England Rugby website, as well as distributing this information alongside online ticket sales.	This will provide spectators with the information to be aware of and able to choose their travel options	Prior to events	TPC
Encouraging greater use of sustainable transport modes					
Major Event Transport Plans	Continue to produce transport plans for the Major Events that are scheduled in the upcoming year	Describe planned Major Event Day transport operations	This will encourage Twickenham Stadium to continually review and improve the Major Event Day transport operations	Annually	RFU

Actions	Description	Measures	Benefits	Timescale	Responsibility
Spectator Travel Information	Continue to provide spectators with up to date public transport information	Continue to provide travel information to ticket holders prior to events and use the PA system to communicate any unexpected / important travel information to spectators before the egress period	This will ensure that spectators are aware of travel options available to them and of any changes they may need to make to their journey	Prior to, during and after events	TPC
Involvement of Transport Stakeholders	Maintain relationship with all relevant transport stakeholders through regular meetings and communication	Continue to develop and agree operation plans with all relevant transport stakeholders prior to, during and post event days	Ensure spectator satisfaction with service and identify opportunities for improvements following events to increase the likelihood of spectators returning to Twickenham Stadium to choose public transport	Prior to, during and after events	RFU
Spectator Travel Surveys	Undertake a spectator travel survey for an England match, major club match and concert event	Identify the modes of travel made by spectators to track improvements in sustainability	This will allow the RFU to identify areas for improvement and promotion	One for each event type every three years	TPC/RFU
Promotion of Rail Travel	Encourage spectators to travel by rail	Maintain the shuttle bus services that run between Richmond and Hounslow station and Twickenham Stadium. Review usage of these services to increase provision if required	This will encourage spectators to choose this sustainable mode of transport	Ongoing	TPC

Actions	Description	Measures	Benefits	Timescale	Responsibility
Promotion of Hounslow East Station	Encourage more use of this station	Promote the use of Hounslow East station and the walking route to this station alongside the existing information provided for other key stations	Ensures spectators are aware of the stadium's proximity to the Piccadilly line and the straightforward walk between this station and the stadium. This will also reduce demand for Twickenham and Richmond stations	Ongoing	TPC
Promotion of Whitton station	Encourage more use of this station by spectators as recent improvements to the station have made this viable	Promote the use of Whitton station alongside the existing information provided for other key stations	Reduces the demand for Twickenham station	Ongoing	TPC
Park and Ride	Continue to offer park and ride service to Hounslow Civic Centre for events where demand suggests it is required	Continue to offer this service and review usage to ensure adequate provision	Reduces the number of vehicles on the highway network surrounding the stadium	Ongoing	TPC
Car Parking	Review car park usage	Monitor car park usage by spectators through Major Event travel surveys and consider reducing available parking provided that this does not displace vehicles to other locations e.g. on-street in residential areas outside of the Event Day CPZ	Reduces the number of spectators travelling by car to the stadium	After each travel survey	TPC/RFU

Actions	Description	Measures	Benefits	Timescale	Responsibility
Promote Cycling	Encourage spectators to travel by bike	Ensure maintenance of cycle parking spaces, monitor usage through the future travel surveys and commit to increasing the number of spaces if demand exceeds supply	Quality provision of cycle parking will encourage spectators to cycle to Twickenham Station	Ongoing	RFU
Pedestrian Facilities	Good pedestrian access and permeability	Ensure good pedestrian access, permeability and signage to the site from key transport hubs	This will encourage spectators to complete their journey by foot	Ongoing	RFU
Maintain usage of 'soft finish' Events	Soft finishes are a retention measure implemented at the end of an event to reduce the peak of the egress period	Maintain opportunities to run a 'soft finish' event, e.g. trophy presentations or post-event hospitality packages	This will reduce the pressure on public transport services and the local highway network	Prior to and during events	RFU

5. TRAVEL PLAN MANAGEMENT

5.1 Roles and Responsibilities

- 5.1.1 The RFU will be responsible for the implementation, management and further development of this TP through Nigel Cox, the Travel Plan Coordinator (TPC).
- 5.1.2 The TPC will be responsible for the implementation and further development of the TP.
- 5.1.3 The TPC's responsibilities will include:
- Achieving commitment and support from Twickenham Stadium
 - Create awareness of the TP and its specific measures
 - Provide advice on transport-related subjects to spectators
 - Preparing literature and materials to provide transport advice to visitors and spectators;
 - Liaising with stakeholders, boroughs, TfL, public transport operators whenever necessary
 - Coordinating the data collection and monitoring the TP programme
 - Presenting a business case to secure a budget for further developing the TP and ensuring its efficient use

5.2 Travel Plan Awareness

- 5.2.1 The success of the TP is dependent upon spectator awareness through promotion and advertisement which will be developed by the TPC and the RFU. Various forms of suitable communication will be used to advise and inform visitors about the travel options and other facilities.
- 5.2.2 The Action Plan set out in Table 5 provides details of the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns such as greater use of cycling, walking and public transport.
- 5.2.3 Spectators at Twickenham Stadium will continue to be provided with information on how to reach the site by all modes so that they can make an informed decision. This guidance will highlight the commitment to sustainable transport modes.

5.3 Implementation and Funding

- 5.3.1 The provision, implementation and funding of the Travel Plan will be undertaken by the RFU.

5.4 Monitoring

- 5.4.1 The TP is intended to be a living document and therefore will require on-going monitoring and review to ensure that the TP remains up to date.
- 5.4.2 The monitoring and reviewing will be the responsibility of the TPC.
- 5.4.3 Table 6 gives the plans and timescales for the monitoring and review of the TP.

Table 6 – Travel Plan Timescales

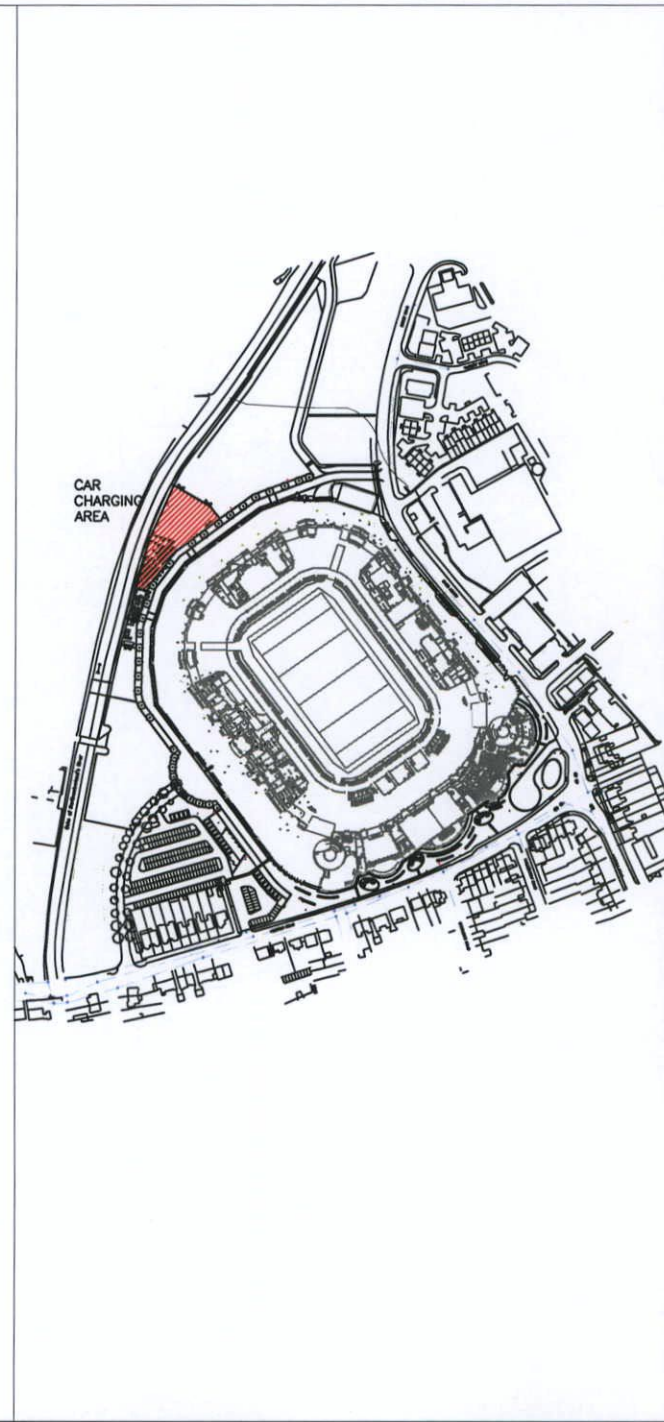
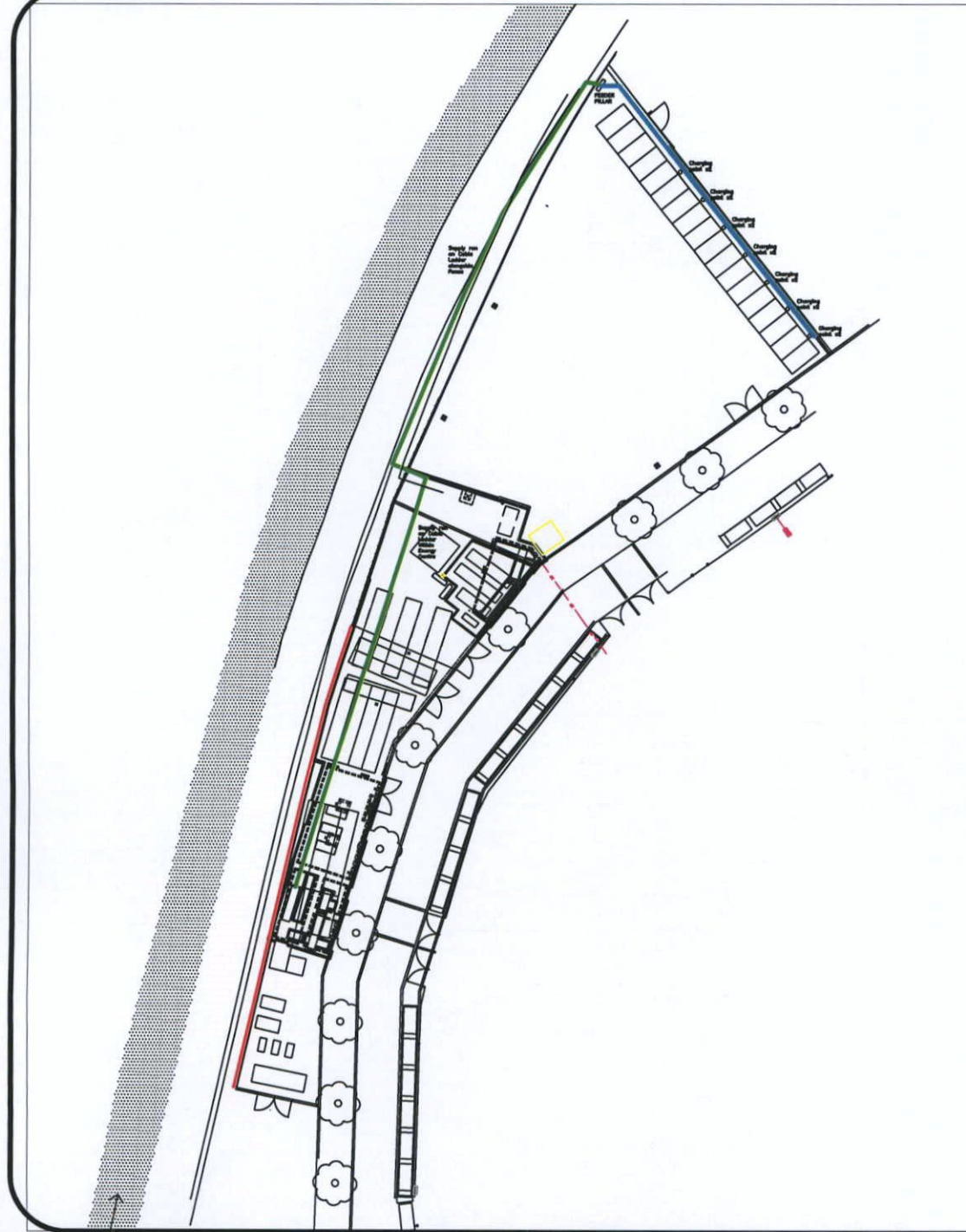
Action	Timescale
Future travel surveys	One spectator survey for an England rugby match, club rugby match and concert event every three years
Feedback to RFU management	Annually
Undertaken comprehensive strategic review of all aspects of the Travel Plan, including staff mode share surveys	3 rd and 5 th year, then every three years

- 5.4.4 If the TP is shown to be regularly underachieving targets through the monitoring process, remedial actions may need to be implemented. These remedial actions would typically consist of measures which could help to get the TP on target. Costs associated with the extension of the life of the TP would be covered by the RFU.

6. SUMMARY

- 6.1.1 This Major Event Day Spectator Travel Plan has been prepared by Momentum Transport Consultancy on behalf of the RFU to satisfy the Section 106 obligations of the East Stand Extension planning permission.
- 6.1.2 The TP is a long-term management strategy for Twickenham Stadium that seeks to increase the use of sustainable modes of transport by staff on event days.
- 6.1.3 Interim mode share targets for spectator travel have been provided for the third and fifth year following adoption of this TP. These targets reflect the aspirations of the RFU to encourage more sustainable modes of travel to and from Twickenham Stadium.
- 6.1.4 The TP is a live document that is intended to be regularly monitored and reviewed through the TPC and regular meetings with the RFU. It is anticipated that appropriate measures will be taken to secure and enforce the TP in order to ensure regular monitoring and review of the proposed targets and measures.

APPENDIX A – ELECTRIC VEHICLE CHARGING POINTS



General Notes

No.	Revision/Issue	Date

File Name and Address



Project Name and address

Twickenham EV Charging
Charging Layouts

Project	S1159	Sheet	01
Date	20.03.2018		
Scale	NTS		



Typical 2 car charging pole



Block paving



Grass

Passive provision for an additional 42 spaces (remaining 14 in the north car park)

- Parking space
- Potential power supply
- Dual plug charging pole

West Car Park - Twickenham Stadium
Proposed Car Charging Passive Provision Locations
 Sketch 180518-001-PY - KSS

