

APPENDIX 7.11
TRAVEL PLAN FOR RICHMOND EDUCATION AND ENTERPRISE
CAMPUS



Richmond upon Thames College as part of Richmond Education and Enterprise Campus (REEC)

Travel Plan

Table of Contents

1.	Introduction.....	3
1.1	College Service Provision	3
2.	Aims and Objectives	3
3.	Travel Plan Rationale and Benefits.....	4
4.	Site Survey	5
5.	Staff and Student Numbers	6
6.	Parking Provision.....	7
7.	Public transport	7
7.1	Bus	7
7.2	Rail	8
7	Walking.....	8
8	Cycling.....	9
9	Travel Survey.....	9
10.1	Student survey.....	10
10.2	Staff survey.....	10
10	Planned Actions	11
11.1	Overview	11
11	Existing measures that support the travel plan	12
12	Initial targets of the Travel Plan.....	12
13	Targets, Supporting actions and timelines	14
14	Summary of target improvements	16

1. Introduction

1.1 College Service Provision

Richmond upon Thames College (RuTC) is a further education college serving the local community delivering study programmes to mainly 16-18 students from across London

2. Aims and Objectives

The aim of this Travel plan is to develop and deliver strategies which reduce the environmental impact the College has through its travel arrangements on the locality and its associated environment. It also aims to promote and incentivise the use of sustainable transport to its staff and students, and to make transport to the College as convenient, safe and inexpensive as practicably possible.

Travel Plan aims to support sustainable travel through:

- encouraging staff and students to challenge their travel arrangements and consider more sustainable means;
- supporting and challenging staff who travel regularly on College business so their journeys are 'considered', managed and completed safely, economically and with minimal environmental impact;
- providing and supporting access and facilities for staff and students with limited mobility;
- appreciating and minimising the impact the College has through its travel arrangements on the local demographic;
- encouraging greater uptake for walking or cycling;
- Ensuring the Travel Plan helps inform long term business and premises planning.

The purpose of this Travel Plan is to provide a framework for the detailed requirements of Richmond Upon Thames College as part of the REEC campus

In line with the Section 106 agreement for the outline planning consent detailed site-specific travel plans will be developed for the various development zones of the

scheme. These would then be implemented at a time when the end users' requirements would be better understood and prior to occupation.

Richmond Education and Enterprise Campus provides a General Further Education College, a Secondary School and a Special Educational Needs School with there will sports fields and a sport centre.

There are a number of key access and movement principles which the redevelopment is based upon:

- The primary access for vehicular traffic to the college will be off the A316 on Langhorn Drive.
- The majority of pedestrian visitors should arrive from the eastern boundary (via Twickenham Station), secondary access for pedestrians and cyclists should be provided around the site as visitors arrive from all directions.

3. Travel Plan Rationale and Benefits.

The production and operation of the Travel Plan is an integral part of operation and goes to support a number of benefits, including:

- Reputation – Demonstrates the College's commitment to the local area and improves the College's image to its neighbours and those within the local demographic;
- Corporate Responsibility – Helps to meet stakeholder demand for improvements to Corporate Social Responsibility and to meet Environmental Targets. Can lead to significant changes to the way people travel to and from the College resulting in a better local environment for pedestrians and cyclists;
- Cost Benefits – A managed reduction in travel can have a major impact on cost. These reductions can be either directly through travel claims for mileage, time and parking and indirectly through maintenance and in some cases stress;
- Student Enrolment – Providing students with quick and direct access, reduces barriers to learning and encourages enrolment;
- Increased travel choice – A wider range of travel options will lead to greater social inclusion, enabling those who do not have access to a car to attend College;
- Health Benefits – Many alternative forms of transport include an element of

exercise that will lead to a healthier workforce and cohort, possibly leading to reduced rates of illness amongst both staff and students.

4. Site Survey

The site located to the northwest of Twickenham town centre, it is bounded by Chertsey Road immediately to the north, Egerton Road to the east, residential dwellings on Craneford Way to the south and Marsh Farm Lane (footpath) to the west with associated playing fields, vehicle and cycle parking.



Campus plan



5. Staff and Student Numbers

It's important, when considering travel arrangements associated with the College, to understand the type of educational provision and scope. During the academic year 2019 2020 it provided training programmes to over 2500 students with courses ranging from study programmes for 16-19 Provision, Apprenticeships, Employer Training, Evening, Full Time Higher Education, to Evening Leisure Learning.

The number of students and staff travelling on any one day to undertake their programmes is difficult to determine and varies throughout the year. This is because, unlike schools, their timetabled days and length of course changes throughout the year with some commissioned for a few days throughout the year. Staff numbers sampled in showed the total number as being 227. However, based upon a 37-hour week this

produces a Full Time Equivalent (FTE) of approximately 135.

6. Parking Provision

The primary vehicular access will be taken from Langhorn Drive. Cars will access the staff and visitor car park via the existing College site access from the mini- roundabout junction with Langhorn Drive. This entrance will provide access to the Richmond Building. Residential units and the sports centre. Vehicular access to the special needs school and Secondary School is taken from Egerton Road. There is pedestrian and cycle access via Craneford Way, Egerton Road and Langhorn Drive. Access to the playing fields is taken from Craneford Way via Court Way.

The Car parking provision meets the standards set out in the local and regional policy. There are currently 150 car parking spaces on the site. Students are not allowed to park in the school parking services which are for the use of staff and visitors only. A permit system is in place for all staff:

- the use of non-car transport modes and further encourage walking and cycling modes
- The implementation of this Framework Travel Plan supports national, regional and local planning legislation which emphasises the importance of sustainable travel.
- Encourage staff, students and visitors to make well- informed and sustainable decisions about the way they travel to and from the

7. Public transport

7.1 Bus

The site is served by four bus routes which include the 267, 281, 481 and the 681. The bus routes can be accessed by a number of bus stops which surround the site. Below is a list of the nearest bus stops surrounding the site including the most direct route and distance to the bus stops from the College pedestrian entrances and the bus routes they are served by:

Table 1 Summary of existing bus services.

Bus Route	Direction (towards)	Monday – Friday			Sat	Sun
		AM	Inter peak	PM		

267	Hammersmith Bus Station	7	6	6	5	4
	Fulwell Rail Station	5	6	6	5	4
281	Hounslow Bus Station	8	8	8	8	5
	Tolworth (Ewell Road)	8	8	7	7	5
481	West Middlesex University Hospital	1	1	1	1	0
	Kingston (Cromwell Rd Bus Station)	1	1	1	1	0
Total		30	30	29	27	18

The above table shows that the site is served by 30 buses in the morning peak and inter-peak hour and 29 buses in the evening peak hour in both directions. On weekends, the frequency is reduced to 27 buses per hour on Saturday and 18 buses per hour on Sunday.

7.2 Rail

Twickenham National Rail Station is located to the south east from the site (a 7 to 9-minute walk). The station and all trains serving it are operated by South West Trains. The station provides key links to Richmond, Waterloo, Reading, Kingston and Hounslow.

Table 2 Twickenham Station Rail Service frequencies

National Rail	Westbound		Eastbound	
	AM Peak	PM Peak	AM Peak	PM Peak
Twickenham	11	10	11	8

7 Walking

The surrounding footways are generally satisfactory, being a minimum of 2.0m in width, with dropped kerbs, tactile paving and street lighting. On the A316 Chertsey Road, there is a crash barrier on the central reservation preventing pedestrians from crossing the road. There is a signal controlled pedestrian crossing on Chertsey Road approximately 100m east of the site and a pedestrian footbridge directly north of the site. Many of the residential roads have traffic

calming by means of speed cushions located at regular intervals, and there is a fire access gate across Egerton Road which reduces traffic on the residential roads to access only.

The cycle/footpath of Marsh Farm Lane runs along the western boundary of the site between the junction of the A316 Chertsey Road/ Langhorn Drive and Craneford Way. From Craneford Way, the cycle/footpath runs through the Craneford Way playing fields, across the railway line via a footbridge and onto Marsh Farm Road.

Marsh Farm Lane footpath is proposed to be upgraded and widened to allow cyclists and pedestrians to use the route at the same time.

A new east-west shared cycle / footway is to connect London Road and Twickenham Station to Marsh Farm Lane, passing through land the former sorting office site and land known as the Twickenham Rough

8 Cycling

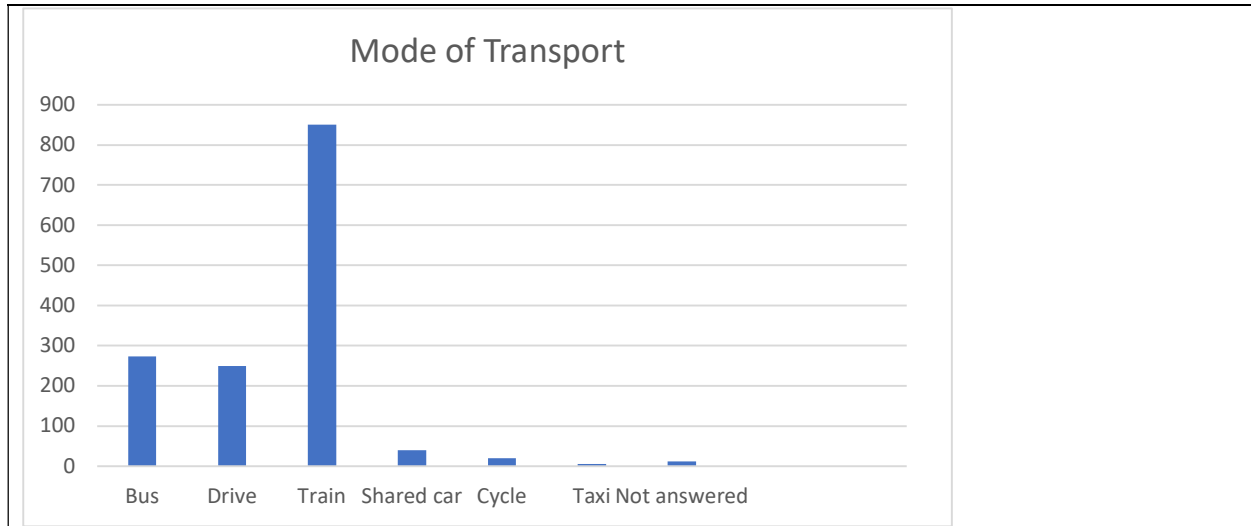
Transport for London's Local Cycling Guide 9 advises on a number of routes recommended by cyclists within the vicinity of the site and cycle routes that have signing or road markings. The site is well connected by cycle routes providing links to locations including; Twickenham Station, Richmond, Isleworth and Teddington. Chertsey Road has off-road shared cycle/ footway routes adjacent to it providing segregation from cyclists and motorists.

9 Travel Survey

Travel surveys have been undertaken with both Students and Staff in Sept 2020 It should be noted that although some of the questions are similar across both surveys there are others which have been added or refined to elicit specific cohort information. The survey was undertaken on online with approximately 200 in hard copy. There were 1453 responses analysed as we surveyed students during the enrolment period of operation.

10.1 Student survey

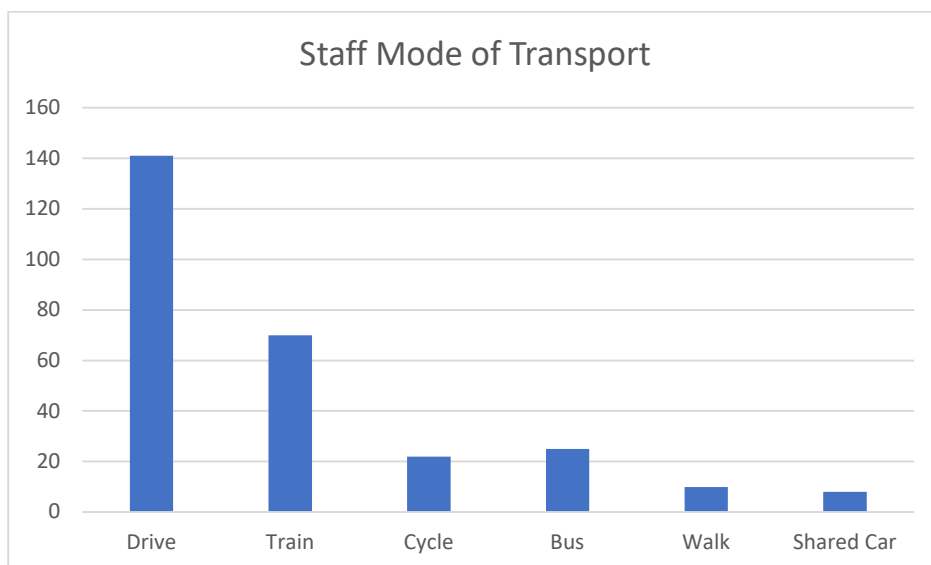
What mode of transport do you use to attend college?



The majority of students use the train to come to the college, which is to be expected with the location of the college and the number of students who come from outside of the Twickenham area to study.

10.2 Staff survey

The staff travel survey was undertaken online through the College's intranet and paper based at the beginning of the summer term September 2020. We had 276 responses these included contractors, cleaning staff, security staff and catering staff.



The above tables shows that the majority of staff use their cars for transport to work with a few sharing their mode of conveyance.

10 Planned Actions

Overview

The implementation and delivery of the Travel Plan requires a collective co-operation between the Senior Leadership Team (SLT), staff and students. It also relies on the support, understanding and involvement of local stakeholders, parents, carers and the wider community. The SLT has overall management responsibility for developing targets and objectives and implementing practises and procedures to support them.

The Vice Principal – Finance & Resources (VP-F&R) is a member of the SLT and along with the Estates Manager (EM) will be responsible for the Travel Plan and take on the role of Travel Plan Coordinator (TPC). Additionally, they will take strategic responsibility and deal with community stakeholders taking overall responsibility for the Travel Plan and ownership of the document. It will be the responsibility of the VP-F&R to instigate a Travel Plan Forum to ensure a cross section of the College population is represented and informed of the promotion of sustainable transport within the College and deliver against the planned actions. The EM will support this area of work along with colleagues in Student and Learning Support with duties including: - working with students, parents, operators, staff and other interested parties; monitoring usage and effectiveness of travel modes; supporting travel specific meetings; dealing with compliments

and complaints and taking necessary actions; ensuring information is up to date and clear and generally supporting the objectives of the Travel Plan.

11 Existing measures that support the travel plan

- To encourage cycling, staff cycle loans and training is available to encourage safer cycling to the site
- The College offers staff season ticket loans for public transport
- Car travel - there is no allocated on-site parking spaces for students. A total of up to 120 parking spaces are provided for staff and visitors. The level of visitor and staff parking meets LBRuT maximum parking standards. The proposed provision of parking is lower than what is currently in place relative to staff levels. Priority parking schemes will encourage car sharers, making the best use of the limited parking spaces available.
- Staff and students will not be eligible to apply to LBRuT for permits to park on- street.
- Teaching staff are usually required to be present on working days, however staff have the option to home-working, teleconferencing using TEAMS and flexi working provides flexibility allowing some staff members to reduce their need to travel.
- The College has a cafeteria and eating facilities for staff and students, further reducing the need to travel away from the site throughout the day

12 Initial targets of the Travel Plan

The main initial target of the Travel Plan will be to minimise car trips made to and from the college and to promote the use of alternative, sustainable travel modes. Additional targets have been agreed and include the the following:

- Development of Sustainable Travel Group.
- Increasing the use of public transport by 5% for students and 10% for Staff
- Walking and cycling to the site will be encouraged through schemes such as walk/cycle to school/work week. Further encouragement will be provided by the provision of maps showing safe walking and cycling routes to the site and presentations in classes highlighting the health benefits of walking and cycling.

- Increasing the mode share of cycling to work/college by 5% within two years of completion of the development.
- Providing and supporting access and facilities for staff and students with limited mobility
- Appreciating and minimising the impact that the College has through its travel arrangements on the local demographic.
- Ensuring the Travel Plan helps inform long term business and premises planning.

13 Targets, Supporting actions and timelines

Target	Supporting actions	Responsibility	Timelines
Development of Sustainable Travel Group.	<p>Re-institute the Sustainable Travel Group (STG). Group meetings have lapsed therefore the group requires new membership and a refresh from across the organisation, including student participation. Appoint Travel Plan Coordinator (TPC).</p> <p>STG to organise promotion and marketing of sustainable travel across the organisation. These will be tailored to engage both staff and students.</p> <p>Reassess the Car Parking Management Policy</p>	<p>P-F&R</p> <p>TPC</p> <p>TPC</p>	Sept 2020
Increasing the use of public transport by 5% for students and 10% for Staff	<p>Student support staff, as part of the student induction programme, to receive training in sustainable travel and options for access to Public Transport.</p> <p>Student website to be developed further to promote public transport proactively, supported by presentations within social spaces</p>	TPC	Sept 2020
Increase the number of students and staff walking and cycling to college by 5%	<p>In house promotion of healthy life style choices in collaboration with other similar organisations. Promote cycling through National Cycle to Work scheme along with Bike Week.</p> <p>The College will continue to promote its staff <i>cycle purchase scheme</i> and will investigate the use of a similar scheme through the Students Union to establish a similar scheme for students.</p> <p>The College will investigate the feasibility of using Brompton bikes in conjunction with Clarion Housing Group</p>	TPC	Spring 2021

<p>Increase shared occupancy car journeys by 5% for Students and 10% for Staff.</p>	<p>SLT to consult over car share arrangements to determine potential users' needs. Promote through Intranet and Moodle a car share scheme Revise car park management charges, incentivising those who participate in the car sharing scheme, while penalising those who don't, could be financial or the location of the parked car. It's been noted that the use of motor cycles and scooters is relatively low. We should investigate the feasibility of providing staff and students with discounted motorcycle/moped servicing and maintenance through initiatives developed with local service providers, subject to local considerations, public liability and insurance.</p>	<p>SLT</p>	<p>Spring 2021</p>
<p>Target an Increase in the travel survey participation for both staff and students.</p>	<p>To incentivise student participation and line manager intervention if necessary to achieve greater staff contribution</p>	<p>TPC</p>	<p>Spring 2021</p>

14 Summary of target improvements

Target	Current value	Target value	Target Date
Development of Sustainable Travel Group.	Not applicable		2020
Increase the use of public transport by 5% for Students and 10% for Staff	Students 55% Staff 2%	Students 60% Staff 12%	2021
Increase shared occupancy car journeys by 5% for Students and 10% for Staff.	Students 10% Staff 5%	Students 15% Staff 25%	2021
Target an Increase in the travel survey participation for both staff and students.	Students 58% Staff 70%	Students 65% Staff 90%	2021