

**APPENDIX 7.12  
TRAVEL PLAN STATEMENT**

# TRAVEL PLAN STATEMENT

## RICHMOND UPON THAMES EDUCATION AND ENTERPRISE CAMPUS

### Proposed Sports Facilities

Date: April 2022

Ref: 20/5453/TP07

## 1 INTRODUCTION

### *Background*

- 1.1 This Travel Plan Statement (TPS) has been prepared by RGP on behalf of Richmond upon Thames College to support the implementation of sports facilities within the Richmond upon Thames Education and Enterprise Campus (REEC).
- 1.2 The development proposals seek the construction of new sports facilities to serve Richmond upon Thames College (RuTC) and Richmond upon Thames School (RTS) contained within the wider REEC. The Site Plans illustrating the location and layout of the proposed facilities are provided at **Appendix A**.
- 1.3 The RuTC Sports Centre is proposed through the refurbishment and extension of the existing College sports centre facilities that currently serves the college and wider community.
- 1.4 The RTS Sports Hall is proposed primarily as facility for the use of the school, with some additional use by the local community outside of the operating hours of the school. The proposal will meet the school's requirements for a variety of sports, exams and school assemblies, complementing the existing Multi-Use Games Area facilities on the school site.

### *Planning History*

- 1.5 In August 2016, Outline planning permission 15/3038/OUT was granted for the demolition of Richmond upon Thames College to provide a new consolidated College campus in the north and west area of the site, enabling the remainder of the site to be redeveloped to provide a mixed-use scheme (the REEC). The outline proposals include the following:

- (i) Replacement College with new facilities for 3,000 day students and 500 people attending night classes (weeknights and Saturday mornings) and 300 FTE staff;
- (ii) Secondary school for 750 students aged 11 to 16 with 80 FTE staff, based on 90 staff of which approximately 20% will be part-time;
- (iii) A Special Educational Needs (SEN) school for 115 students, aged 11 to 16 with 60 FTE staff (based on 80 staff of which 30% will be part-time);
- (iv) A Tech Hub to provide facilities such as digital labs for new technology and product development, photographic studios, digital editing suites;
- (v) Residential development of a maximum of 180 units made up of a mix of terraced family housing together with flats/maisonettes within larger blocks;
- (vi) A Sports centre to replace the existing College sports facilities and serve the replacement college, secondary school and SEN school, and the wider community;
- (vii) Upgrade of the Craneford Way Playing Field to provide improved facilities for the educational facilities and the local community.

1.6 The outline planning consent included the separation of the scheme into a number of 'Development Zones' to be subject to separate Reserved Matters planning applications:

- (i) College Development Zone;
- (ii) Schools Development Zone;
- (iii) Tech Hub Development Zone;
- (iv) College Playing Fields Development Zone;
- (v) Residential Development Zone.

1.7 The construction of the REEC development is ongoing, with the detailed aspects of these Development Zones approved through a number of subsequent Reserved Matters planning applications. The new college building and RTS building are completed and operational.

1.8 The outline planning application was supported by a Transport Assessment to demonstrate the key transport related aspects of the overall scheme. The scope of assessment included the proposed access alterations to serve all proposed uses of the site and a full traffic assessment of the changes proposed to all roads surrounding the site.

- 1.9 The outline planning application was also supported by a framework Travel Plan, confirming the sustainability measures to be implemented across the REEC site. A copy of the framework Travel Plan is contained within **Appendix B**. The outline planning consent for the REEC was subsequently subject to a Section 106 agreement, which confirmed specific Travel Plans will be developed and approved for each individual Development Zone.

### ***Purpose of this Travel Plan Statement***

- 1.10 The purpose of this Travel Plan Statement (TPS) is to confirm the details of the specific sustainability measures to be implemented as part of the development of the sports facilities.
- 1.11 As confirmed above, there is no specific planning requirement for the implementation of a travel plan for the sports facilities in isolation, with both facilities to be incorporated within the respective College and School Development Zones. It is therefore expected that any travel planning measures for the sports facilities would be incorporated into the wider RuTC Travel Plan and School's Travel Plan, including all future monitoring and target setting.
- 1.12 However, this TPS has been prepared to outline the proposed functions of the sports facilities and the opportunities for sustainable travel, targeting all users. It detailed measures and initiatives to be implemented with the aim of reducing reliance on the private car.
- 1.13 The preparation of this Travel Plan Statement meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credits associated with Tra01 Transport Assessment and Travel Plan and Tra02 Sustainable Transport Measures under BREEAM New Construction (2018).
- 1.14 A Transport Statement has been prepared by RGP to support the detailed planning application for the implementation of the sports facilities in accordance with the outline planning consent confirming the detailed aspects of the site layout, access, car parking and landscaping. It is recommended that this TPS should be read in conjunction with that document, however this document includes the additional information that would usually be contained within the Transport Statement, for completeness, to ensure compliance with the BREAAM requirements for Tra01.

### ***Travel Planning Policy***

- 1.15 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 113). Whilst this proposal does not generate 'significant' amounts of movement, this TPS has been prepared nevertheless to reduce the impact of the development on the surrounding area.

- 1.16 Furthermore, Paragraph 106 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities. The REEC proposals provide a mixed-use scheme comprising residential, education and leisure uses.
- 1.17 The London Plan 2021, Para. 5.1.10 recognises the importance of shared use and co-location of social infrastructure in reducing the need to travel and improving accessibility, while Para. 10.4.3 suggests that the use of travel plans may help reduce the negative impact of development on the transport network and reduce potentially harmful public health benefits.
- 1.18 This TPS has been prepared with regard to relevant guidance and best practice, including Transport for London (TfL)'s Guidance on Travel Plans for New Developments in London (2013).

### ***Key aims of this Travel Plan Statement***

- 1.19 Whilst the sports facilities are to be incorporated with the overarching Travel Plans for the college and school, this TPS confirms the applicant's commitment to include a number of sustainability measures on the site to assist users of the sports facilities in traveling sustainably.

The Key Aims of this Travel Plan Statement are to:

- Provide users with greater information as to the alternative modes of travel available when travelling to and from the site;
- Identify opportunities to provide new infrastructure to support sustainable modes of travel;
- Promote the use of alternative modes of travel; and
- Support users to achieve a shift in travel behaviour away from single occupancy car travel towards more sustainable modes of transport.

- 1.20 The overall aim of this TPS therefore is to reduce reliance upon the private car by effecting a change in attitude to travel and increasing awareness of alternative modes and the associated benefits of sustainable transport.

### ***Travel Plan Co-ordinator***

- 1.21 It is not proposed to appoint a specific Travel Plan Co-ordinator (TPC) for the sports facilities, as the role of the TPC is primarily to ensure implementation of measures, monitoring and review generally associated with the provision of the full Travel Plan. In this instance, the TPC role for the college and schools will be appointed through the overarching travel plans and as part of this a Sustainable Travel Group will be established. Where appropriate, the users and operators of the sports facility will be encouraged to engage with this forum.

- 1.22 It is acknowledged within the REEC Framework Travel Plan that no surveys or monitoring requirements are needed in relation to the sport facilities since travel modes will vary significantly depending on who is visiting/using the facilities.

## 2 SITE LOCATION & LOCAL HIGHWAY NETWORK

### Site Location

- 1.23 **Figure 1.1** illustrates the location of the Sports Centres in relation to the REEC. The REEC site is located approximately 750 metres northwest of Twickenham Station and 500 metres south of Twickenham Stadium. The site is not considered to be a rural location, as defined in BREEAM Tra01.



**Figure 1.1** Location Plan

- 1.24 The proposed facilities would operate under the scheduled use of the College and School developments, utilising the approved access and parking arrangements that have been approved and, in most cases, implemented.

### **Local Highway Network**

- 1.25 The A316 Chertsey Road serves as the main access to the REEC and forms a major part of the Transport for London Road Network (TLRN). The A316 Chertsey Road links the site with the M3 Motorway and strategic road network to the west and serves as a direct link into Central London to the east. A316 Chertsey Road is formed as a dual-carriageway subject to a 40mph post speed limit. The A316 benefits from high-quality pedestrian and cycle connections with shared footpaths provided on both sides and a pedestrian footbridge provided close to the Langhorn Drive junction. Further 'at-grade' signalised crossings are provided to the east of the site.
- 1.26 To the east of the site, Egerton Road, serves as a local collector road now principally serving residential development, having historically served as the main access to the College. Egerton Road does not benefit from direct connections to A316 Chertsey Road with a vehicle restriction/barrier positioned immediately to the south of the College car park. Therefore, all traffic accesses Egerton Road via adjoining residential streets to the east.
- 1.27 To the south, Egerton Road provides access to Craneford Way, which in turn serves as the main access to the Craneford Way Playing Fields and serves LBRuT's Council Depot. Craneford Way also provides access to the rear of the site, historically operating as a service vehicle access for the College (retained for emergency access only) whilst also accommodating an important pedestrian link along Marsh Farm Lane.
- 1.28 These residential streets all link back to B361 Whitton Road to the east, which in turn serves as the main connection between A316 Chertsey Road and the District Centre of Twickenham via A310 London Road to the south.

## **2 ACCESS TO SUSTAINABLE MODES**

- 2.1 In accordance with relevant national (NPPF), regional (The London Plan) and local transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.
- 2.2 For specific advice on planning accessible (step-free) journeys as well as travel mentoring and travelling with hidden disabilities visit: <https://tfl.gov.uk/transport-accessibility/>.

### **Local Amenities**

- 2.3 Twickenham District Centre is located to the south of the site and offers a range of shops and amenities typically offered by a town centre. The surrounding area also benefits from good access to education (including the College), medical services and recreation.

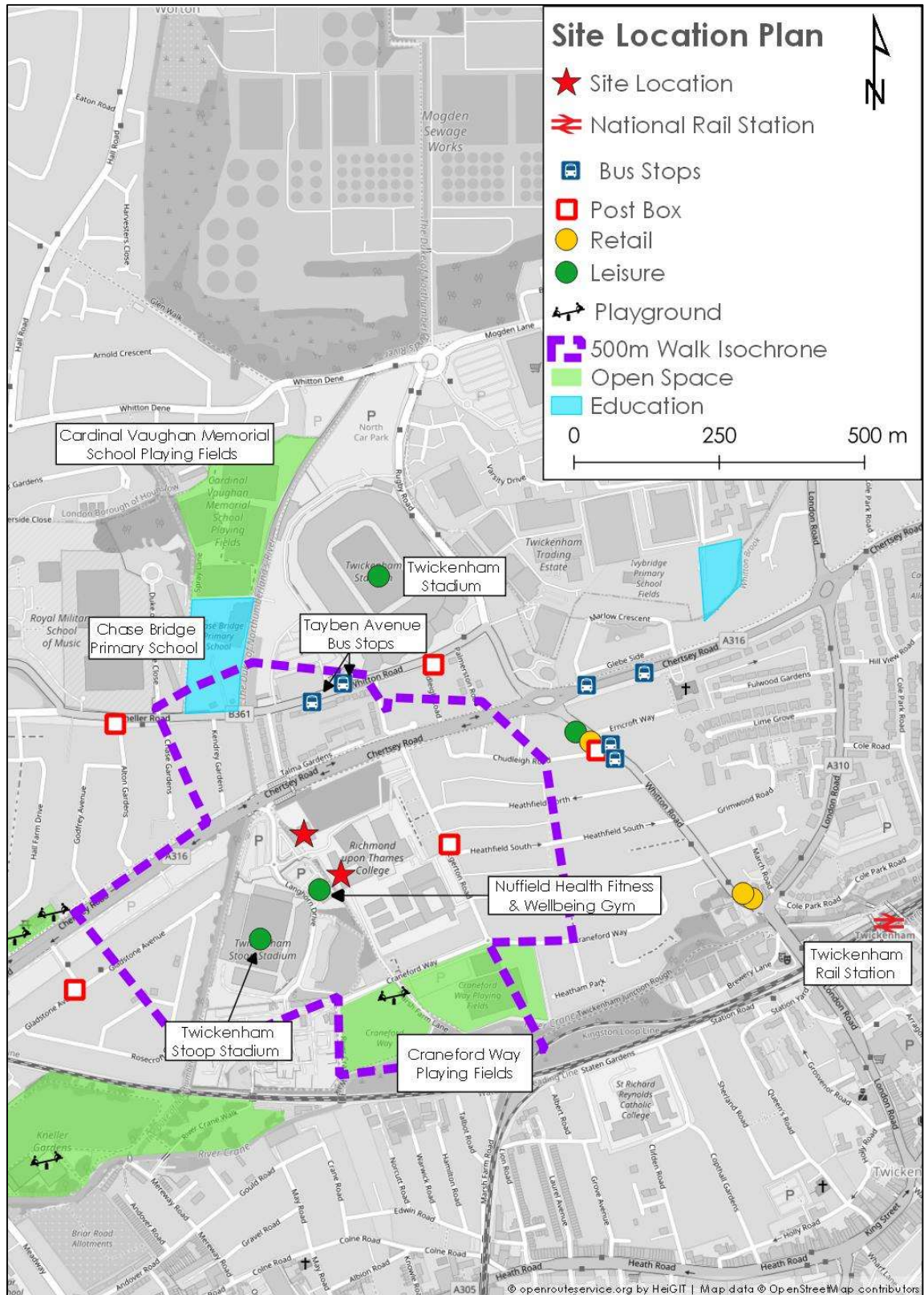


- 2.4 The site also benefits from good access to public transport nodes, including Twickenham Station, with local bus services nearby on major routes operated by TfL. These facilities contribute to the site's PTAL rating of 3, indicating a 'good' level of accessibility to public transport.
- 2.5 **Figure 3.1** outlines the amenities available within 500 metres of the site as defined within the BREEAM (2018) guidance, which are also shown on **Figure 3.2**. In addition, the table includes the general walk times in accordance with the Chartered Institution of Highways and Transportation (CIHT) guidelines of 80 metres per minute walking speed.

Type of Amenity	Name of Amenity	Location	Distance from Site	Walk Time (mins)
Food outlet	None within 500m of the site (nearest 750m)			
Access to Cash	None within 500m of the site (nearest 750m)			
Outdoor Open Space	Craneford Way Playing Field	Craneford Way	150m	2
Recreation & Leisure Facilities	Nuffield Health Fitness & Wellbeing	Langhorn Drive	175m	
	Twickenham Stoop Stadium	Langhorn Drive	230m	
Postal Service	Post box	Egerton Road	170m	2
Pharmacy	None within 500m of the site			
GP Surgery	None within 500m of the site			
Childcare/School	Chase Bridge Primary School	Kneller Road	400m	5

**Figure 3.1. Facilities within 500m of the site**

- 2.6 **Figure 3.1** confirms that the development meets BREEAM assessment option no.9 as there are more than 3 existing amenities present within a 500m walk of the site. **Figure 3.2** overleaf indicates the location of the site in the context of these local amenities and transport infrastructure.
- 2.7 The Outline planning consent includes a comprehensive scheme of highway infrastructure improvements to better local traffic conditions and provide a robust pedestrian and cycle network to cater for the increased demands of the REEC as a whole.
- 2.8 This includes three main infrastructure improvements being brought forward as part of the overarching development, including the upgrade of the A316 Chertsey Road/Langhorn Drive junction, the upgrade of the Marsh Farm Lane footpath to a widened shared cycle/footpath to the west of the REEC site, and the widening of the site access from the Langhorn Drive mini-roundabout.



**Figure 3.2 Accessibility and Amenities Plan**

### **Walking and Cycling**

- 2.9 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the CIHT Guidelines for Providing Journeys on Foot (2000).
- 2.10 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.
- 2.11 The local streets surrounding the site provide high-quality routes (typically comprising footways of minimum 2m width) in all directions, with well-lit footway and crossing points equipped with dropped kerbs and tactile paving. The A316 Chertsey Road provides shared pedestrian/cycle footpaths along much of its length, with regular crossing points facilitated by pedestrian footbridges and signalised junctions. This provision acts to assist pedestrians accompanied by young children as well as those with varying degrees of disability / visual impairment.
- 2.12 The site benefits from convenient access to Twickenham District Centre (around a 9-minute walk time) with facilities extending to around 1500m with safe and convenient pedestrian connections. The District Centre is generally accessed via local residential streets including Court Way, benefitting from footways on both sides of the carriageway.
- 2.13 The site also benefits from good access to public rights of way, including a shared pedestrian/cycle path referred to as Marsh Farm Lane, which runs along the western side of the College campus, linking A316 Chertsey Road/Langhorn Drive with Craneford Way to the south. This provides a convenient north-south route that would be further improved by the ongoing works to the College Campus.
- 2.14 Immediately to the south, Marsh Farm Lane links with Craneford Way Playing Fields, with further dedicated pedestrian and cycle routes continuing south across the railway line or through 'Twickenham Junction Rough' park land which provides an off-road route to Twickenham District Centre along the River Crane (typically open 07:30am to 04:30pm).
- 2.15 The proposed development would include a network of pedestrian access routes through the site, connecting to existing and proposed infrastructure on Egerton Road and Marsh Farm Lane. In addition, the main route through the site would be formed as a shared surface that would be conducive to pedestrian and cycle activity.



### Existing Pedestrian Routes to the South

- 2.16 Over short distances, especially in urban areas, cycling is often quicker than using a car and more flexible than using public transport.
- 2.17 These existing residential streets and local off-road routes also offer safe and convenient links for cycling, with Chertsey Road also providing a direct cycle route for routes further afield, including into Central London.
- 2.18 In addition to Twickenham, other Metropolitan and District Centres such as Richmond, Isleworth and Hounslow can be accessed within a 20-minute cycle time all with their own individual employment centres, local facilities and public transport hubs.
- 2.19 Furthermore, Brompton cycles can be hired from Twickenham station. More details to include pricing can be found at: <https://www.bromptonbikehire.com/docks/3149-london:-twickenham-station>.
- 2.20 It is therefore considered that there are realistic opportunities for travel to / from the site by active modes (walking /cycling).

### Accessibility by Bus

- 2.21 The site benefits from convenient access to local bus stops on Whitton Road both north and east of the site, as illustrated on **Figure 3.3** overleaf.
- 2.22 To the east of the site, bus stops on Whitton Road (approximately 450 metres from the Egerton Road site access) provide access to routes 281 and 681.

2.23 In addition, routes 110 and 481 are accessible further north on Whitton Road (540 metre walk) via the A316 footbridge. Bus Routes 267 and H22 are also available from Twickenham Station. Whilst some of these stops fall outside the walking distances recognised by the PTAL assessment methodology, in practice all of these stops are located within a 6-8 minute walk time with safe and convenient connections.

2.24 **Figure 3.3** provides a summary of the key destinations accessible via these local bus services, along with typical frequencies and rail/underground connections. It is noted that the figures shown represent typical weekday frequencies, which may be higher during the peak hours.

Route	Key Destinations	Typical Weekday Frequency
110	Hampton Hill, Whitton Station ➔, Twickenham Stadium, St Margaret's ➔, Richmond ➔, Kew Gardens ➔, Kew Bridge ➔, Gunnersbury ➔, Ravenscourt, Hammersmith ➔	15 minutes
267	Fullwell, Twickenham ➔, Kew Bridge ➔, Gunnersbury ➔, Ravenscourt Park ➔, Hammersmith ➔	10-11 minutes
281	Tolworth Tower, Surbiton Station ➔, Kingston Station ➔, Hampston Wick Station ➔, Fullwell Station ➔, Twickenham Station ➔, Hounslow Station ➔, Hounslow Bus Station	9-13 minutes
481	Kingston ➔, Teddington, Fulwell ➔, Twickenham Stadium, West Middlesex Hospital	3 services per hour
681	Hounslow ➔, Twickenham, Fulwell ➔, Teddington	Morning and Afternoon Services
H22	Bell Corner/Hounslow Civic Centre, Whitton Station ➔, Twickenham ➔, West Middlesex Hospital	11-13 minutes

**Figure 3.4 Summary of Local Bus Services**

2.25 The site benefits from convenient access to bus services to a range of local destinations including Richmond Station, whereby further National Rail, London Underground and London Overground services can be accessed (journey time of approximately 26 minutes).

2.26 Further information regarding routes and timetable information can be found at <https://tfl.gov.uk/modes/buses/>.

### **Accessibility by Rail**

2.27 In terms of rail travel, Twickenham Rail Station is located approximately 1.2 kilometres (15 minute walk) to the south-east of the site. The station is operated by South West Trains and is served by a number of routes providing regular services into Central London, including London Waterloo, with a typical journey time of 30 minutes. The table below summarises the key routes and destinations available from the station.

Key Destinations	Typical Weekday Frequency
Wimbledon, Raynes Park, New Malden, Kingston, Teddington, <b>Twickenham</b> , Richmond, North Sheen, Barnes, Putney, Clapham Junction, Vauxhall, London Waterloo	30 minutes
Windsor & Eton Riverside, Sunnymeads, Staines, Feltham, Whitton, <b>Twickenham</b> , Richmond, Putney, Clapham Junction, Vauxhall, London Waterloo	30 minutes
Reading, Wokingham, Bracknell, Ascot, Sunningdale, Virginia Water, Egham, Staines, <b>Twickenham</b> , Richmond, Clapham Junction, London Waterloo	2 per hour
Shepperton, Sunbury, Hampton, Fulwell, Strawberry Hill, <b>Twickenham</b> , Richmond, Putney, Clapham Junction, Vauxhall, London Waterloo	1 per day

**Figure 3.5 Summary of Rail Services**

- 2.28 It is also noted that these regular services offer a quick connection to Richmond station with a 4-5 minute train journey time, where London Underground and Overground services can be accessed.
- 2.29 On the basis of the above, it is apparent that there is a range of opportunities for rail travel to / from the site. Further information including live arrival/departure times and station facilities can be found at: [www.nationalrail.co.uk](http://www.nationalrail.co.uk).
- 2.30 Twickenham station provides large areas of cycle parking, whilst also offering Brompton cycle hire for local travel or to assist with cycling as part of a linked trip with rail or bus travel.
- 2.31 In terms of station accessibility and mobility access, the station is fully accessible to wheelchair users with step free access (lifts) to all available platforms, ramps provided for train access, staff on hand during station operational hours to assist all travellers, including those with visual impairments, and wheelchairs are available at the station.

### **Car Clubs**

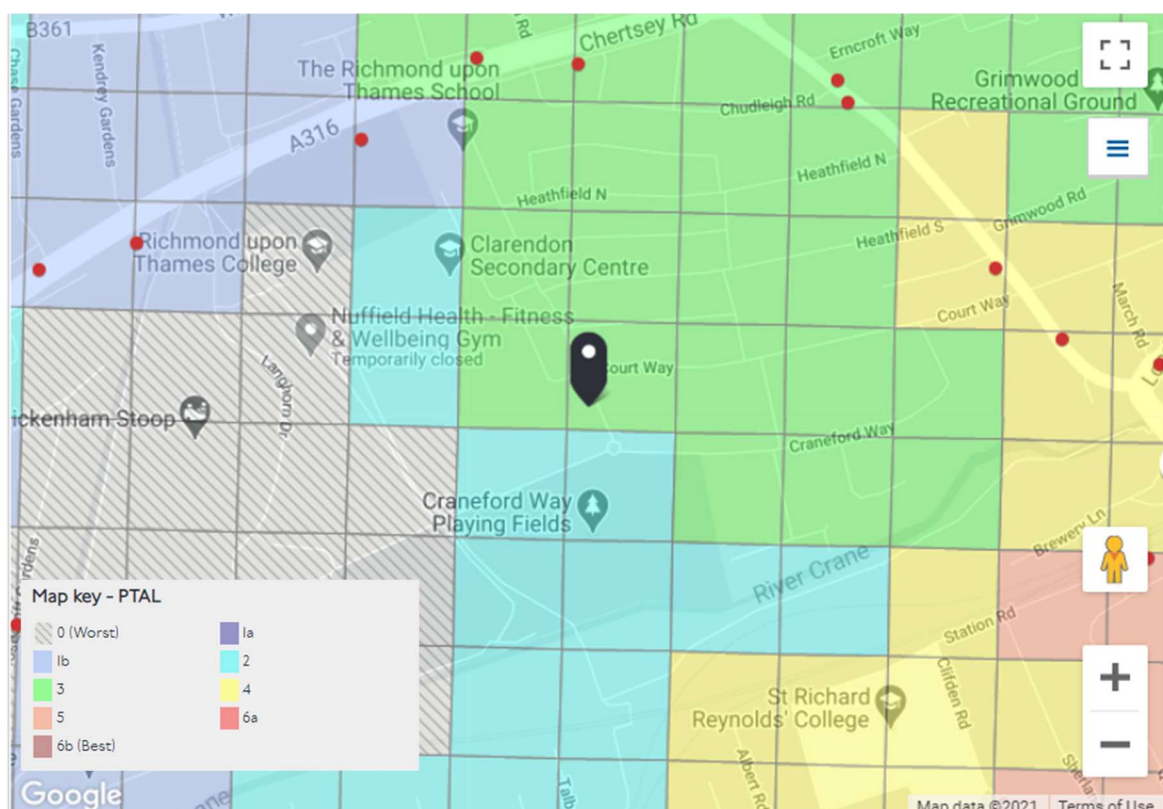
- 2.32 In addition to public transport, car clubs are an important consideration for encouraging reduced car ownership. The site would benefit from convenient access to local car clubs, including Enterprise and Zipcar, located within Twickenham District Centre. The REEC proposals also include the provision of a further car club space on Egerton Road to provide a convenient facility for all users of the site. This space would be implemented through the construction of the Residential Development Zone.
- 2.33 Car clubs provide an alternative to using a private car. Cars are used on a pay-as-you-go basis. The cost of usage is based on how long the car is used for and the distance driven and can often work out cheaper than owning and running a car privately. Typically, cars are rented online and can be collected and returned 24 hours a day.

## Taxi

- 2.34 For any trips by taxi, a number of local operators serve the locale and allow pre-booking. Taxi activity can be accommodated within the site's car parking areas and a taxi-rank is available at Twickenham station.

## PTAL Assessment / Accessibility Index

- 2.35 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area by public transport and range between 1a (worst) and 6b (best).
- 2.36 The site is characterised as being within a PTAL zone of between 2 and 3, as illustrated by the extract from TfL's WebCAT mapping in **Figure 3.6**. A full copy of the PTAL report is attached at **Appendix C**.



**Figure 3.6** Extract from PTAL Report (WebCAT Mapping)

- 2.37 It is noted that the western portion of the site is not currently included within the PTAL assessment (PTAL of 0) since there is currently no access/permeability through the site. The proposed introduction of routes through the site to access the residential dwellings would allow these areas to be included within the PTAL assessment and form part of the PTAL 3.

- 2.38 A PTAL of 3 is indicative of 'moderate' access to public transport. It is noteworthy that the PTAL assessment does not consider the local amenities which are accessible on foot or by cycle. The thresholds in the PTAL model work on a 640m distance to a bus stop and 960m for rail.
- 2.39 The site has an associated Accessibility Index (AI) of 10.01 This AI qualifies the site for an additional BREEAM Credit under Tra02.



### 3 DEVELOPMENT PROPOSAL

#### **Scheme**

- 2.40 The development proposals comprise the implementation of the sports facilities for RuTC and RTS. The Proposed Site Plans for the RuTC Sports Centre and RTS Sports Hall are attached at **Appendix A**.
- 2.41 The RuTC Sports Centre includes the extension and refurbishment of the existing sports centre to the west of the main College building and will serve the new College and the wider community. The new RuTC Sports Centre will continue to offer similar services to the community as the current one on the College site but using either new or improved facilities and equipment. The existing Sports Centre has a full gym with cardiovascular equipment, single station resistance equipment and free weights.
- 2.42 As a condition of the Outline planning consent (U07935), the RuTC Sports Centre will be permitted to operate by the College between 07:00 and 22:00 hours on any day. The operational times of the Sports Centre for use by the public will be from 16:30 to 22:00 Monday to Friday and 09:00 17:00 on weekends. During holiday periods, it will be open from 09:00 to 22:00 Monday to Friday and 09:00 17:00 on weekends. The Sports Centre will be closed on bank holidays.
- 2.43 The RTS Sports Hall will be constructed to the west of the existing school, principally providing an ancillary building for the use of the school providing a teaching space for Physical Education and School Sports events, with some external community activity in the evenings and weekends. This use would include external activity from visiting schools and extra-curricular events/classes. The RTS Sports Hall (including the connecting MUGA facilities) will operate between 08:00 and 22:00 hours.

#### **Access Arrangements**

- 2.44 Access to the proposed sports facilities would be provided through the associated college/school, with suitable management measures to ensure safe and controlled use. All servicing and delivery measures would be undertaken as per the wider activities across the REEC.
- 2.45 The RTS Sports Hall will have two primary entrances. To the west is the community/visitor entrance, directly off Marsh Farm Lane, providing access outside of school hours, adjacent to the visitor car park. To the east is the school entrance, which can only be accessed through the main RTS site. During school hours the community entrance will be locked to prevent public access and for school security. Outside school hours, the community entrance can be unlocked and the school entrance locked to allow public use of the sports facility, but not of the remainder of the school site.

- 2.46 Pedestrian, cycle and public transport users will arrive at the Sports Centre using the same walking routes and public transport nodes as for the College, STEM and proposed residential development to the south.

### **Car Parking Provision**

- 2.47 The proposed facilities would include dedicated areas of car parking to accommodate all necessary demand, including space for disabled (blue badge) drivers and electric cars. These car parking areas would be managed as per the approved management strategies for the connecting school/college sites.
- 2.48 The RuTC Sports Centre will continue to be available for the wider community use outside of the operational hours for the educational uses. Therefore, the wider community will only be able to use the Sports Centre during the weekday evenings and on weekends.
- 2.49 Car parking for the RuTC Sports Centre will be accommodated within the existing college parking spaces, which includes 20 car parking spaces immediately outside of the site (including two disabled spaces) which can be allocated to the sports centre as needed.
- 2.50 The RTS Sports Hall would primarily operate as an additional classroom and would not generate any additional demand for car parking during the daytime period. However, the sports hall will generate external activity outside of the opening hours of the school from extra-curricular activities (including visits from other schools/clubs) and from the community.
- 2.51 As illustrated on the site plans at **Appendix A**, the RTS Sports Hall would benefit from a separate area of car parking, providing 19 car parking spaces (including 2 disabled bays) and a mini-bus space. These spaces would provide parking for visiting schools during competitive activities and provide a parking area (including safe drop-off and pick-up) for pupils during scheduled after school activities. The proposed parking spaces would include the provision of two Electric Vehicle Charging Points (EVCPs).

### **Cycle Parking Provision**

- 2.52 The proposed sports facilities would benefit from cycle parking for all users in line with the requirements of the London Plan. These levels of cycle parking have been agreed with LBRuT through the Reserved Matters planning consents for the College Development Zone and Schools Development Zone. In line with the London Plan requirement for 'sports' (e.g. sports hall, swimming, gymnasium, etc.) uses under a D2 land use class, the following levels of cycle parking are required:
- i) Long stay – 1 space per 8 FTE staff;
  - ii) Short stay – 1space per 100sqm GEA;

- 2.53 In this instance, the levels of staff would be linked with the use of the College/School that has its own long-stay parking. Therefore, it is not necessary to provide any additional long-stay parking for the sports facilities. However, the proposals would include the additional provision of short-stay cycle parking to accommodate demand from external visitors.
- 2.54 The College Development Zone includes a total of 539 cycle parking spaces for the use of the College as a whole, spread throughout the car park. This includes any long-stay parking for staff. As illustrated on the plans at **Appendix A**, the proposed Sports Centre would include a total of 15 Sheffield cycle stands located outside the entrance, with space for 30 bicycles. This level of cycle parking would be more than sufficient to accommodate the 1327m<sup>2</sup> of usable (GIA) floorspace, requiring a minimum of 14 short stay cycle parking spaces to meet the requirement of the London Plan.
- 2.55 The Schools Development Zone includes the following cycle parking spaces shared across both Schools (including the sports facilities):
- i) 18 x long-stay spaces for staff;
  - ii) 94 x short-stay spaces for students; and
  - iii) 9 x short-stay spaces for students.
- 2.56 As illustrated on the Site Plans at **Appendix A**, the RTS sports hall would be provided with an additional 10 Sheffield cycle stands, suitable to accommodate up to 20 bicycles outside the site entrance. This level of cycle parking would be more than sufficient for the 1,357m<sup>2</sup> of usable (GIA) floorspace, requiring a minimum of 14 short stay cycle parking spaces to meet the requirement of the London Plan.

### ***Servicing & Deliveries***

- 2.57 As per the outline planning consent, all delivery and servicing vehicles will access the REEC development site via Langhorn Drive. The educational uses and sports centre have a shared delivery and servicing yard.
- 2.58 A Delivery & Servicing Management Plan (DSMP) for the RuTC site has been approved as a requirement of condition U07968 of the Outline planning consent and includes the operations of the RuTC Sports Centre. The deliveries for the RTS site are also managed through the approved '*Servicing and Delivery Plan*'.
- 2.59 Small deliveries for the RuTC Sports Centre and RTS sports hall such as drinks and snacks for vending machines will take place from the car park next to the Sports Centre. These would comprise cars and light vans.
- 2.60 All proposed access routes across the sites have been designed and constructed with suitable geometries to ensure that all necessary vehicle activity can take place safely.

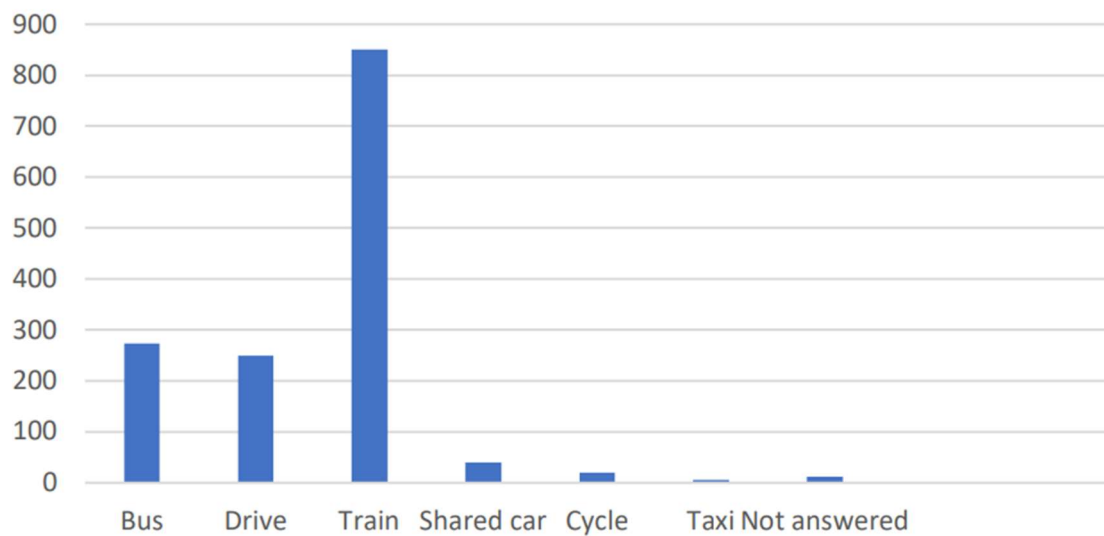
## 4 EXISTING TRAVEL BEHAVIOUR

### Overview

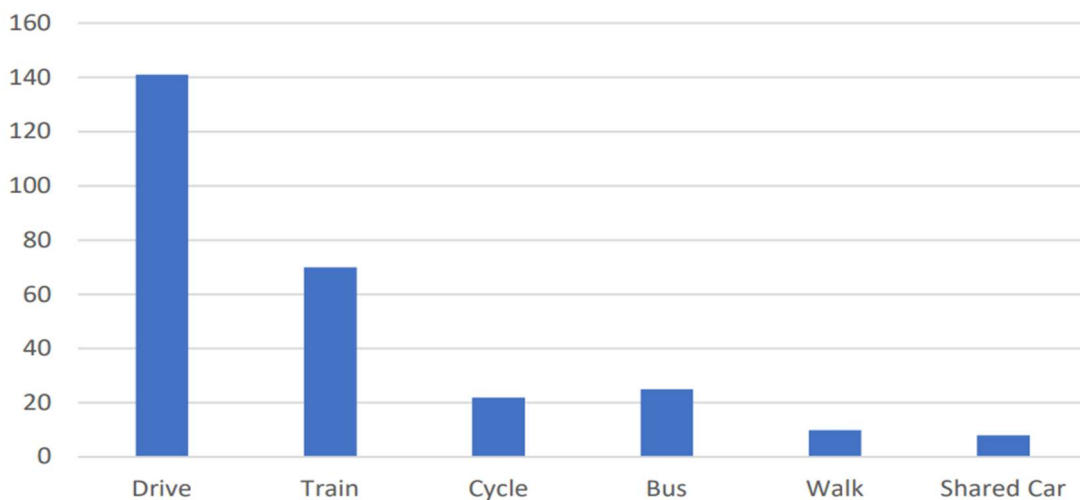
- 2.61 It is necessary to collect data to establish and understand the travel habits which the Travel Plan's seeks to influence. As detailed in Section 1, the proposed sports facilities would be incorporated within the overarching travel plans for the college and school, which will include scope of surveys and set targets to be agreed with RBRuT prior to implementation.
- 2.62 The RuTC Sports Centre will continue to provide a facility for the adjacent college during its operating hours and provide a community facility at all other times. The level of use of the proposed sports centre will be similar to the current sports centre, with the existing facilities to be modernised through the refurbishment and extension of the building.
- 2.63 The RTS Sports Centre will principally form an internal facility for the use of the school with linked trips between the main school building and the sports hall, likely on foot. However, the proposed facility would also accommodate external trips from the local community travelling independently from the main school campus.
- 2.64 The proposed facilities would also attract some local activity from the new Residential Development Zone to the south, once complete, providing a community facility that can be accessed within walking distance. The REEC site includes a series of pedestrian connections between the Residential Development Zone and the sports facilities.
- 2.65 A Travel Plan for RTS is yet to be prepared and would be completed prior following full completion of the School (including its sports facilities) However, a Travel Plan has been prepared for Richmond upon Thames College, included within **Appendix C** of this TPS.

### Travel Surveys

- 2.66 The overarching Travel Plans would include surveys of the existing levels of activity at each site and the proportions of travel by all modes.
- 2.67 Travel surveys have been undertaken with both Students and Staff (Sept 2020) as part of the RuTC Travel Plan (see **Appendix C**). The results of these surveys are displayed in **Figure 5.1** and **Figure 5.2** respectively and give an indication as to expected travel mode when travelling to/from the college as a whole.
- 2.68 It should be noted that that these trips represent the travel choices of all staff and students on the site, but also provide an indication of how external visitors may also travel during the daytime period.



**Figure 5.1 Student Travel Mode**



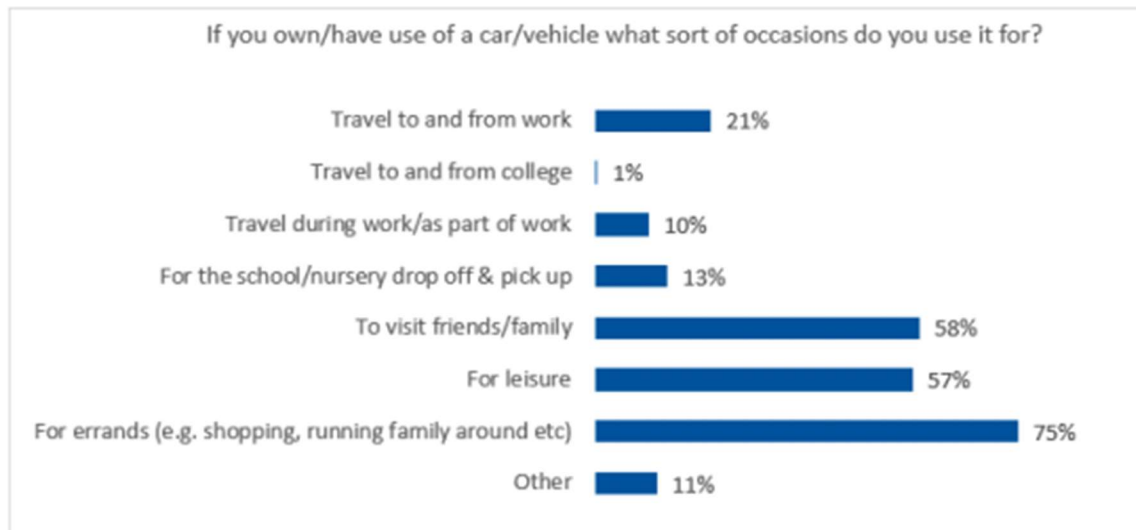
**Figure 5.2 Staff Travel Mode**

2.69 As detailed above, the majority of students travel by public transport to/from the college on a daily basis, which is to be expected with the location of the college and the number of students that travel from outside of the Twickenham area.

***LBRuT's Active Travel Strategy***

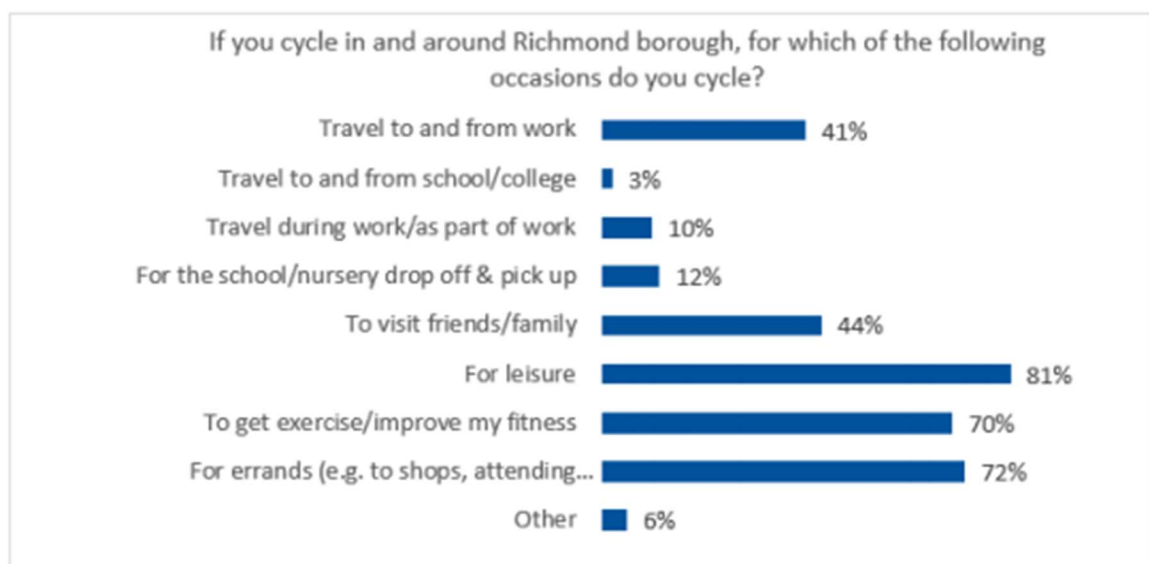
2.70 LBRuT has also undertaken an 'Active Travel Strategy' to determine how active travel modes across the Borough might be improved. The ATS is an advisory document and provides useful information on the current travel trends of local residents by journey purpose, using online travel surveys/questionnaires.

2.71 The survey confirms (**Figure 5.3**) that, whilst a high proportion of residents owned a car (88%), only 16% used it on a daily basis and only 21% regular commute using this method. The principal purpose of retaining a car is for leisure and running errands.



**Figure 5.3 Car Usage**

2.72 However, a high proportion also utilise a bicycle for these journeys, with 69% of residents regularly cycling in and around the Borough. (**Figure 5.4**)



**Figure 5.4 Cycling Activity**

- 2.73 In terms of improvements, the ATS confirmed that pedestrian improvement should include better crossing facilities and improved lighting along paths and through parks. A further popular consensus was ensuring that pedestrian and cycle provisions are kept separate.

### **Summary**

- 2.74 The above findings demonstrate the existing/predicted travel patterns and attitudes of existing college users towards cycling, walking and public transport. A similar assessment of travel habits for the school would be undertaken through the wider RTS Travel Plan.

## 5 TRAVEL PLAN MEASURES

- 5.1.1 A framework Travel Plan setting out the potential measures and targets for the site was prepared and submitted as part of the outline planning application (see **Appendix B**). The measures in the framework Travel Plan were set to encourage the use of more sustainable modes of transport to reduce the reliance on the use of the private car.
- 5.1.2 The framework TP include a framework for the detailed requirements of the College Travel plan, Schools Development Zone Travel Plan, Residential Travel Plan, Technical Hub Travel Plan, and the Playing Fields Travel Plan. The various travel plans will set out strategies for minimising residents, students, employees and visitor dependence on travel by private car and to maximise the use of public transport, walking and cycling.
- 5.1.3 As confirmed throughout this TPS, the proposed sports facilities would be incorporated within wider Travel Plans for the college and school, which will include targets for the increased use of sustainable modes by all users.
- 5.1.4 However, this TPS has been prepared to summarise the additional sustainability measures that will be secured and implemented specifically for the sports facilities as part of this proposal. These facilities will complement the wider sustainability initiatives that have been implemented across the REEC site. A summary of the key initiatives is provided below.

### ***Infrastructure Improvements***

- 2.75 As detailed on the proposed Site plans at **Appendix A**, the sports buildings would include all necessary pedestrian and cycle infrastructure to connect to the adjacent education sites, the wider REEC site and the public highway.

### ***Sustainable Travel Information***

- 2.76 The single most important initiative in promoting sustainable travel is the dissemination of travel information to all users of the site, including available walking/cycling routes, public transport connections and local amenities/facilities. The wider college and school Travel Plans would include details of promotion of sustainable travel information to all students, staff and visitors, including the publishing of information on display screens/bulletin boards, via intranet/email/newsletters, through websites and support groups/classes (for staff, for example).
- 5.1.5 The sports facilities would include the publishing of travel information within each building, preferably within communal areas. Consideration would also be given to the publishing of travel information through the associated website or booking system for the community uses (to be confirmed in the overarching Travel Plan).



### **Cycle Parking**

- 2.77 As detailed in this TPS, the proposed sports facilities would provide dedicated cycle parking facilities for all users, including long and short stay provisions, in line with the minimum requirements of the London Plan and BREEAM.
- 2.78 As is the nature of these sports facilities, all users would benefit from shower, changing and locker facilities to complement travel by active modes.

### **Electric Vehicle Charging**

- 2.79 As detailed in this TPS, the proposed sports facilities would benefit from dedicated areas of car parking, which will include the availability of electric vehicle charging points in accordance with the requirements of the London Plan.

### **Car Sharing**

- 2.80 As part of the wider Travel Plan initiatives, a car sharing database would be made available to encourage all staff, students and visitors to car share when travelling to and from the site, encourage efficient car use. This could include priority spaces for car sharers.

### **Action Plan**

- 2.81 An Action Plan outlining the proposed Travel Plan measures and actions identified for the site is attached at **Appendix D**. The Action Plan also pinpoints the objective that each measure will support to ensure that any initiative is targeted to achieving the overall aim.
- 2.82 The Action Plan includes the following measures:

#### **Objective 1: Promote and actively encourage sustainable travel to and from the site**

- i) Promote Nearby Facilities;
- ii) Walking / Cycling Routes;
- iii) Brompton Cycle Hire;
- iv) Public Transport Information;
- v) Health, Fitness and Travel Apps (see **Appendix E**);
- vi) Car Sharing;
- vii) Car Clubs;
- viii) Website Information / Booking confirmations.

**Objective 2: Provide the on-site infrastructure to facilitate sustainable travel and reduce the need to travel by private car**

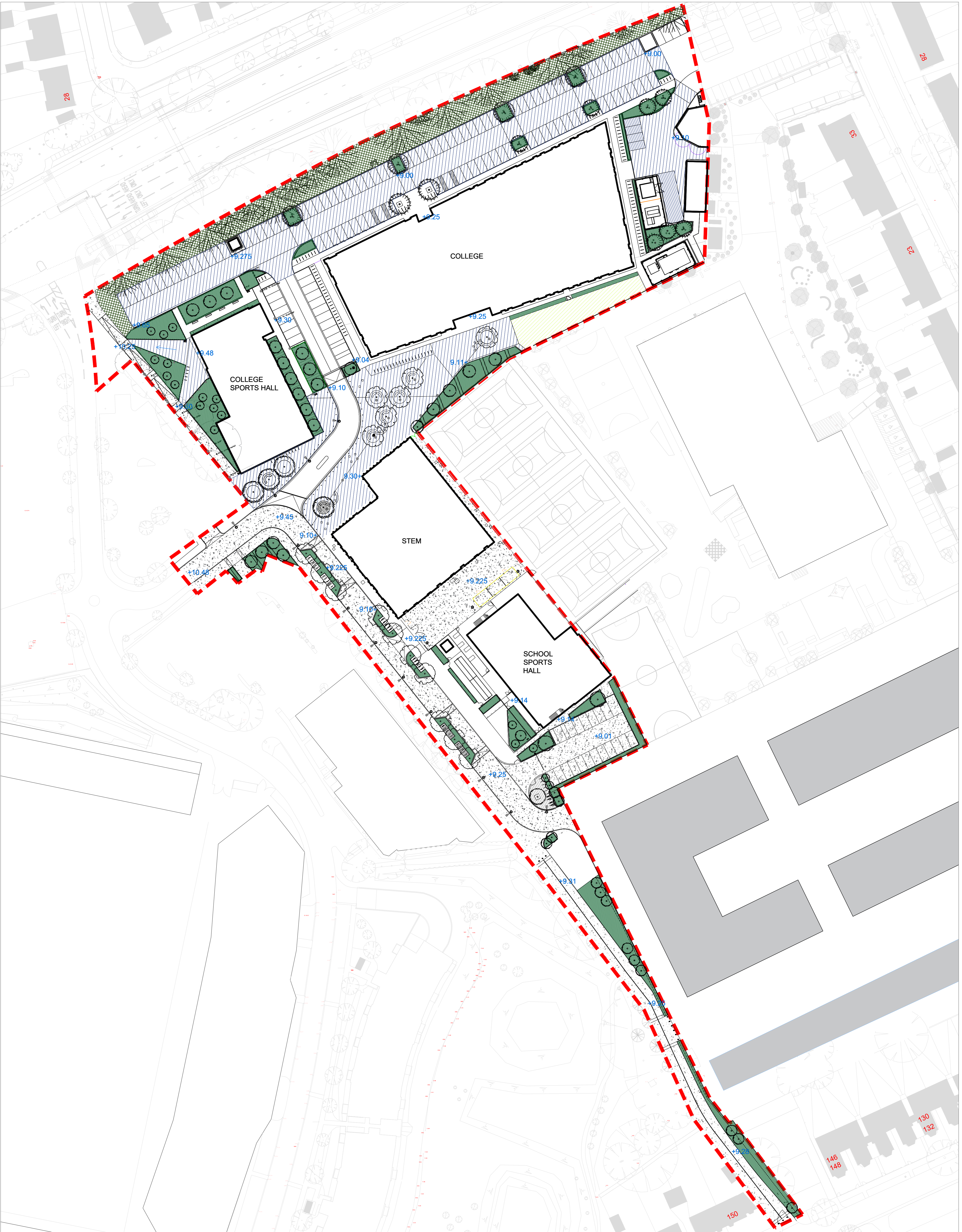
- i) Infrastructure Improvements;
- ii) Shower/Changing Facilities and Lockers;
- iii) Cycle Parking / Storage;
- iv) Electronic Display / Real Time Passenger Information (RTPI) Point;
- v) Electric Vehicle Charging Points.

### 3 BREEAM ASSESSMENT

- 3.1 The proposed development meets BREEAM Tra01 (2 credits) with the production of this Travel Plan, which includes all necessary information and also incorporates all of the necessary elements required for the Transport Statement.
- 3.2 In this case, the occupier of the site is known and would be fully involved in the implementation of the travel planning measures set out in this document.
- 3.3 A number of further credits can be achieved within Tra02, as follows:
- (i) The site achieves 1 credit for an AI more than or equal to 8 (see **Section 3.6**),
  - (ii) The sports facilities would include an electronic public transport information system in a communal area (1 credit);
  - (iii) The proposal would be incorporated into a wider car sharing system across the college and schools to facilitate and encourage building users to car share (1 credit);
  - (iv) The proposal would include the installation of fully compliant cycle storage spaces (1 credit);
  - (v) In addition to the installation of compliant cycle storage spaces, the sports facilities would provide more than two compliant cyclist's facilities (showers, changing facilities, lockers and drying spaces) (1 credit);
  - (vi) At least three existing accessible amenities are present (see **Figure 3.1**). This achieves 1 credit; and
  - (vii) By providing one (2 credits) or more than one (3 credits) new accessible amenity;
  - (viii) Providing electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity (1 credit).
  - (ix) Enhancements to walking and cycling infrastructure across the site to link with existing connections across the REEC site and the wider public highway network.



## **APPENDIX A**



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Rev	Date	Description	EA	AS
P1	24.03.22	Planning		

Scale 1:500

LEGEND	
	Existing tree retained
	Proposed tree in paving
	Proposed tree in soft landscape
	Proposed shrub and herbaceous planting
	Proposed native hedgerow
	Proposed amenity grassland
	Block Permeable paving
	Block paving
	Bituminous macadam

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Project  
**Richmond upon Thames College**  
 Sports Buildings Drop-in Application

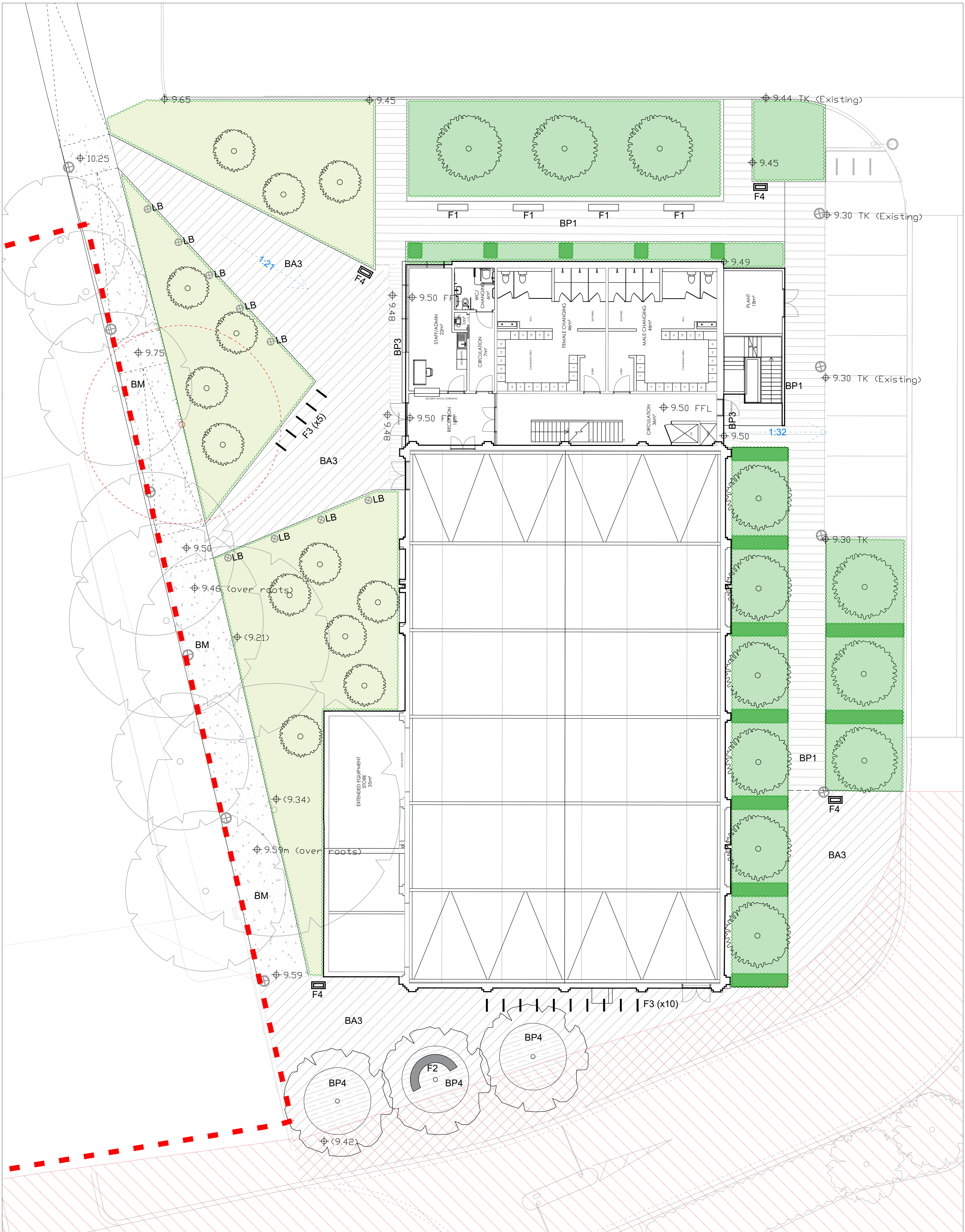
Client  
 Richmond upon Thames College

Scale @A1  
 1:500

Status  
 Planning

Drawing Title  
 College Development Zone  
 Landscape General Arrangement

Job Nr 6377	Drawing Nr LD-PLN-190	Issue P1
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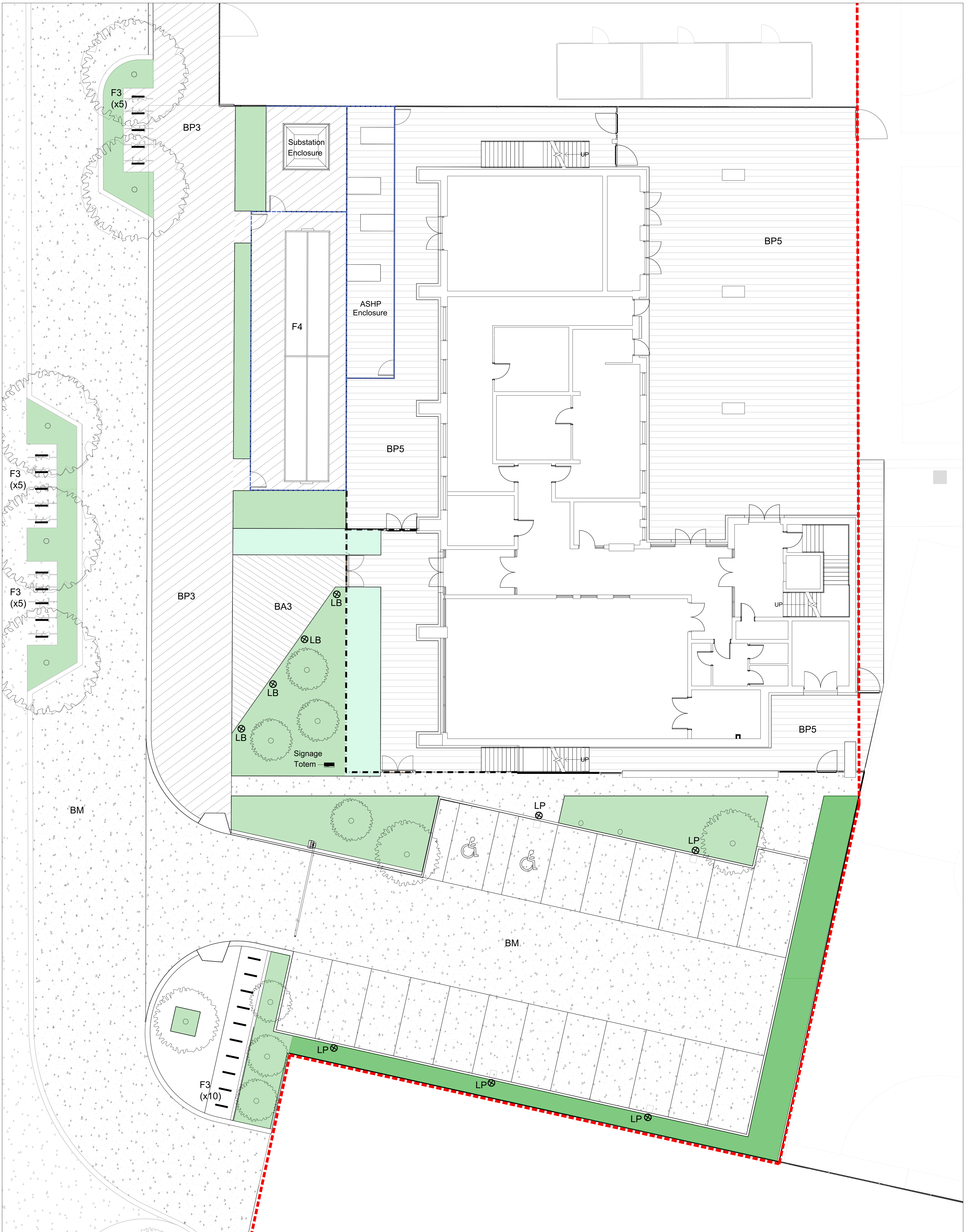


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Rev	Date	Description	Rev	By	Check
F1	03.12.21	Planning issue	10	EP	
F2	21.04.21	Draft planning issue	11	EP	

<ul style="list-style-type: none"> <li> Application Boundary</li> <li> Levels</li> <li> Proposed Tree within paving</li> <li> Proposed Tree within soft landscape</li> <li> Existing Trees Retained</li> <li> Tree Removal (CAT U)</li> </ul>	<ul style="list-style-type: none"> <li> Hedging</li> <li> Planting bed</li> <li> Shade Tolerant Groundcover Planting</li> <li> Bituminous macadam To engineer's specification.</li> <li> Block paving (Impermeable) Exposed granite blocks, Bush hammered, Silver grey, 250/150/100x150mm, Combined stretcher course</li> </ul>	<ul style="list-style-type: none"> <li> Long block paving (Impermeable) Exposed granite blocks, Bush hammered, Silver grey, 350/300/250x100mm, Combined stretcher course</li> <li> Sett paving (Permeable) Weathered concrete setts, Mid grey, 80x80x80mm Radial pattern</li> <li> Block paving (Permeable) Exposed granite blocks, Bush hammered, Silver grey and warm grey in bands, 250/150/100x150mm Combined stretcher course</li> <li> Fence Welded mesh fence, PPC galvanized steel, Dark grey</li> <li> Furniture F1 - Metal bench, PPC dark grey F2 - Curved metal bench, PPC dark grey F3 - Cycle stand, sheffield type, stainless steel F4 - Metal litter bin, PPC dark grey</li> </ul>	<ul style="list-style-type: none"> <li> Lighting Post (indicative) proposals to be developed by lighting designer for stage 4 Refer to Landscape Report</li> <li> Lighting bollard (indicative) proposals to be developed by lighting designer for stage 4 Refer to Landscape Report</li> </ul>
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Project <b>Richmond Upon Thames College Sports Buildings Drop-in Application</b>	
Client Richmond upon Thames College	
Scale @A1 1:100	Status Planning
Drawing Title College Sports Hall Landscape General Arrangement	
Job Nr 6377	Drawing Nr LD-PLN-180
Issue P2	



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Rev	Date	Description	EA	AB
P1	24.03.22	Planning Issue		

Scale: 1:100

KEY	
	Application Boundary
	Bituminous macadam to engineers specification.
	Block paving (impermeable) - to architects specifications
	Block paving (Impermeable) Exposed granite blocks, Bush hammered, Silver grey, 250/150/100x150mm. Combined stretcher course
	Block paving (Permeable) Exposed granite blocks, Bush hammered, Silver grey and warm grey in bands, 250/150/100x150mm
	Board timber fence to architects specification.
	Welded mesh fence to architects specification.
	Planting bed
	Amenity grass
	Hedging
	Proposed Tree Refer to Landscape Report

- Lighting Post (indicative) proposals to be developed by lighting designer for stage 4 Refer to Landscape Report
- Lighting bollard (indicative) proposals to be developed by lighting designer for stage 4 Refer to Landscape Report
- F3 - Cycle stand, sheffield type, stainless steel  
F4 - Cycle Store (72 spaces) - to architects specifications

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Project <b>Richmond Upon Thames College Sports Buildings Drop-in Application</b>	
Client Richmond Upon Thames College	
Scale @A1 1:100	Status Planning
Drawing Title School Sports Hall Landscape General Arrangement	
Job Nr 6377	Drawing Nr LD-PLN-181
	Issue P1



## **APPENDIX B**





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

## **Travel Plan**

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## 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		

<b>267</b>	Hammersmith Bus Station	7	6	6	5	4
	Fulwell Rail Station	5	6	6	5	4
<b>281</b>	Hounslow Bus Station	8	8	8	8	5
	Tolworth (Ewell Road)	8	8	7	7	5
<b>481</b>	West Middlesex University Hospital	1	1	1	1	0
	Kingston (Cromwell Rd Bus Station)	1	1	1	1	0
<b>Total</b>		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
<b>Twickenham</b>	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

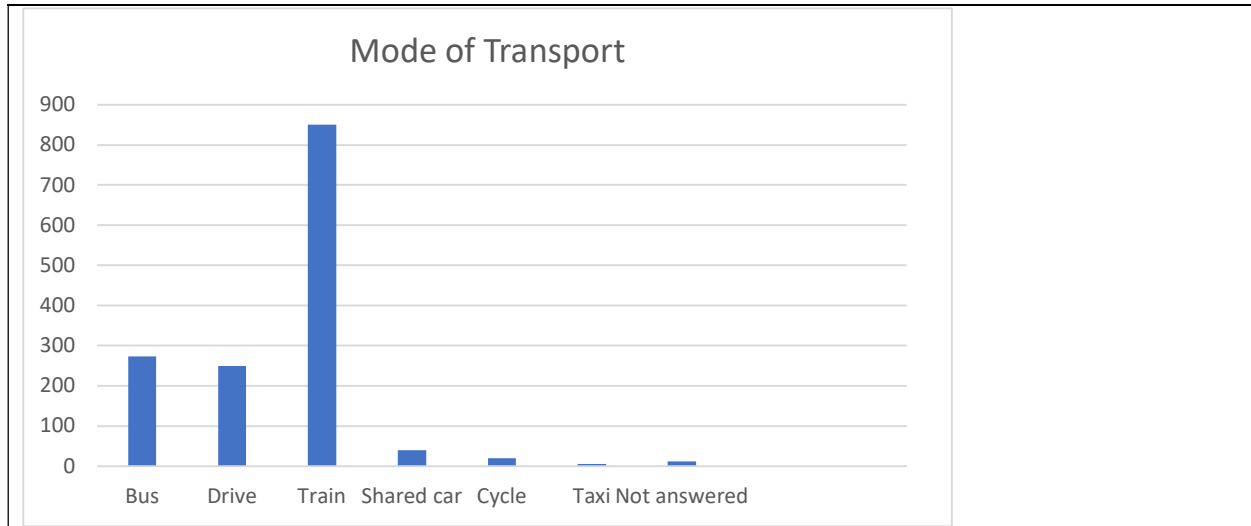
Transport for London's Local Cycling Guide 9 advises on a number of routes recommended by cyclists within the vicinity of the site and cycle routes that have signing or road markings. The site is well connected by cycle routes providing links to locations including; Twickenham Station, Richmond, Isleworth 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

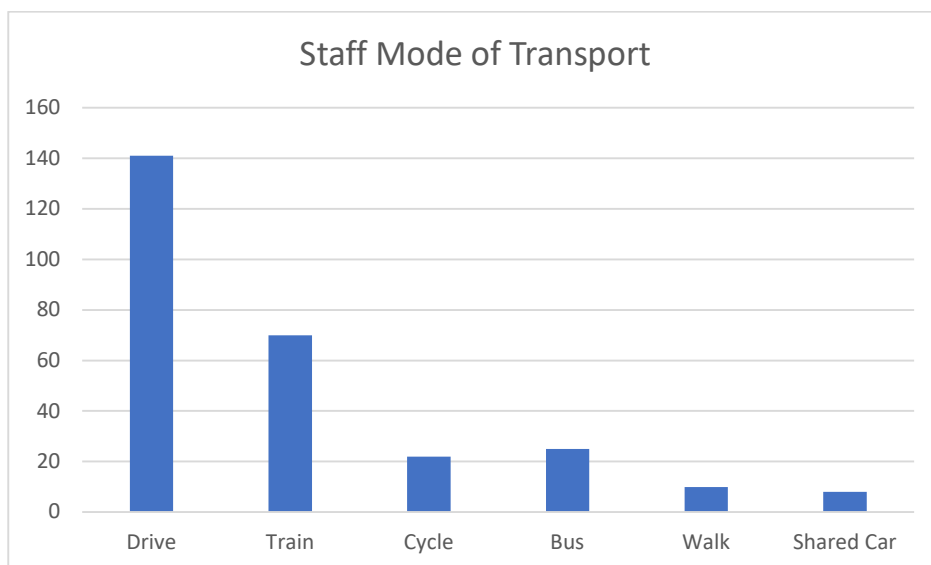
### What mode of transport do you use to attend college?



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&amp;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>

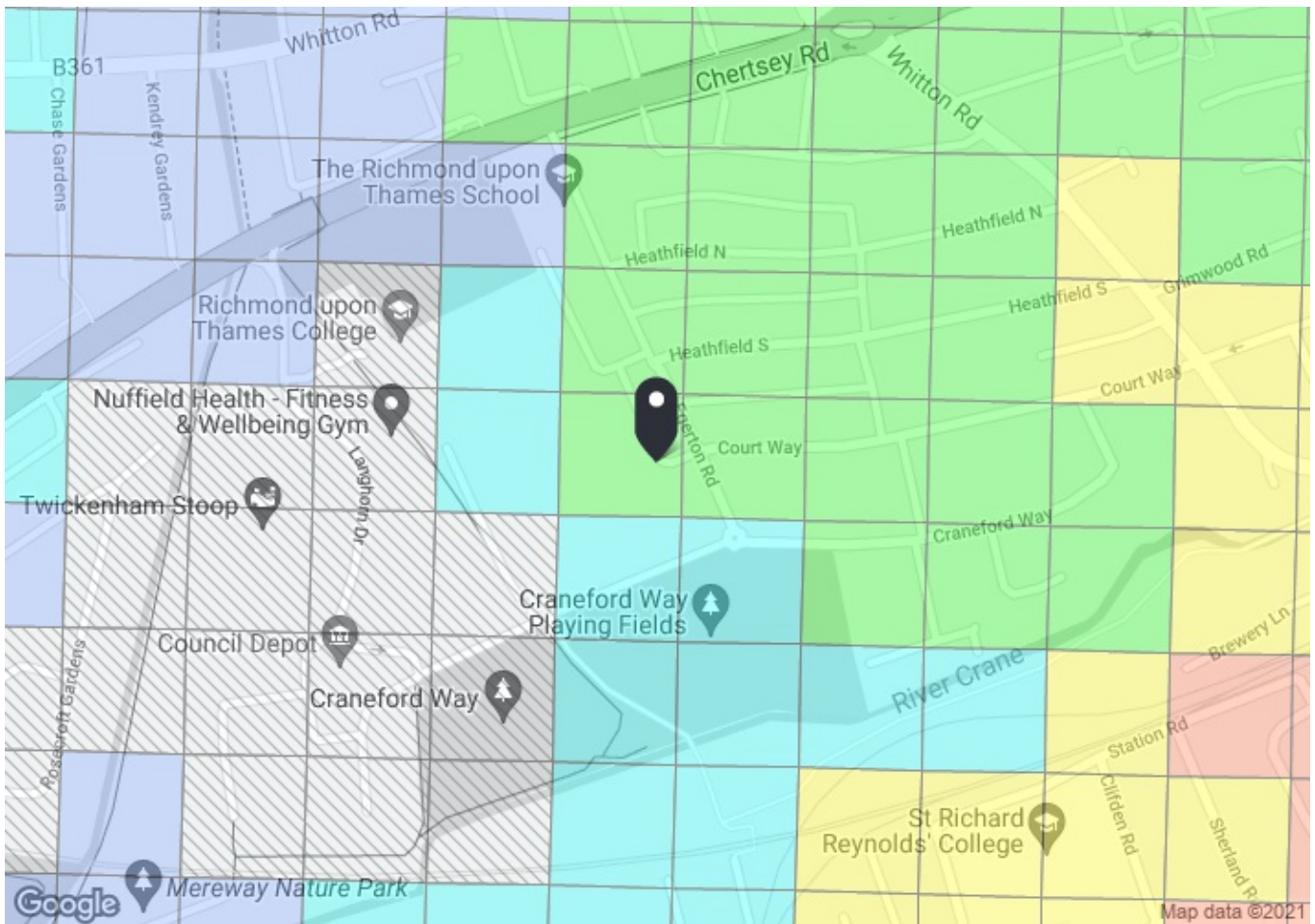
## 14 Summary of target improvements

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





## APPENDIX C



**PTAL output for Base Year**  
**3**

1 Egerton Rd, Twickenham TW2 7SH, UK  
 Easting: 515477, Northing: 173737

Grid Cell: 47591

Report generated: 27/04/2021

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**Calculation Parameters**

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WHITTON ROAD TAYBEN AVE	481	532.78	1	6.66	32	38.66	0.78	0.5	0.39
Bus	WHITTON ROAD TAYBEN AVE	281	532.78	7.5	6.66	6	12.66	2.37	1	2.37
Rail	Twickenham	'RICHMND-GUILDFD 2N13'	732.66	0.33	9.16	91.66	100.82	0.3	0.5	0.15
Rail	Twickenham	'ALDRSHT-WATRLMN 1N90'	732.66	1	9.16	30.75	39.91	0.75	0.5	0.38
Rail	Twickenham	'RDNG4AB-WATRLMN 2C10'	732.66	0.67	9.16	45.53	54.68	0.55	0.5	0.27
Rail	Twickenham	'WATRLMN-RDNG4AB 2C13'	732.66	0.67	9.16	45.53	54.68	0.55	0.5	0.27
Rail	Twickenham	'RDNG4AB-WATRLMN 2C14'	732.66	0.33	9.16	91.66	100.82	0.3	0.5	0.15
Rail	Twickenham	'RDNG4AB-WATRLMN 2C16'	732.66	0.33	9.16	91.66	100.82	0.3	0.5	0.15
Rail	Twickenham	'WATRLMN-RDNG4AB 2C17'	732.66	1.33	9.16	23.31	32.46	0.92	0.5	0.46
Rail	Twickenham	'RDNG4AB-WATRLMN 2C18'	732.66	0.67	9.16	45.53	54.68	0.55	0.5	0.27
Rail	Twickenham	'WATRLMN-RDNG4AB 2C85'	732.66	0.33	9.16	91.66	100.82	0.3	0.5	0.15
Rail	Twickenham	'WATRLMN-RDNG4AB 2C87'	732.66	0.33	9.16	91.66	100.82	0.3	0.5	0.15
Rail	Twickenham	'RDNG4AB-WATRLMN 2C90'	732.66	0.33	9.16	91.66	100.82	0.3	0.5	0.15
Rail	Twickenham	'SHEPRTN-WATRLMN 2H92'	732.66	1	9.16	30.75	39.91	0.75	0.5	0.38
Rail	Twickenham	'WDON-WATRLMN 2K03'	732.66	0.33	9.16	91.66	100.82	0.3	0.5	0.15
Rail	Twickenham	'WATRLMN-WATRLMN 2K09'	732.66	2	9.16	15.75	24.91	1.2	1	1.2
Rail	Twickenham	'WATRLMN-WATRLMN 2O09'	732.66	2	9.16	15.75	24.91	1.2	0.5	0.6
Rail	Twickenham	'TWCKNHM-WATRLMN 2O9Z'	732.66	0.67	9.16	45.53	54.68	0.55	0.5	0.27
Rail	Twickenham	'TWCKNHM-WATRLMN 2R03'	732.66	0.33	9.16	91.66	100.82	0.3	0.5	0.15
Rail	Twickenham	'WATRLMN-WATRLMN 2R09'	732.66	2	9.16	15.75	24.91	1.2	0.5	0.6
Rail	Twickenham	'WSORAER-WATRLMN 2U10'	732.66	2	9.16	15.75	24.91	1.2	0.5	0.6
Rail	Twickenham	'WATRLMN-WSORAER 2U13'	732.66	2	9.16	15.75	24.91	1.2	0.5	0.6
Rail	Twickenham	'HOUNSLVA-WATRLMN 2V05'	732.66	0.33	9.16	91.66	100.82	0.3	0.5	0.15

Total Grid Cell AI: 10.01



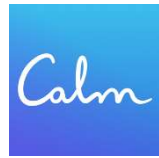
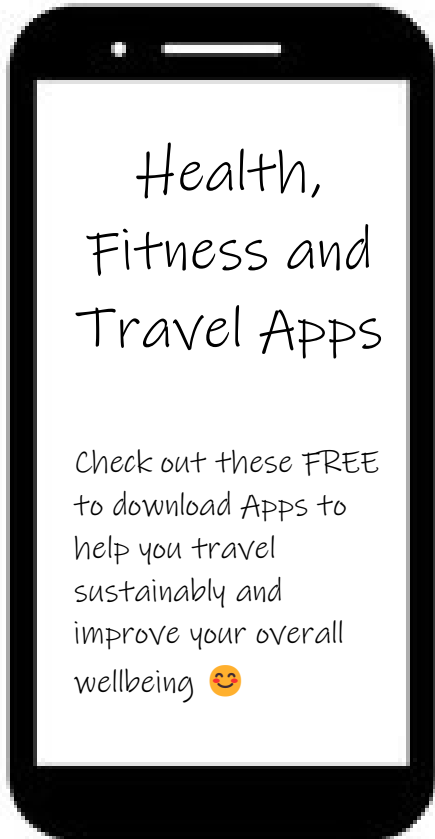
## APPENDIX D

## Action Plan - Proposed Sports Facilities (RuTC and RTS)

OBJECTIVE	MEASURE	DETAILS
<b>Objective 1: Promote and actively encourage sustainable travel to and from the site</b>	<b>Nearby Facilities</b>	Make site users aware of the services local to the site that can be walked/cycled to, to promote linked trips.
	<b>Walking / Cycling Routes</b>	Promote local walking and cycling routes, journey planners such as <a href="https://tfl.gov.uk/plan-a-journey/">https://tfl.gov.uk/plan-a-journey/</a> and provide maps.
	<b>Brompton Cycle Hire</b>	Brompton cycle hire is available from Twickenham Station. <a href="https://www.bromptonbikehire.com/docks/3149-london:-twickenham-station">https://www.bromptonbikehire.com/docks/3149-london:-twickenham-station</a>
	<b>Public Transport Information</b>	Publicise public transport routes, timetables and fare information (travelcard / contactless payment) to all site users.
	<b>Health, Fitness and Travel Apps</b>	Promote Apps which allow for mobile handset planning of public transport trips and awareness of network issues and problems as well as other aspects of health, wellbeing and fitness. (see <b>Appendix F</b> )
	<b>Car Sharing</b>	The car share database ( <a href="https://liftshare.com/uk/community/london-liftshare">https://liftshare.com/uk/community/london-liftshare</a> ) will be promoted to all users.
	<b>Car Clubs</b>	A number of Enterprise and Zipcar vehicles are available in the vicinity of the site and can be hired on an adhoc basis. These will be promoted to reduce the need for private car trips.
	<b>Website Information / Booking Confirmations</b>	These will promote sustainable travel, highlighting rail, bus, cycling and walking links.
<b>Objective 2: Provide infrastructure to facilitate sustainable travel / reduce the need to travel</b>	<b>Infrastructure Improvements</b>	A series of infrastructure improvements have been approved and implemented as part of the wider REEC proposals.
	<b>Shower / Changing Facilities and Lockers</b>	Shower, changing facilities and lockers will be made available for all site users.
	<b>Cycle Parking / Storage</b>	Covered and secure cycle parking will be provided across the site, including 15 Sheffield cycle stands outside the RuTC and 10 Sheffield cycle standards outside the RTS Sports Hall.
	<b>Electronic Display / Real Time Passenger Information (RTPI) Point</b>	At a key location on-site, a display screen/noticeboard will be erected to promote travel related information.
	<b>Electric Vehicle Charging Points</b>	2 electric vehicle charging points to be provided on-site within the RTS Sports Hall parking area.
	<b>Car Park Management Measures</b>	See Car Park Management Plan for the College Development Zone ( <b>Appendix C</b> ) and the RTS Sports Centre approved Car & Cycle Management Plan ( <b>Appendix D</b> ).
	<b>Priority Parking for Car Sharers</b>	Priority parking will be designated within the car park for the use of car-sharers.



## APPENDIX E



Calm – Meditation and Sleep Stories  
Sleep more. Stress Less. Live Better.



Strava – Run & Ride Training  
Track your fitness activity Record your run, map a cycling route & analyse your training.



Transport for London Go – Live Tube, Bus, Rail  
London journey planner.



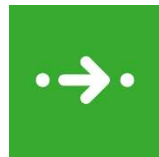
Komoot: Cycling, Walking, MTB  
Turn your next ride, hike, or run into an adventure.



MyFitnessPal  
Lose weight and build healthy habits.



Liftshare Companion  
Instant messaging for Liftshare members. Request and confirm shared trips.



Citymapper  
Compare your travel options in real-time globally.