

APPENDIX 7.2
TRANSPORT STATEMENT

TRANSPORT STATEMENT

RICHMOND UPON THAMES COLLEGE, RICHMOND

Proposed Sports Facilities

Date: April 2022

Ref: 20/5453/TN03

1 INTRODUCTION

- 1.1 RGP is commissioned by Richmond upon Thames College to provide highway and transport planning advice with respect to the implementation of sports facilities at the Richmond upon Thames Education and Enterprise Campus (REEC).
- 1.2 The development proposals comprise a detailed planning application for the construction of new separate sports facilities to serve Richmond upon Thames College (RuTC) and Richmond upon Thames School (RTS) contained within the wider REEC.
- 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 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.
- 1.5 The proposed Site Plans for both sports facilities are attached at **Appendix A**.
- 1.6 This Transport Statement has been prepared to support a planning application for these proposed sports facilities. As detailed above, the proposed sports facilities would replace existing facilities that are already situated on the REEC site, or approved previously, providing improved facilities to cater for the existing activity generated. The implementation of the sports facilities is therefore unlikely to result in any change to activity on the site from that approved at the outline planning stage.

Outline Planning Application 15/3038/OUT

- 1.7 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.
- 1.8 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 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.

- 1.10 These Development Zones are subject to further Reserved Matters planning applications to approve the detailed aspects of each phase of the REEC development.

Reserved Matters Planning Applications

- 1.11 Subsequent to the Outline planning consent, Reserved Matters planning applications have been approved for detailed aspects of the REEC as follows:

15/3038/NMA2	Non-material amendments to 15/3038/OUT to reduce the height of the STEM building.
16/3293/RES	Detailed Reserved Matters application including appearance, landscaping, layout and scale for the School Development Zone, including the main building and surrounding landscaping/amenity.
16/4747/RES	Detailed Reserved Matters application including landscaping, layout and scale for the College Development Zone in part, including the main College building and external car parking areas.
17/2332/RES	Detailed Reserved Matters application including landscaping, layout and scale for Phase 2a (in part) of the College Development Zone including the access and layout for the RuTC Sports Centre.
18/4157/RES	Detailed Reserved Matters of the Residential Development Zone.
19/2517/RES	Detailed Reserved Matters application including appearance, landscaping, layout and scale for Building Zone 2 of the College Development Zone, including the STEM building and Marsh Farm Lane.

- 1.12 The construction of the Richmond Education and Enterprise Campus (REEC) development is ongoing, with the main college building (16/4747/RES) now complete and fully operational. The Richmond upon Thames School (RTS) building was opened in September 2018. A further planning application development of the Residential Development Zone (21/3136/FUL) is currently being considered by the LBRuT, with construction scheduled to begin in 2022.

Development Proposal

- 1.13 As detailed above, Reserved Matters Planning application 17/2332/RES included approval of the detailed aspects of the 'RuTC Sports Centre' on Building Zone 3. The approved application documents and the Decision Notice are attached at **Appendix B**. This site will now form the location of the RTS Sports Hall, providing similar facilities to that approved.
- 1.14 The existing RuTC Sport Centre will be extended and refurbished as a separate use at the front of the College, providing facilities to support the College and the local community as it does currently. The retained sports centre would remain in place of the permitted Tech Hub building, which will no longer be implemented on the REEC site.

- 1.15 **Figure 1** illustrates the location and extents of the proposed sports facilities, with all proposed planning drawings attached at **Appendix A**. As detailed above, the College proposals seek the refurbishment and extension of the existing RuTC Sports Centre. This will allow Building Zone 3 to form the RTS Sports hall with connections between the Sports Hall and the school.



Figure 1 Location Plan

- 1.16 The proposed facilities would utilise the approved access and parking arrangements that have been approved and, in most cases, implemented across the REEC site, with additional parking proposed to accommodate the demands from external visitors.
- 1.17 In terms of the traffic impacts of the proposal, the forecast levels of trips by all modes of travel have been considered in detail through the outline planning consent, with all necessary infrastructure to offset any impacts of the use of the Sports facilities already approved and scheduled to be implemented prior to commencement of use.

2 SITE LOCATION AND EXISTING ENVIRONS

Site Location

- 2.1 **Figure 1** illustrates the location of the Sports Centres in relation to the Richmond upon Thames Education and Enterprise Campus (REEC). The REEC site is located approximately 750 metres northwest of Twickenham Station and 500 metres south of Twickenham Stadium.
- 2.2 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 that would cater for a larger portion of the travel needs of residents.
- 2.3 The site also benefits from good access to public transport nodes, including Twickenham Station, with local bus services nearby on major routes operated by Transport for London (TfL). These facilities contribute to the site's PTAL rating of 3, indicating a 'good' level of accessibility to public transport.

Local Highway Network

- 2.4 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.
- 2.5 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.
- 2.6 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 LBRT 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.
- 2.7 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.

Accessibility by Walking and Cycling

- 2.8 The local streets surrounding the site provide high-quality routes in all directions, with well-lit footway and crossing points. 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.
- 2.9 The site benefits from convenient access to Twickenham District Centre within a 600-metre walk distance (equivalent to 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.
- 2.10 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.
- 2.11 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).



Existing Pedestrian Routes to the South

- 2.12 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.
- 2.13 The London Plan confirms the requirement for all sites to consider access to facilities within an 'Active Travel Zone', confirmed by TfL as a 20-minute cycle ride from the site. The map below (extract from TfL's WebCAT mapping) confirms the extent of the ATZ.

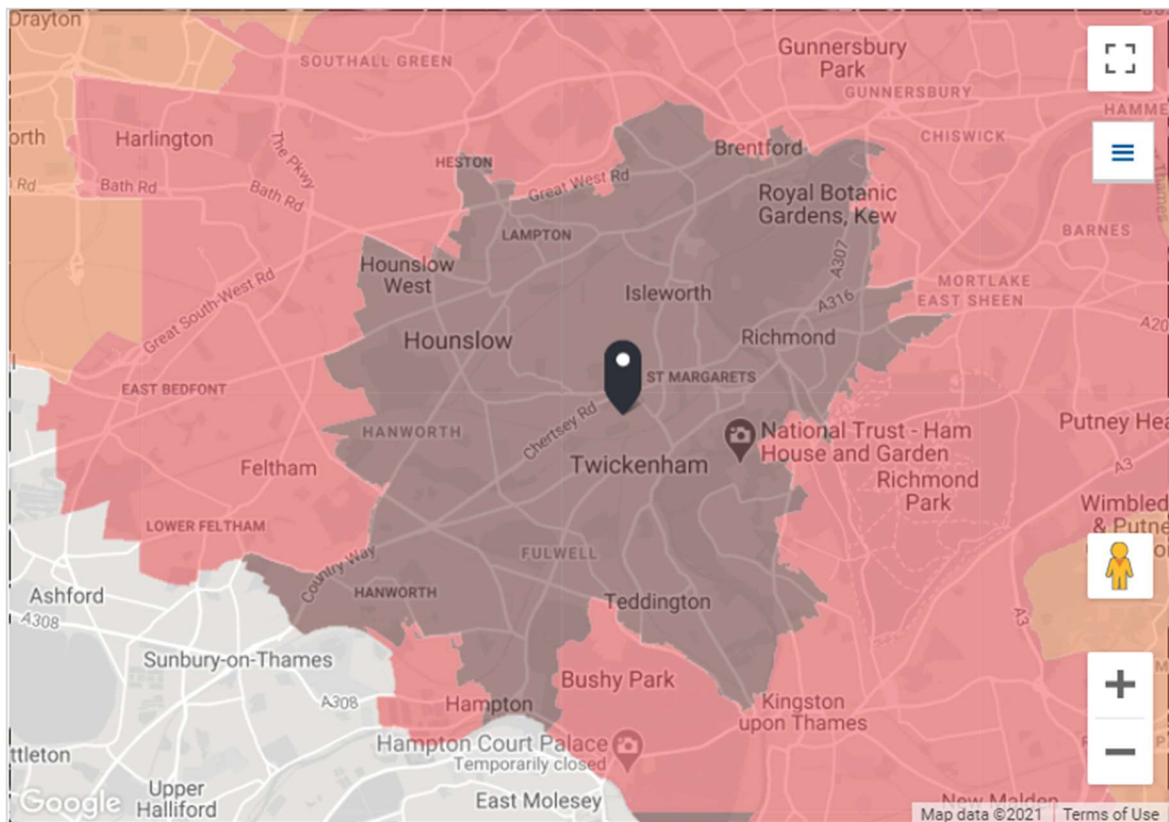


Figure 3 Active Travel Zone

2.14 In addition to Twickenham, the ATZ confirms that other Metropolitan and District Centres such as Richmond, Isleworth and Hounslow can be accessed all with their own individual employment centres, local facilities and public transport hubs that would benefit the site within this catchment.

Accessibility by Public Transport

2.15 In addition to walking and cycling, the site benefits from good access to public transport connections within a convenient walk and cycle distance.

2.16 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 4**. A full copy of the PTAL report is attached at **Appendix C**.

2.17 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.

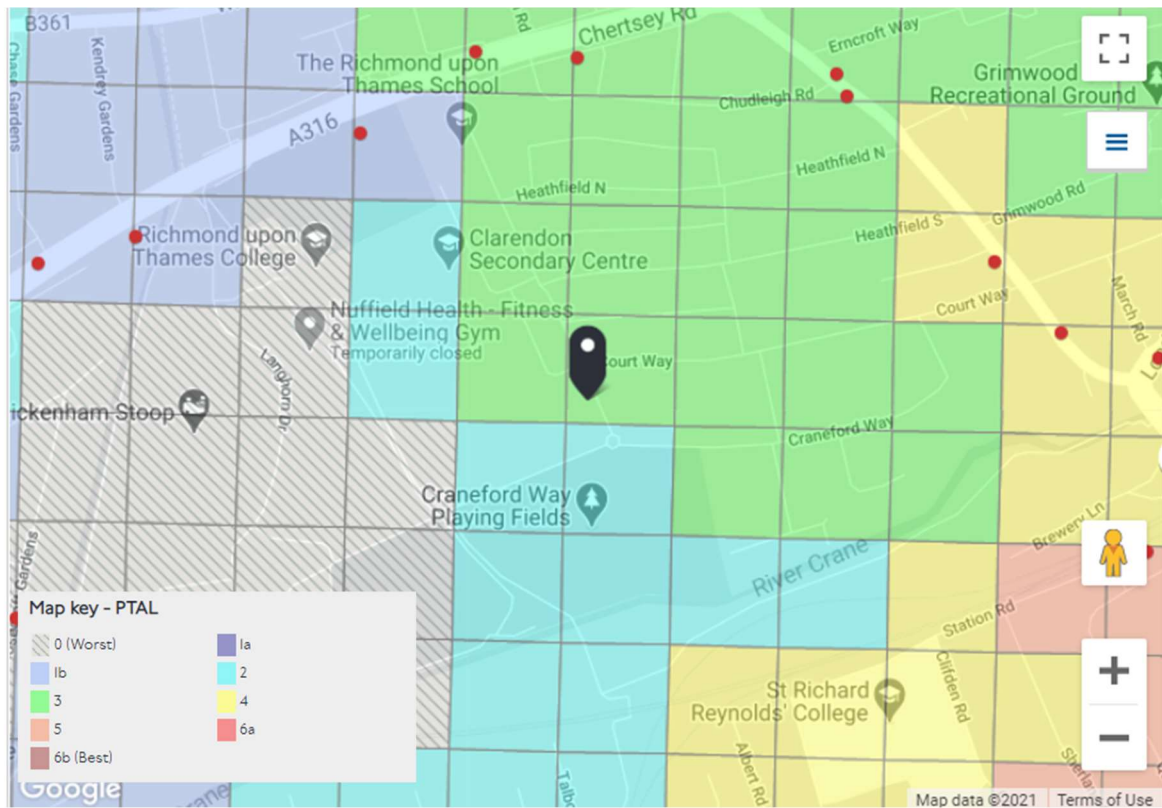


Figure 4 Extract from PTAL Report (WebCAT Mapping)

- 2.18 The site benefits from convenient access to local bus stops on Whitton Road both north and east of the site, as illustrated on **Figure 5** below.
- 2.19 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.
- 2.20 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.

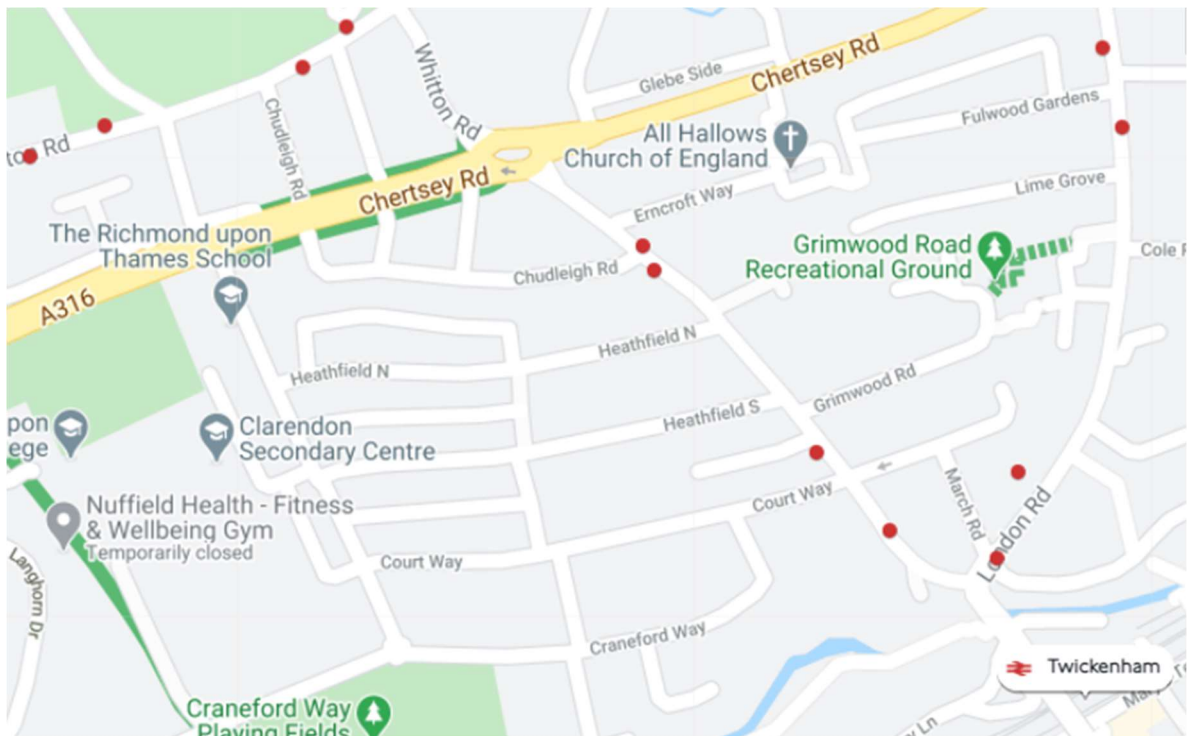


Figure 5 Local Bus Stops and Rail Station

2.21 **Figure 6** 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 6 Summary of Local Bus Services

- 2.22 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).
- 2.23 In terms of rail travel, Twickenham Rail Station is located approximately 650 metres to the south-east of the site (an 8-minute walk). The station is operated by Southwest Trains and is served by a number of routes providing regular services into Central London. 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, Twickenham , Richmond, North Sheen, Barnes, Putney, Clapham Junction, Vauxhall, London Waterloo	30 minutes
Windsor & Eton Riverside, Sunnymeads, Staines, Feltham, Whitton, Twickenham , Richmond, Putney, Clapham Junction, Vauxhall, London Waterloo	30 minutes
Reading, Wokingham, Bracknell, Ascot, Sunningdale, Virginia Water, Egham, Staines, Twickenham , Richmond, Clapham Junction, London Waterloo	2 per hour
Shepperton, Sunbury, Hampton, Fulwell, Strawberry Hill, Twickenham , Richmond, Putney, Clapham Junction, Vauxhall, London Waterloo	1 per day

Figure 7 Summary of Rail Services

- 2.24 From Twickenham Rail Station, regular services are available to Central London including London Waterloo, with a typical journey time of 30 minutes.
- 2.25 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.
- 2.26 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.

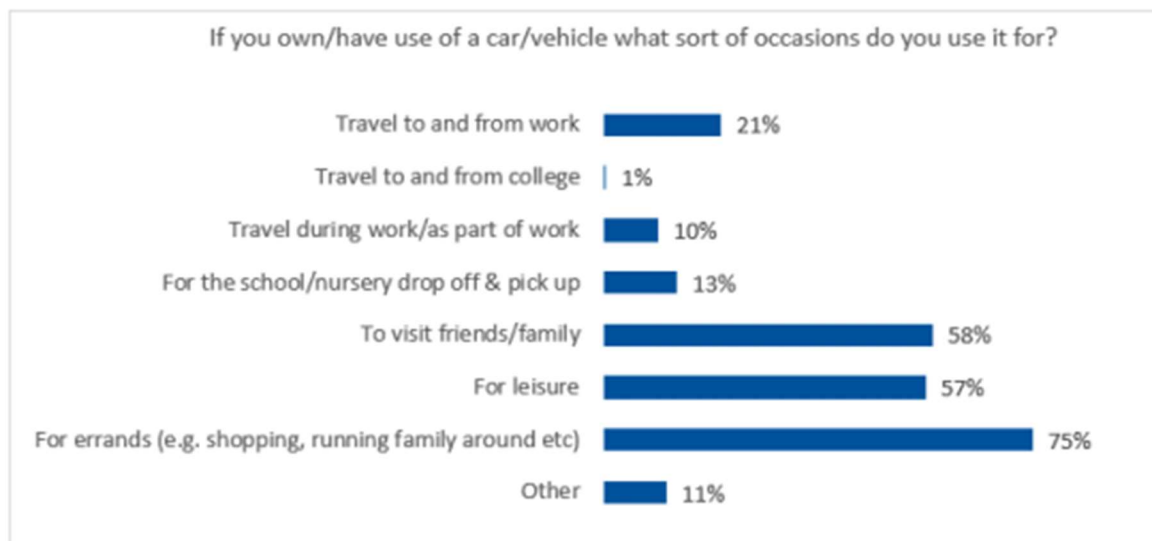
Other Local Services

- 2.27 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.

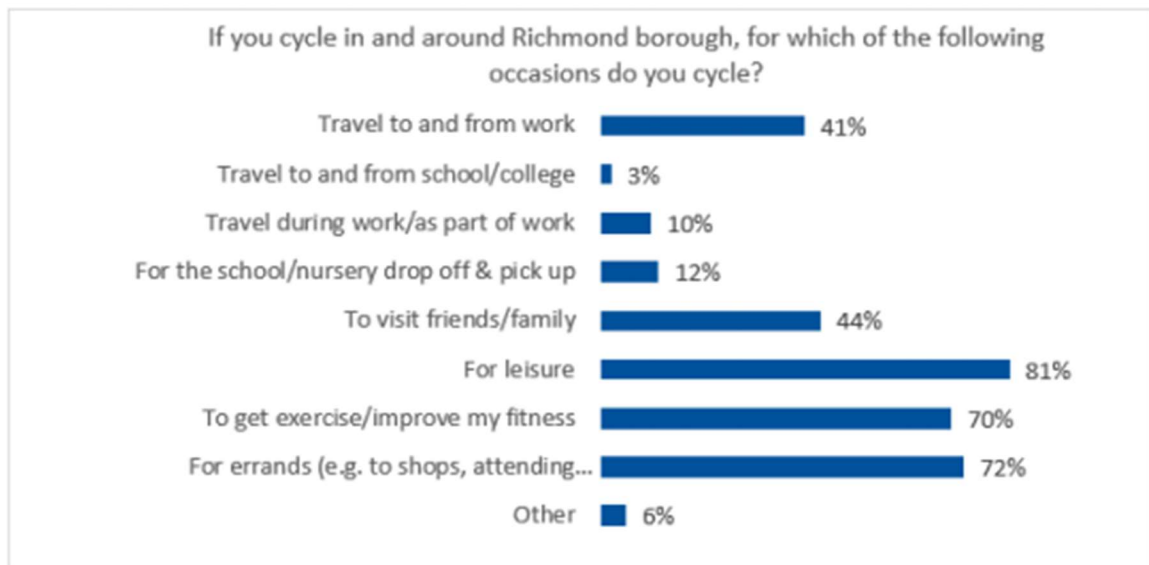
- 2.28 As a further alternative to car ownership, the site benefits from good accessibility to taxis, with a large number of taxis operating from Twickenham Rail Station.
- 2.29 In addition to these wider connections and facilities, the implemented RuTC and RTS sites offer a series of on-site facilities to encourage sustainable travel from the outset. These are outlined in further detail within this TS and accompanying Travel Plan Statements.

LBRT's Active Travel Strategy

- 2.30 LBRT has undertaken an 'Active Travel Strategy' to determine who 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.
- 2.31 The survey confirms 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.



- 2.32 However, a high proportion also utilise a bicycle for these journeys, with 69% of residents regularly cycling in and around the Borough.



2.33 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.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The development proposals comprise the implementation of the sports facilities for Richmond upon Thames College and Richmond upon Thames School. The Proposed Site Plans for the RuTC Sports Centre and RTS sports hall are attached at **Appendix A**.
- 3.2 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. Although the Sports Centre will be part of the educational uses, the land use class will be designated as a D2 'Assembly and Leisure' use.
- 3.3 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. There is also hall which can be hired for parties, discos, plays and seminars etc.
- 3.4 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.
- 3.5 The RTS Sports Hall will be formed on the previously approved site for the Sports Centre (Building Zone 3) which would now principally form an ancillary building for the use of the school, primarily 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.
- 3.6 The proposed Sports Hall would be located to the south of the STEM building within the College Development Zone. The proposed Sports Hall would be similar to that approved through Reserved Matters planning application 17/2332/RES, with alterations to tie in the facility with the main RTS campus. The RTS Sports Hall (including the MUGA facilities) will generally operate between 08:00 and 22:00 hours.

Trip Generation & Impact

- 3.7 The approved outline planning application 15/3038/OUT included the construction of a new sports centre to replace the existing College sports facilities and serve the replacement college, secondary school and SEN school, and the wider community.

- 3.8 The outline planning consent was supported by a detailed Transport Assessment, which confirmed that the use of this facility by the educational facilities and the local community it would serve would not be materially different from existing and the sports facilities and would not result in a significant change in traffic movements on the site or on the local highway network. This approach was accepted by the Council.
- 3.9 The current proposal seeks to provide two separate sports facilities across the REEC site for the same purpose as that approved in the outline planning consent. These facilities would together serve all activity associated with the college, secondary school and SEN school, and the wider community, without any material change to the composition of traffic using the REEC site from that previously approved.
- 3.10 The refurbished Richmond upon Thames College (RuTC) Sports Centre would operate in a similar way to existing, providing a facility for the adjacent College during its operating hours, and providing a community facility at all other times. The existing RuTC sports centre trip generation was picked up in the existing College surveys undertaken as part of the Outline planning consent. The use of the proposed sports centre will be similar to the current sports centre and therefore the trip generation and mode split is included as part of the College trip generation and mode split.
- 3.11 The Richmond upon Thames School (RTS) Sports Centre will principally form an internal facility for the use of the school, whilst accommodating some of the community use that was approved through 15/3038/OUT. All movements associated with the school would be internal (within the school demise) and would already be occurring on site.
- 3.12 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.
- 3.13 In addition to the sports facilities, the Transport Assessment for the outline planning consent included a full assessment of the impacts of the development of the entire REEC site on the local highway network as a whole, including detailed capacity assessments of key junctions. The Outline planning consent included a comprehensive scheme of highway infrastructure improvements to accommodate any additional traffic from the campus and across the wider highway network, over and above that required in capacity terms.
- 3.14 Furthermore, the retention of the RuTC Sports Centre will mean that the Tech Hub will not be implemented on the REEC. The approved Tech Hub was expected to operate as a separate facility from the College but with close affiliation, employing around 20 members of staff under its permitted office use (B1 land use class). The permitted facility was forecast to generate a level of daily traffic that would now be omitted from the REEC site. The proposed removal of the Tech Hub development would therefore provide an overall betterment in terms of traffic generation and impact.

Access Arrangements

- 3.15 Vehicular access and egress for vehicles visiting the RuTC Sports Centre will be from the Langhorn Drive via the mini-roundabout access, as per the operations of the College.
- 3.16 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.
- 3.17 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

- 3.18 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 weekends.
- 3.19 Car parking for the RuTC Sports Centre will be accommodated within the 150 College parking spaces, including the provision of 20 car parking spaces (including 2 disabled spaces) located immediately outside the RuTC Sports Centre building, approved through 16/4747/RES.
- 3.20 This level of car parking has been subject to a comprehensive assessment to ensure that sufficient parking is available to cater for all demand. This proposed level of car parking is approved through the Outline planning application 15/3038/OUT. As confirmed above, the use of this car parking by the local community would be during evenings and weekends when the parking demands of the College would be lowest.
- 3.21 The RTS sports hall would primarily be used by the school and would not generate any additional demand for car parking during the daytime period. However, the sports hall will also 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.
- 3.22 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).

Car Parking Management

- 3.23 A 'Car Park Management Plan' (CPMP) for the College Development Zone was submitted and approved as a condition (U07967) of the outline planning permission 15/3038/OUT and is currently in place. The CPMP sets out the key strategies for car park access/egress control and management on the College campus.
- 3.24 A copy of the approved CPMP is attached at **Appendix D**. This framework serves as an overarching document for all College activity and includes any activity associated with the sports centre. The following key aspects are set out in the CPMP:
- i) All permanent vehicular access and egress for the College will be via the Langhorn Drive access and the upgraded junction with the A316 Chertsey Road;
 - ii) The College is allocated 150 parking spaces, the majority of which are located at the northern end of the Campus with some located next to the Sports Centre. All visitor, accessible and mini-bus parking is included within the 150 space allocation;
 - iii) A permit scheme is used to prevent unauthorised parking within the curtilage of the College site. This provides a visual measure of enforcing against unauthorised parking taking place within these zones. Visitors parking at the College is required to report to reception on arrival and leave their car registration details. All parking within accessible parking spaces needs to be accompanied by a valid Blue Badge. The permit scheme and use of accessible spaces by Blue Badge holders is enforced by the College's facility management team;
 - iv) The Sports Centre will be available for the wider community use outside of the educational use operational hours. Therefore, other than outside term time the public will only be able to use the Sports Centre during the weekday early mornings and evenings and on weekends. Car parking for the public using the Sports Centre will be accommodated within the College's 150 parking space allocation outside of the College's educational use operational hours when the demand for parking from the College staff is lower.
- 3.25 In terms of the RTS Sports Centre, the use of the main car parking is managed by the approved 'Car & Cycle Parking Management Plan', which also sets out the implemented parking management measures. A copy of the approved document is attached at **Appendix E**.
- 3.26 The main RTS car park has automatic gates and only authorised Secondary School or SEN School staff issued with security cards/fobs are able to access to this car park from Egerton Road. A barrier would be provided at the sports hall car park to maintain similar controls.
- 3.27 All visitors parking in the RTS car parks are required to report to the school reception on arrival and leave their car registration details. A permit scheme is used to prevent unauthorised parking within the school's car parks, monitored and enforced by the school's facility management team.

Cycle Parking Provision

- 3.28 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.
- 3.29 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;
- 3.30 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.
- 3.31 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 RuTC Sports Hall 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 1327m² of (GIA) floorspace, requiring a minimum of 14 short stay cycle parking spaces to meet the requirement of the London Plan.
- 3.32 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.
- 3.33 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 1,357m² of usable (GIA) floorspace, requiring a minimum of 14 short stay cycle parking spaces to meet the requirement of the London Plan.

Servicing & Deliveries

- 3.34 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 facilities have a shared delivery and servicing yard. The Tech Hub has its own delivery and servicing area.
- 3.35 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. A copy of the DSMP is attached at **Appendix F**.
- 3.36 The deliveries for the RTS site are also managed through the approved '*Servicing and Delivery Plan*', approved through the Outline planning application. A copy of the document is attached at **Appendix G**.
- 3.37 Delivery and servicing vehicles will access the site's delivery and servicing area located to the east of the replacement College building via the junction with Langhorn Drive. The vehicles turn in the delivery and servicing area and egress via the junction back onto the A316 Chertsey Road.
- 3.38 Access for all delivery and servicing including refuse collection for the College, Secondary School and SEN School take place from the service area to the east of the College building where all vehicles will have unfettered access. The service area will be accessed via Langhorn Drive only. These arrangements would not be altered by the proposals.
- 3.39 The refuse storage area for the College is located in the service yard with the schools refuse storage area located adjacent to it but within the Secondary School's curtilage. Access from the schools refuse storage area is provided by a gate sufficiently wide to allow Eurobins to be wheeled through to the collection vehicle. The collection vehicle will be able to stop with its rear loading point within 10m of both refuse stores.
- 3.40 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 each building. These would comprise cars and light vans.
- 3.41 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.

Emergency Vehicle Access

- 3.42 Emergency vehicle access to the Sports facilities will be provided as per the approved arrangements for the College and Schools. The completed Campus will have a total of five vehicle access points which could be used by emergency vehicles. The access points and the buildings they provide access to are:

- i) Langhorn Drive access: Provides access to the Haymarket building, College including STEM and Sports Centre, and residential development, and the Secondary School car park;
- ii) Egerton Road, Secondary School car park access: Provides access to Secondary School car park, the College including STEM and Sports Centre, Haymarket building and residential development;
- iii) Egerton Road, Secondary School pedestrian and cycle access: Provides access to the Secondary School building, SEN School building, play areas and MUGAs;
- iv) Egerton Road, SEN School car park access: Provides access to the SEN School building, Secondary School building, play areas and MUGAs;
- v) Craneford Way emergency vehicle access: Controlled by a gate with a fire lock. It provides access to the residential development, College including STEM and Sports Centre, Haymarket building and Secondary School car.

4 TRAVEL PLAN

- 4.1 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. 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.
- 4.2 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.
- 4.3 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.
- 4.4 A copy of the College Travel Plan is attached at **Appendix H**, confirming the wider travel planning measures to be implemented at RuTC. No Travel Plan for the RTS site has been prepared to date.
- 4.5 No specific requirement is sought for the implementation of travel plans for the sports facilities in isolation, with both facilities encompassed 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 College Travel Plan and Schools Travel Plan.

4.6 However, to provide an outline of the proposed functions of the sports facilities and the likely sustainability measures that would be implemented, a Travel Plan Statement has been prepared. The Travel Plan Statement (Ref: 20/5453/TP07) forms a separate document and should be read fully in conjunction with this Transport Statement.

5 SUMMARY AND CONCLUSIONS

5.1 This Transport Statement has been prepared to summarise the transport planning related aspects of the proposed sports facilities at Richmond upon Thames College and Richmond upon Thames School, forming part of the Richmond upon Thames Education and Enterprise Campus (REEC).

5.2 This Transport Statement supports a detailed planning application for the implementation of the sports facilities in accordance with the outline planning consent (15/3038/OUT) for the REEC site, confirming the detailed aspects of the site layout, access, car parking and landscaping proposals for each proposed sports facility.

5.3 The proposed facilities would replace existing sports facilities already on the site currently being used by the educational facilities within the REEC and the wider community. The proposed facilities would not therefore generate any additional traffic movements from those currently operating on the site or from those already forecast to be granted by the outline planning consent. Furthermore, the proposal would replace the previously approved Tech Hub building that would be omitted from the scheme, thus reducing traffic levels on the site.

5.4 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.

5.5 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.

5.6 The proposed users of the sports facilities would benefit from the implementation of the sustainability measures provided across the REEC site as a whole, outlined in the Travel Plans for the wider College and School sites.

5.7 Based on the findings of this Transport Statement, the implementation of the proposed sports facilities would not result in any material change to the operations of the REEC site or the local highway network.



APPENDIX A



Notes
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Rev	Date	Description	EA	AS

PI 24.03.22 Planning
 Job No. 6377

LEGEND			
	Existing tree retained		Proposed shrub and herbaceous planting
	Proposed tree in paving		Proposed native hedgerow
	Proposed tree in soft landscape		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

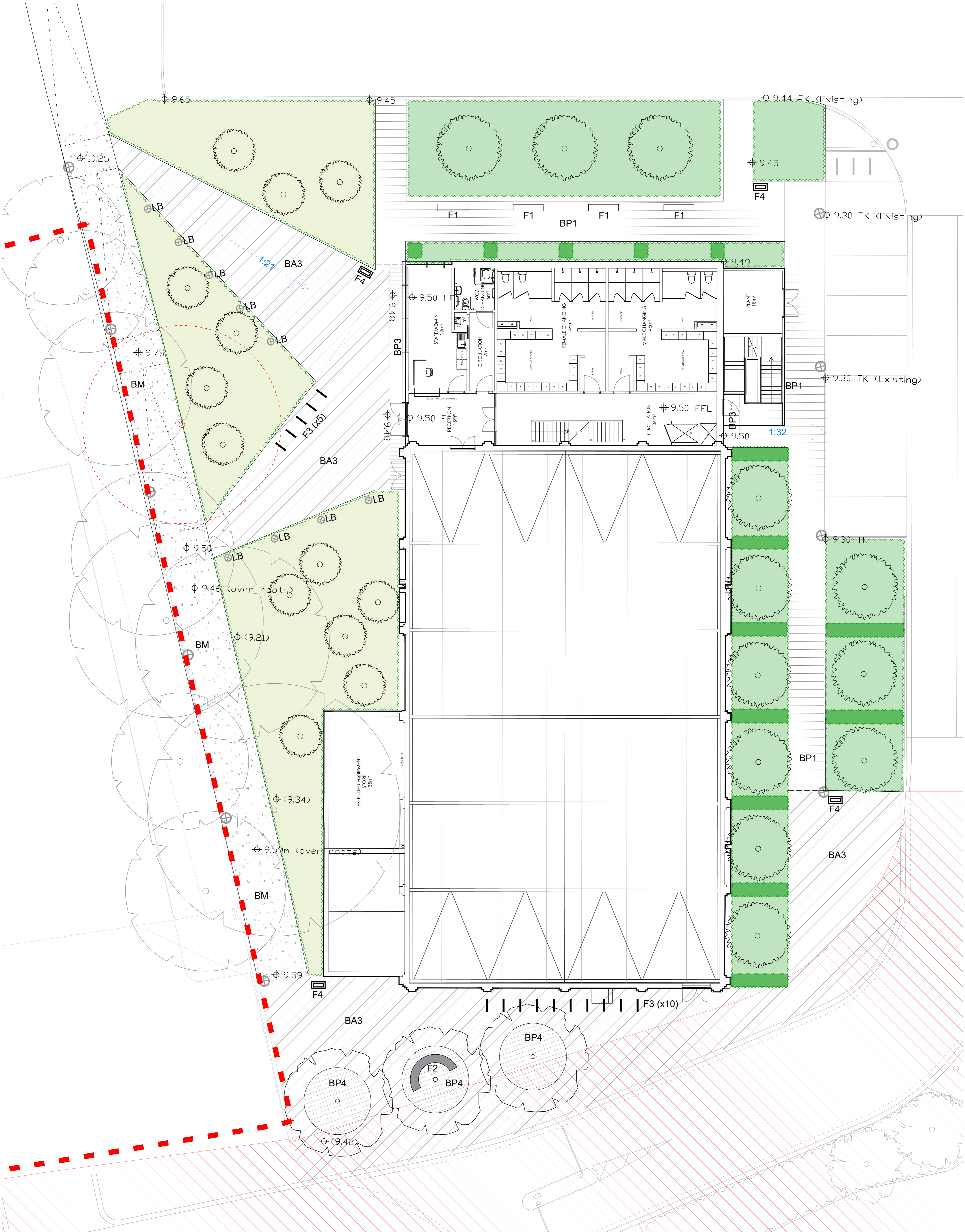
Status
 Planning

Drawing Title
 College Development Zone
 Landscape General Arrangement

Job Nr
 6377

Drawing Nr
 LD-PLN-190

Issue
 P1



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FP1	03.12.21	Planning Issue	JTB	EP
FP2	21.04.21	Final Planning Issue	J.A.	EP
Iss	Date	Description	Des	CHK

- Application Boundary
- Levels
- Proposed Tree within paving
- Proposed Tree within soft landscape
- Existing Trees Retained
- Tree Removal (CAT U)
- Hedging
- Planting bed
- Shade Tolerant Groundcover Planting
- Bituminous macadam
To engineer's specification.
- Block paving (Impermeable)
Exposed granite blocks, Bush hammered, Silver grey, 250/150/100x150mm, Combined stretcher course
- Long block paving (Impermeable)
Exposed granite blocks, Bush hammered, Silver grey, 350/300/250x100mm, Combined stretcher course
- Set paving (Permeable)
Weathered concrete setts, Mid grey, 80x80x80mm
Radial pattern
- Block paving (Permeable)
Exposed granite blocks, Bush hammered, Silver grey and warm grey in bands, 250/150/100x150mm
Combined stretcher course
- Fence
Welded mesh fence, PPC galvanized steel, Dark grey
- 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
- 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

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Project Richmond Upon Thames College Sports Buildings Drop-in Application	
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	