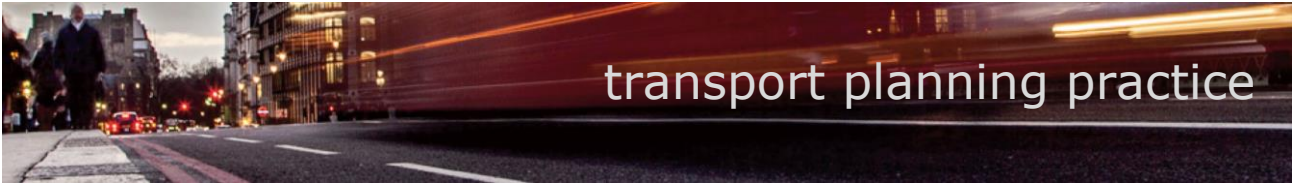


**APPENDIX 7.6
CAR PARK MANAGEMENT PLAN**



Richmond Education and Enterprise Campus

Car Park Management Plan – College Development Zone

Introduction

1. Transport Planning Practice has been commissioned by Richmond upon Thames College to prepare a Car Park Management Plan for the Main College to discharge planning condition U07967 which states:

"A car park management scheme/plan for each Development Zone, or phase thereof, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of a building within that Development Zone, or phase thereof. The scheme approved by the local planning authority shall be implemented at all times in accordance with the approved details. The scheme submitted shall have taken account of the different highway conditions encountered on Harlequins Match/Event Days, RFU Match/Event Days and non-match/event days and shall include hours of use, times, parking arrangement for pick up and drop up (including taxis) and staff/resident responsibilities in connection with the enforcement of the management plan. The scheme approved by the Local Planning Authority shall be implemented at all times in accordance with the approved details."

Car park access/egress control and management

2. Vehicular access and egress for the college which includes the STEM building and sports centre building, and the Haymarket building (tech hub) will be via the access from Langhorn Drive via the A316 Chertsey Road.
3. Access and egress for the college site will be restricted from using the Egerton Road access by the use of security gates for which college staff will not have access controls for day-to-day use. As shown in Figure 1 a sign is proposed on the approach to the Egerton Road access from within the site which states: 'No exit via Egerton Road, except for authorised users. Exit via Langhorn Drive'.
4. All vehicles accessing the main college building and main car park via Langhorn Drive will be restricted by a barrier control point along the access road to the north of the STEM building. During typical days the control point will not be manned and drivers will use the intercom system connected to the college reception, who will remotely operate the barrier to allow entry. Authorised drivers regularly passing through the control point will be issued key fobs or PIN code to gain entry. A vehicle detection device will trigger the exit barrier when vehicles leave the site.
5. The reception will direct visitors and delivery drivers to the relevant part of the site, as necessary. This will be supplemented with signage along the internal route which are shown in Figure 1. The college delivery office is located on the eastern side of the main college building, with direct access to the service yard, thereby allowing easy access for delivery drivers dropping off goods, products etc. Visitor parking is provided in the area where vehicles enter the main car park.

Parking provision

6. The college will have 151 parking spaces, including 8 disabled parking spaces in line with planning condition U07964. In the Main Car Park adjacent to the main college building 132 spaces will be provided, including 6 disabled spaces. The other 19 spaces will be located in the Small Car Park next to the sports centre building.
7. A permit scheme will be used to manage the college parking provision. This will provide a visual measure of checking against unauthorised parking taking place within the car parks. Visitors parking at the college will be required to report to reception on arrival and leave their car registration details. All parking within accessible parking spaces would need to be accompanied by a valid blue badge. The permit scheme and use of accessible spaces by blue badge holders will be enforced by the college's facility management team.
8. Planning condition U08005 requires that 8 no. active electric vehicle charging points (EVCPs) be provided within the College and/or Schools Development Zones. Eight EVCPs are proposed within the College Development Zone.
9. The car parking provision is summarised in Table 1 and the location of various spaces are indicated in Figure 1. The visitor spaces will be demarcated with a sign posted at the rear of each of the bays as shown in Figure 1.

Table 1: Summary of parking provision

Parking allocation	Standard	Disabled	EVCP	Total
Staff/college vehicles	131	6	8	145
Visitors	4	2	0	6
				151

Parking permit

10. The college's parking provision is restricted and to avoid a situation where the demand for staff parking exceeds the provision, a parking permit scheme will be introduced. Various criteria will be used to assess eligibility including home location (easy of travel to the college by alternative non-car modes) and priority parking based on needs (i.e. Blue Badge holders and conditions which may not currently be recognised by the Blue Badge scheme). Banded charges for parking permits will also be considered to manage demand and encourage sustainable travel.
11. Staff will be advised that neighbouring public highways will not be possible given controlled parking zone restrictions.

Harlequin FC's Right of Way

12. A legal right of way exists that allows Harlequins FC and their long term leaseholders the right to cross the college site between Langhorn Drive and Egerton Road during emergencies. The right of way does not allow for Harlequins' traffic to park on the college site. Harlequins FC will be issued with key fobs / PIN codes to control the barrier / gate at the Langhorn Drive and Egerton Road accesses.

Match and event days at The Stoop Stadium and Twickenham Stadium

13. During match and event days at Harlequins' The Stoop Stadium and Twickenham Stadium, the college currently offers parking for hire. This will continue when the site is redeveloped, making use of the parking spaces in the College Development Zone only. Access to the parking will be via Langhorn Drive, with no access or egress via the Egerton Road access except for emergencies. During the match and event days the barrier control point will be manned to allow authorised people to access the parking area.

College and school event days

14. The college and schools will hold various events throughout the academic year such as open days/evenings for prospective students or parents/guardian evenings for existing students etc. In such cases, measures and agreements will be put into place between the college, secondary school and the SEN school to use each other's car parks for additional parking. Where practical, events held at one education establishment will be spread over a series of days or evenings in order to reduce the peak parking demand generated by the event and they would be arranged so not to coincide with other events being held at the other education establishments on the Campus.

Sports Centre and Craneford Way playing fields parking

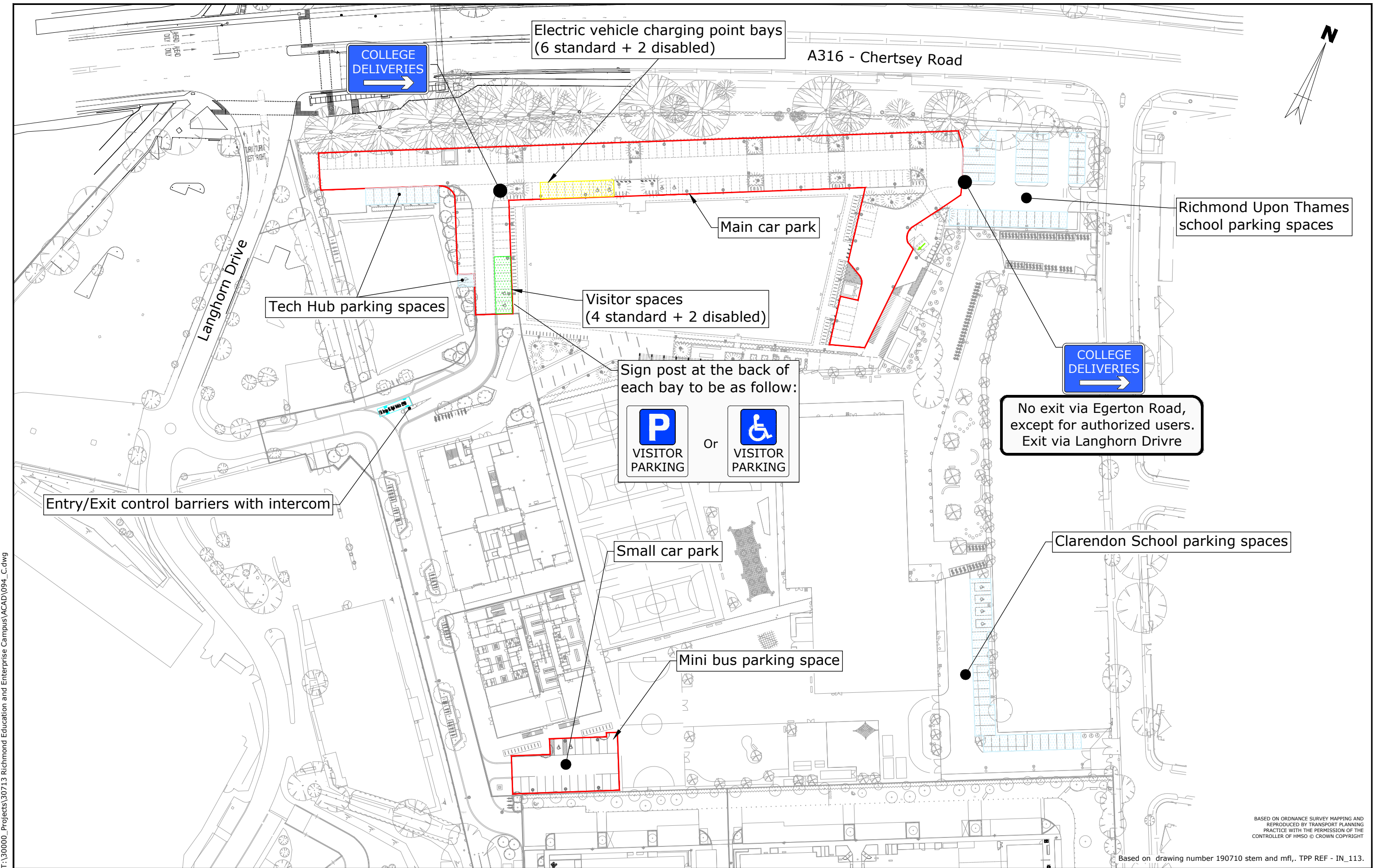
15. The sports centre will be available for the wider community use outside of the operational hours of the educational use. Therefore, other than outside term time the sports centre will only be available for the use of the public during the weekday early mornings, evenings and on weekends. Car parking for the public using the sports centre will be accommodated within the college's 151 parking space allocation outside of the main operational hours of the college's when the demand for parking from the College staff will be lower.
16. Members of the public using the Craneford Way playing fields will be able to park within the college site on evenings and on weekends when outside of the college's educational use operational hours. They will then use the upgraded Marsh Farm Lane shared cycle/footpath to access the playing fields.

Taxi, mini-bus and coach access

17. The main taxi / mini-bus pick-up and drop-off location for the college is on the route through the car park next to the entrance on the northern elevation of the main college building where two vehicles are able to stop. Taxis will then be able to turn around at the entrance to the service yard.
18. For large coaches (restricted to a maximum of 12m long) access and egress will be via Langhorn Drive, and the dropped-off and picked-up of passengers will be in the service area. The infrequent use of coaches in the service yard will be managed where possible to avoid busy servicing/refuse collection periods. Procedures will be prepared to assess risks and manage the movement of people to and from the coaches. For very large coaches in excess of 12m long (upto 15m) access will be via Langhorn Drive with egress via Egerton Road

Conclusions

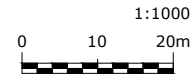
19. This Car Park Management Plan provides an overview of the 151 parking spaces associated with the College Development Zone. The parking is split into two areas with the main parking area being around the main college building, and a small parking area situated to the south of the sports centre building. Access and egress to these parking areas will be via Langhorn Drive, and parking for staff will be restricted to permit holders with various criteria used to assess eligibility. Staff not eligible for a permit will be advised to travel to the college by sustainable modes thereby avoiding a situation where excessive demand results in overspill parking on nearby properties / public roads.



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Car park layout

Figure 1