

# PICK EVERARD

## Transport Statement

Thames Young Mariners, Surrey Outdoor Learning and  
Development Centre  
Surrey County Council

Issue Number 01

Date 04 October 2022



**SURREY**  
COUNTY COUNCIL



## Document History

Issue	Date	Comment	Author	Chk'd
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## 1.0 Introduction

Surrey County Council (SCC) is proposing to modernise and improve the Thames Young Mariners (TYM) site run by Surrey Outdoor Learning and Development (SOLD) in the London Borough of Richmond upon Thames (LBRuT). The facility is located on Riverside Drive, Ham, Richmond, TW10 7RX. The site was established over 60 years ago and has had few changes since.

As a result of this site wide redevelopment, it is planned to increase and upgrade the current facilities and increase the days of operation to cater for the running of the site all year round. At present the site runs seasonally with limited residential stays.

SOLD is registered with OFSTED for the provision of after school hours activities for young people aged above 5 years old. The TYM site is one of three sites running a number of outdoor learning programmes with SOLD for schools, colleges, SEN and disability groups, and voluntary youth groups. TYM offers outdoor land based and water based activities, as it borders the River Thames. This is the only SOLD site to offer water based activities. The site also offers conference/meeting rooms and facilities for a number of large annual events.

This Transport Statement has been prepared in order to provide information regarding the current transport situation at the site and the likely impacts of the proposed development.

The site is classed as Sui Generis site and does not fall within a standard planning use class.

## 2.0 Scoping

The draft proposed Transport scope, proposed site plans at the time of issue and existing site plans were issued to LBRuT for pre-application advice on 10<sup>th</sup> March 2022. On 5<sup>th</sup> April 2022, a response was received from the Transport Strategy Team Manager, agreeing the proposed scope to undertake a Transport Statement and Travel Plan for submission with the planning application for the development.

On 20<sup>th</sup> April 2022, a pre-application meeting was undertaken with LBRuT, and a follow up meeting on 2<sup>nd</sup> August 2022.

On 20<sup>th</sup> July 2022, further pre-application comments were received from the Principal Transport Planner at LBRuT following the pre-application pack issue, on 18<sup>th</sup> July. The comments provided a breakdown of required inclusions within the Transport Statement and Travel Plan.

A pre-application meeting was undertaken with the Greater London Authority (GLA) on 28<sup>th</sup> July 2022, where a representative from Transport for London attended.

Following the pre-application meeting with the GLA, written comments were received on 16<sup>th</sup> September 2022, from Development Management at the GLA. This included requirement of a Delivery and Servicing

Plan (DSP), Construction Logistics Plan (CLP) and Parking Design and Management Plan secured by condition.

All comments, advice and requirements received through the above pre-application process with all stakeholder authorities have been considered and accounted for in the preparation of this Transport Statement and any other transport related documents referenced in comments.

## 3.0 Baseline Site Information

### 3.1 Site Use

TYM offers seasonal outdoor activities which either take place as day visits or as residential stays for various groups such as schools, professional training, facility hire and family visits. The majority of programmes and daily activities currently occur through late spring, summer and early autumn with fewer residential stays during the colder months, as all overnight accommodation is provided in the on-site Teepee village, or visitor's tents pitched for groups including Duke of Edinburgh. The majority visits are by school groups. Pupils travel to and from the site by coach or minibus during term time and are dropped off and picked up by parents/guardians in school holidays.

The teaching and learning programmes can be adapted to suit the visitor depending on the needs and requirements. Some of the programmes offered include Duke of Edinburgh, TAZ (The Adventure Zone), TAZ Family (The Adventure Zone for families), holiday activity days and also training courses.

### 3.2 Site Location

Refer to **Figure 3.1**.

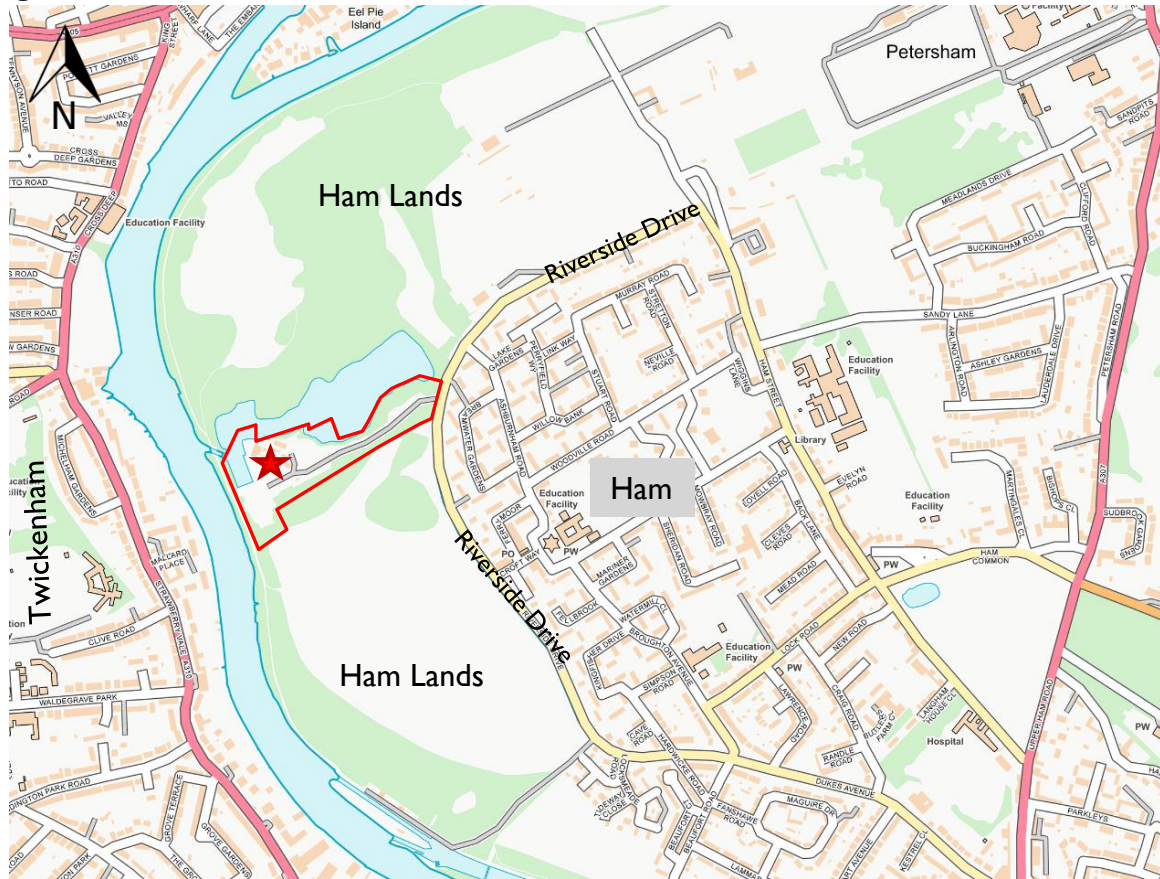
TYM is located in Richmond, west of the centre of London. Access to the site is from Riverside Drive with the River Thames bordering the site to the west. Immediately on the other side of the River Thames is Twickenham. To the east is a residential zone within the area called Ham. At the time the Transport Statement was written, an application to redevelop part of the Ham residential area to a mixed-use phased community and residential area had been submitted.

To the north and south, TYM is surrounded by Ham Lands and nature reserves.

The existing developed building area of the TYM SOLD site is 1,795 sqm and external area is 35,587 sqm.



Figure 3.1 Site location



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KEY



TYM site



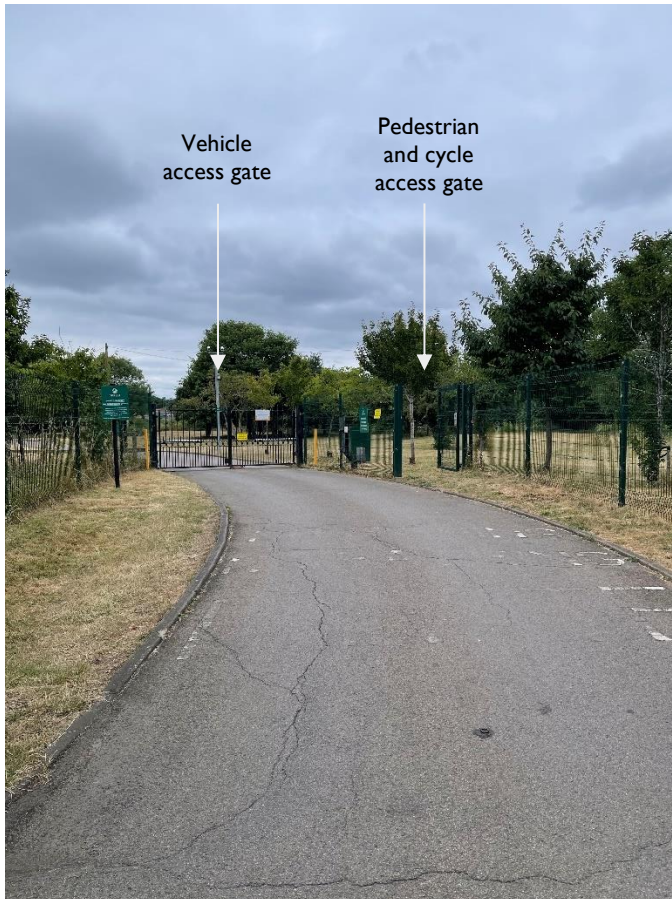
Site boundary

### 3.3 Existing Access

The vehicle access road to the site is off Riverside Drive and there is an adjacent grass path available for use by pedestrians along the northern edge of the access road. Approximately 34m along the access road from Riverside Drive there is a vehicle gate and an adjacent shared pedestrian/cycle access gate, shown in **Photo 3.1**. The shared pedestrian and cycle gate is located on grass and follows through onto a trodden grass path towards the buildings. The gates open automatically when approached between 09:00 and 17:00. The pedestrian/cycle route mostly runs parallel to the access road then veers north away from the access road more directly towards the buildings. The existing vehicle access includes a hard surfaced track,

approximately 280m long from the gate to the buildings, for vehicles accessing off Riverside Drive. It is approximately 3.8m wide and so not suitable for free flow two-way traffic. See **Photo 3.2**.

**Photo 3.1** Access viewed into the site showing vehicle gate and pedestrian gate.



**Photo 3.2** View on entering the site along the vehicle access road.



### 3.4 Existing Parking Facilities and On-Site Drop off/Pick Up Management

Refer to **Figure 3.2** for existing parking arrangements.

Currently on the site, there is an unmarked concrete turning circle, where staff park their vehicles next to the buildings. There is parking for approximately 20 vehicles on the turning circle. See **Photo 3.3**. A site visit was undertaken on Wednesday 6<sup>th</sup> July 2022. Five vehicles were recorded to be parked on the designated staff parking area at 09:12. **Photo 3.3** was taken at a different time to the site visit and recorded vehicle count, and shows 6 vehicles parked.

**Photo 3.3** Turning circle area for staff parking





Those dropping off children or visitor attendees, currently park on the grass, just off the access road. The parking area is unmarked. There is a sign instructing visitors to park on the grass and speed limit signs. Refer to **Photos 3.4** and **3.5**.

**Photo 3.4** Vehicle parked on grass off access



**Photo 3.5** Park on grass signage and speed limit signage on access road



Parent/guardian vehicles then remain parked on the grass for approximately 10 to 15 minutes whilst they accompany their children to the building and hand over to a member of staff. There is also a member of staff managing the site outside at this time for safety around other vehicles and to ensure all attendees are accounted for. During busier drop off periods during school holidays, there can be around 30 vehicles dropping off at the same time. This is the same for pick up. There is sufficient space for upwards of 60 vehicles, which caters for 2 large scale annual events which happen at the site. The number of large events is not planned to change.

Currently, there are no official parking facilities for cycles on the site however there is an assigned area against wooden trellis located next to the building main entrance, shown in **Photo 3.6**. There were no cycles recorded during the site visit on Wednesday 6<sup>th</sup> July 2022, undertaken in the morning. However, during a previous visit, one cycle was noted to be parked.

**Photo 3.6** Existing assigned cycle parking area








**Figure 3.2** Existing parking arrangements



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**KEY**

-  TYM site
-  Vehicle and pedestrian access
-  Staff parking area
-  Approximate area for parent/guardian drop off and pick up zones
-  Assigned cycle area against trellis

### 3.5 Existing Operation

The number of staff on site varies throughout the year depending on the level of business with full time, part time and seasonal staff. It can range between 6 to 20 members of staff on the site during peak times each day. Members of staff arrive at approximately 08:30am for the standard day shift and leave around 17:30. There are also some members of staff who start their shift at lunchtime and leave after evening sessions, between around 20:30 to 21:00. One member of staff also lives on the site all year round. Adult representatives of each overnight group oversee responsibility during the night for children however the on-site staff operate on an on-call basis should they be needed during the night. There is provision for a



second member of staff to stay overnight should the other staff member be unavailable during times such as for leave or away.

TYM offer a wide range of courses and activities. The start and finish times of the programmes vary depending on the booking. It is not open to the general public and bookings must be made. The following are the main programmes offered at the site, but not limited to:

- Day activity visits and TAZ day visits at the site run from 09:30 to 16:15. There are a large number of day visits offered on the site catering for different ages, activities and abilities, and can take place over a number of days and are not residential. The maximum number of daily attendees on site is 240.
- Residential visits, including TAZ residential run from Monday 12:00 to Wednesday 13:00, Wednesday 12:00 to Friday 13:00 and Friday 18:00 to Sunday 16:30. Up to 120 children can stay in the on-site Teepees.
- Evening activities during the summer months run between 18:00 and 20:30 with maximum 240 attendees however this number is rarely reached.
- Morning open water swimming sessions run on 2 or 3 mornings per week between 07:00 and 09:00.
- Little Squirrels are activity based sessions run by Forest School leaders, which take place in a specifically designed private woodland area, for toddlers and young children with their parents. The sessions can be booked in blocks or individually, and run twice weekly from 09:45 and 11:30.

The vast majority of these timings avoid the need to arrive or depart the site in traditional commuter peak hours. It can also be seen that residential visits all include at least one middle day where no trips would be expected to be generated from residential stays.

Currently on the site, waste collections are twice a week, collecting recycling on one of these days and main rubbish on the other. This can be any day or time throughout the week. This is not planned to change. The waste collection vehicles are able to pull up alongside the bins, which are currently located next to reception on the unmarked turning circle and empty them. There are daily postal deliveries plus other general deliveries if there are any ordered items. Food deliveries take place every 2 to 3 days, as needed. These deliveries can arrive at any time during the delivery day.

Any deliveries and contractors who access the site, must move slowly across the site and immediately sign in. They are instructed of the best place to park for offloading. All SOLD staff are informed to be aware and stay clear of deliveries with the children on site.



### 3.5.1 Existing Trip Generation

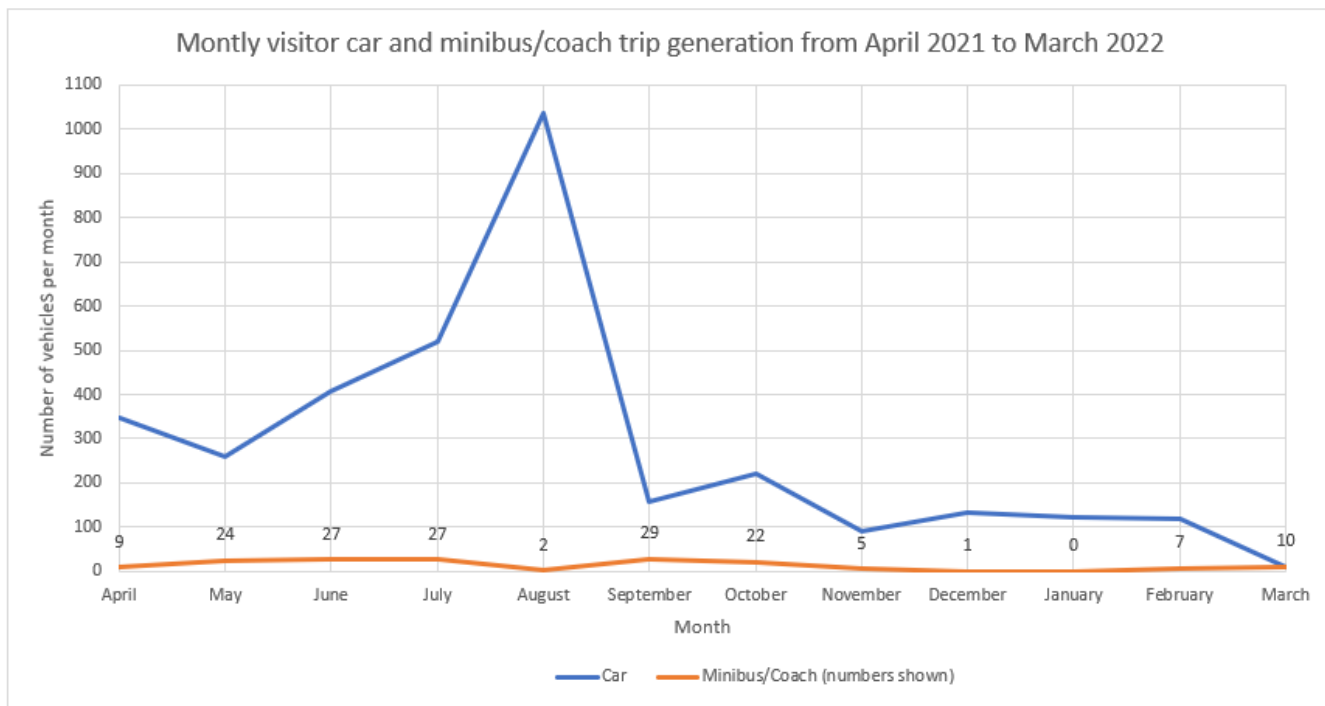
Vehicle movement information have been provided by SOLD for the site for the previous year (01 April 2021 to 29 March 2022) as existing. The following conclusions are drawn from this data:

- Coaches and a number of cars for day visits drop off and return later the same day to pick up and so each generate 4 two-way vehicle trips per day. Minibuses and other cars for day visits can remain on site for the duration, dependent of the booking type and so each generate 2 two-way vehicle trips per day. Coaches and minibuses are typically used for travel during term times.
- For residential stays, coaches and some cars drop off on the first day, leave the site, then return to pick up on the last day, therefore only generating 2 two-way trips each on the first and last day of the visit with no vehicle trips generated on the days in between for residential trips. Minibuses and other cars arrive on the first day and do not leave until the last day, therefore only generating one one-way trip each on the first and last day of the visit and again no vehicle trips generated on the days in between for the residential stays. Consequently an insignificant number of vehicle trips are made by visitors between the first and last days of a residential visit. Most residential visits are for two nights so cover 3 days, so would have one middle day that generates no vehicles trips as previously stated.
- The majority of bookings (91%) at the site are TAZ which are run throughout the year. Between 2021 and 2022, this resulted in a total of 7,816 two-way car trips, 1,302 walking or cycling trips and 225 public transport trips, for the duration between April and March. This is an average of 21 two-way car trips each day for TAZ bookings.
- Between April 2021 and March 2022, 5% of the total bookings accounted for meetings and conferences, resource and facility hire, professional training in the outdoors, workplace training and development, and Duke of Edinburgh.
- Visitors also travel by walking, cycling and public transport to the TYM site. It was recorded that, during 1<sup>st</sup> April 2021 to 29<sup>th</sup> March 2022, 37% of people travelled by walking or cycling and 6% travelled by public transport in the bookings during this period.

The activities which run and numbers of attendees who attend daily, varies between month to month, and the previously discussed conclusions are very much an average taken over the whole year.

In **Graph 3.1**, the monthly number of booked visitor vehicles and minibus/coaches who attend the site is shown as recorded from April 2021 to March 2022. This has been extracted from the vehicle movement information provided, as discussed in this section. The graph includes both numbers of cars and minibuses or coaches. The information is extracted from the SOLD online booking system.

**Graph 3.1** Number of visitor cars and minibuses or coaches per month



It can be seen that the number of cars visiting the site increases during July and August, during the summer holiday period, and also the number of minibuses and coaches decreases with less school group activities at this time. During this period, there are primarily family and individual holiday activities. The car numbers shown is a maximum case as a number of families car share. The booking system allows for car (and coach or minibus) as transport only. The number of visitor cars then decreases during the end of the year, in line with reduced number of residential stays during the colder months.

### 3.6 Staff Travel Survey

A staff travel survey was undertaken in July 2022, when there were 16 members of staff employed at TYM. As previously discussed, this number fluctuates depending on the time of year.

The results can be seen in **Table 3.1** presenting staff members usual mode of travel and their preferred mode.

**Table 3.1** Staff travel survey – July 2022.

Mode	Usual Mode	Usual Mode Percentage	Preferred Mode	Preferred Mode Percentage
Car as lone driver	8	50%	8	50%
Car share	1	6%	1	6%
Walk the whole journey	2	13%	3	19%
Cycle	3	19%	3	19%
Bus	2	13%	0	0
Train	0	0	0	0
Motorcycle/Moped	0	0	1	6%
<b>Total</b>	<b>16</b>	<b>100%*</b>	<b>16</b>	<b>100%</b>

\*rounding errors occur.

It can be seen from **Table 3.1** that 50% of staff travel by car to and from the site, with also a high proportion of staff cycling at 19%. The same proportion of staff also state that cycling is their preferred mode of travel. Of the 16 staff, 2 walk to and from the site yet 3 (19%) members of staff would prefer to walk. It can be seen that 13% of staff travel by bus however no staff would prefer to travel by this mode.

## 3.7 Local and Wider Highway Network

### 3.7.1 Local Network

The TYM site is located off Riverside Drive in Ham, accessed by a T-junction, around 12m wide. The road enforces a 20mph speed limit, shown on **Photo 3.7**. Riverside Drive has a width of 8.2m. Speed tables are present intermittently along the road. From Riverside Drive, a number of roads link into the residential area of Ham to the east.

**Photo 3.7** 20mph speed limit sign on Riverside Drive



The highway is in good condition along Riverside Drive.

Directly to the north and south and bordering the site, is Ham Lands Local Nature Reserve.

To the northeast of the site is Richmond and Kew Football Club, Ham House and Garden, and Ham Polo Club.

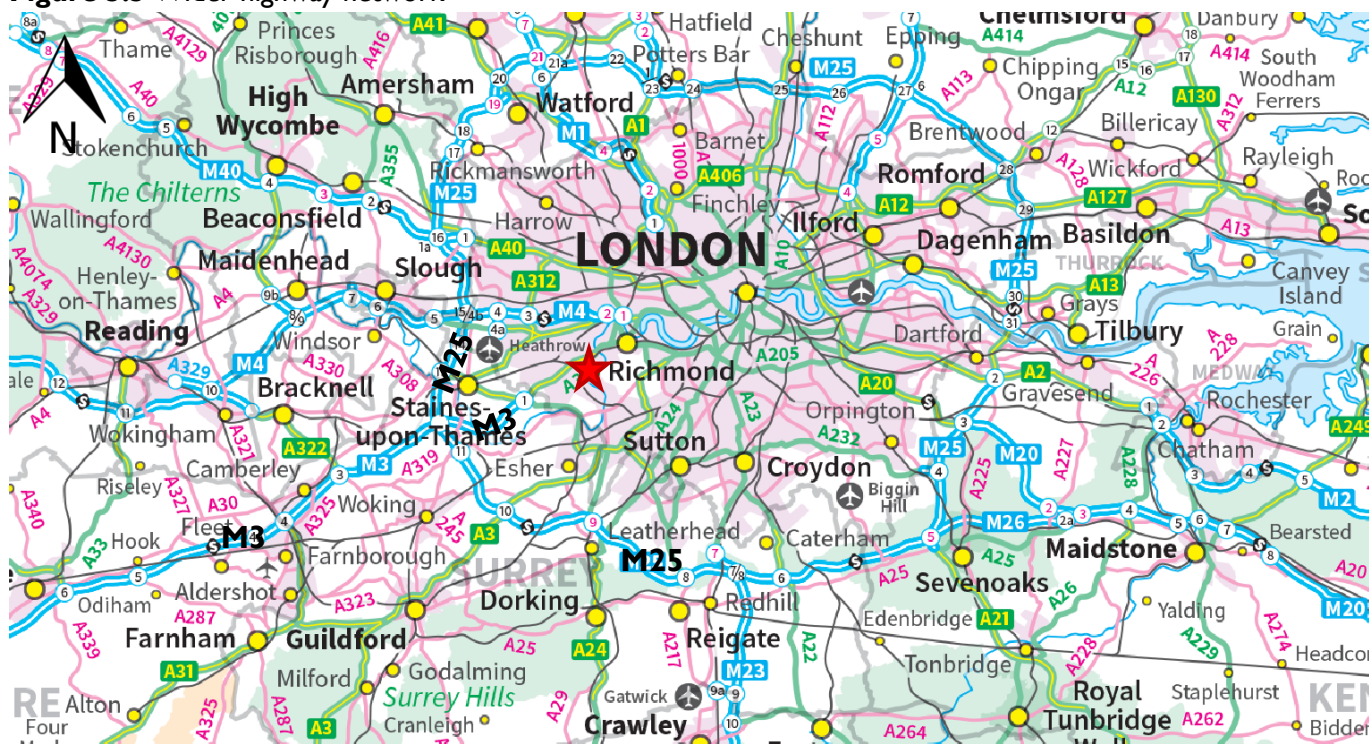
### 3.7.2 Wider Network

The centre of Richmond is approximately 5km to the northeast of the site and Richmond Park is around 3km in the same direction. The centre of London is approximately 18km northeast of the site.

The M3 is approximately 12.5km west of the site and the M25 is around 23km west of the site via the M3 as shown on **Figure 3.3**.



Figure 3.3 Wider highway network



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TYM site

## 4.0 Proposed Development

Refer to **Appendix A** for proposed development plan.

It is proposed to improve the site facilities to allow all year round activities and residential stays, compared to the current seasonal limitations. It is proposed to improve the parking facilities and access arrangements across the site, and also replace the current staff accommodation. It is also planned to retain the proposed development within the currently developed area on the site as much as possible as so not to encroach on undeveloped green space, which would affect the existing green space designated as Metropolitan Open Land (MOL).

It is proposed to provide residential blocks to allow for overnight stays all year round, which will not be affected by seasonal factors. The Teepee villages are planned to remain with less attendees staying in these and more staying in the new blocks. The proposal will allow for more visitors to attend residential stays annually and each night (during the warmer months). The site changes will allow for a maximum of 90 persons staying in Teepees (currently 120) and 114 persons staying in the new accommodation blocks, totalling 204. This is an increase of 84 compared to existing. However, the number of attendees on the site at any one time is not changing as part of the site changes and will still remain as 240. The split between those attending day activities and residential stays will vary, however the maximum overall number will always remain at 240. The changes will allow for an increased number of children to attend overnight as well as offering residential stays during the colder months. The Teepee villages will remain only during warmer months anticipated to be between April to September as a maximum. Outside this time, the residential blocks will continue to be used, offering a similar number of spaces to the Teepee space offered currently.

It is proposed to widen the access road in two locations to allow for passing places on the existing access route. It is also planned to widen the vehicle entrance splay marginally to improve the visibility. It is proposed to incorporate formal drop off zones along the access road on reinforced grass, so avoiding the need for those vehicles dropping site visitors off from having to drive up to the buildings and to protect the grass. This also retains green space in line with MOL. Visitors will continue to park on the grass to drop off, as sign posted, and should not park on the access road. It is also proposed to provide a parking space suitable for a coach or minibuses to drop off and should they stay for the duration of the day once they have dropped off the children.

The refuse locations are proposed to be stationed at the north of the site, close to the staff parking. The proposed location allows for the refuse vehicle to park immediately next to the bins for removal. The waste and recycling procedure will continue to operate as it does currently, which are twice a week, collecting recycling on one of these days and main rubbish on the other. This can be any day or time throughout the week. The daily postal deliveries plus other general deliveries if there are any ordered items, and food deliveries every 2 to 3 days, as needed, will continue to operate as they currently do.

It is proposed to use the existing staff parking access as a hammerhead turning for emergency vehicles.

Swept path drawings including a standard coach, fire appliance and refuse vehicle can be seen in **Appendix B** for the proposed design for the access, staff parking area and hammerhead turn.

The building areas will increase to 1,974sqm from 1,796sqm. The change in building area has been greatly reduced through the design process to ensure as minimal an increase as possible in line with MOL to protect the greenspace.

#### 4.1 Road Safety

All parking, drop off and servicing operations are to continue to take place on the site and so will not encroach on the local area and highway network.

As existing, there is a trodden grass pedestrian route originating from the pedestrian gate to the main buildings, which can be used to safely walk across the site to the reception. It is proposed to replace the grass route with a crushed gravel pedestrian route parallel to vehicle access road to run the length of the road, on the north side to allow for pedestrians to walk to the buildings safely and a more secure all weather surface. This will be raised in line with the existing kerb level for controlled segregation. Dropped kerbs will be added where necessary to allow for accessibility from drop off points along the road. There is a zebra crossing to cross over the staff vehicle parking area. The zebra crossing joins with another footpath to the site buildings. This zebra crossing will also be suitable for use by children who are dropped off from a bus or coach parked in the dedicated proposed space, as the path will extend to this parking space.

#### 4.2 Parking

It is proposed to provide 18 marked staff vehicle parking spaces, plus 2 spaces for disabled users for staff and visitors, on a dedicated new tarmac area to the northeast of the site buildings, in close proximity to TYM reception and one of the residential blocks. Of the total 20 marked vehicle spaces, 5 spaces will provide electric vehicle charging points and 5 spaces will provide infrastructure to install electric charging points in the future.

It is also proposed to provide 10 covered Sheffield stands, totalling 20 cycle spaces outside one of the proposed accommodation blocks, accessible from the access road. Of these spaces, one (5%) is proposed to be provided for larger accessible and adapted cycles. The staff restroom includes lockers and showers for staff use. The ground floor changing rooms can be used for visitors who cycle. There are lockers located in the ground floor changing rooms for visitor use to store cycle clothing and items.

The proposed cycle and vehicle parking locations can be seen in **Appendix A**.

Further parking discussion can be read in **Section 8.0**.

## 5.0 Public Transport and Accessibility

The TYM site has a Public Transport Accessibility Level (PTAL) score of 0, for accessibility to frequent public services according to TfL. A score of 0 reflects extremely poor public transport accessibility.

### 5.1 Bus

Refer to **Figure 5.1** for bus stop locations.

The nearest bus stops are approximately 800m from the site. Whilst these distances from the bus stops are further than the generally preferred maximum walking distance of 400m, a distance of 800m equates to a walk of approximately 10 minutes which can be considered feasible and acceptable for some users of the site, despite the PTAL score of 0.

These stops serve service 371, which frequently runs between Kingston Upon Thames and North Sheen, 24 hours a day, 7 days a week. The northbound (X) and southbound (M) stops for 371 both offer a shelter, seats, bins, timetables and flags. Bus stop M is shown in **Photo 5.1**. The other stops, YC (drop off only) and P, which serves bus K5, are approximately 1.1km from the site. Stop YC offers a bus flag only, in line with the alighting service only as passengers are not expected to wait at this stop. Bus stop P provides shelter, timetables and flag. Bus stop YC is shown in **Photo 5.2** and P is shown in **Photo 5.3**. Bus service information can be seen in **Table 5.1**.

Wide footways in good condition, dropped kerbs and consistent lighting columns are present along the routes to and from the bus stops from the TYM site.



**Photo 5.1** Bus stop M serving 371



**Photo 5.2** Bus stop YC serving K5 as a drop off point only.



**Photo 5.3** Bus stop P serving K5. It also services 371.






Figure 5.1 Bus stop locations



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KEY

-  TYM site
-  Bus stops serving 371
-  Bus stops serving K5

**Table 5.1** Local bus service information

Service Number	Distance of Stop from TYM	Route	Frequency	First and Last Service			
Operator: London United				<b>northbound</b> Stop ID: X Broughton Ave.		<b>southbound</b> Stop ID: M Broughton Ave.	
371 24 hour bus	Approx. 800m	Kingston Upon Thames Kingston Hill Ham Richmond North Sheen <i>Northbound</i> <i>Opposite route for return</i>	Mon – Fri approx. every 10 to 15 mins	00:14	23:59	00:16	23:48
			Saturday approx. every 15 mins	00:28	23:46	00:16	23:48
			Sunday approx. every 15 mins	00:28	23:44	00:14	23:46
Operator: London United				<b>northbound</b> Stop ID: YC (alighting point only) Beaufort Road		<b>eastbound</b> Stop ID: P Dukes Ave.	
K5	Approx. 1.1km	Morden Raynes Park New Malden Kingston Upon Thames Ham (final stop) <i>Northbound</i> <i>Opposite route for return</i>	Mon – Fri approx. every 30 mins	07:52	20:44	06:00	19:10
			Saturday approx. every 30 mins	07:34	20:42	06:10	19:10
			Sunday	No service			

## 5.2 Train

The closest train stations to the site are Teddington and St. Margarets, which are approximately 2.3km and 2.8km from TYM respectively. Twickenham train station is approximately 3km from the site. Travel by train is not deemed a suitable mode of transport for staff or visitors to and from the site due to the distance. The preferred maximum walking distance from a train station is 800m. The nearest train stations are considerably further away than this.

Richmond train station is approximately 4km from TYM. It is around a 15 to 20 minute journey on the 371 bus service to or from Richmond Train Station.

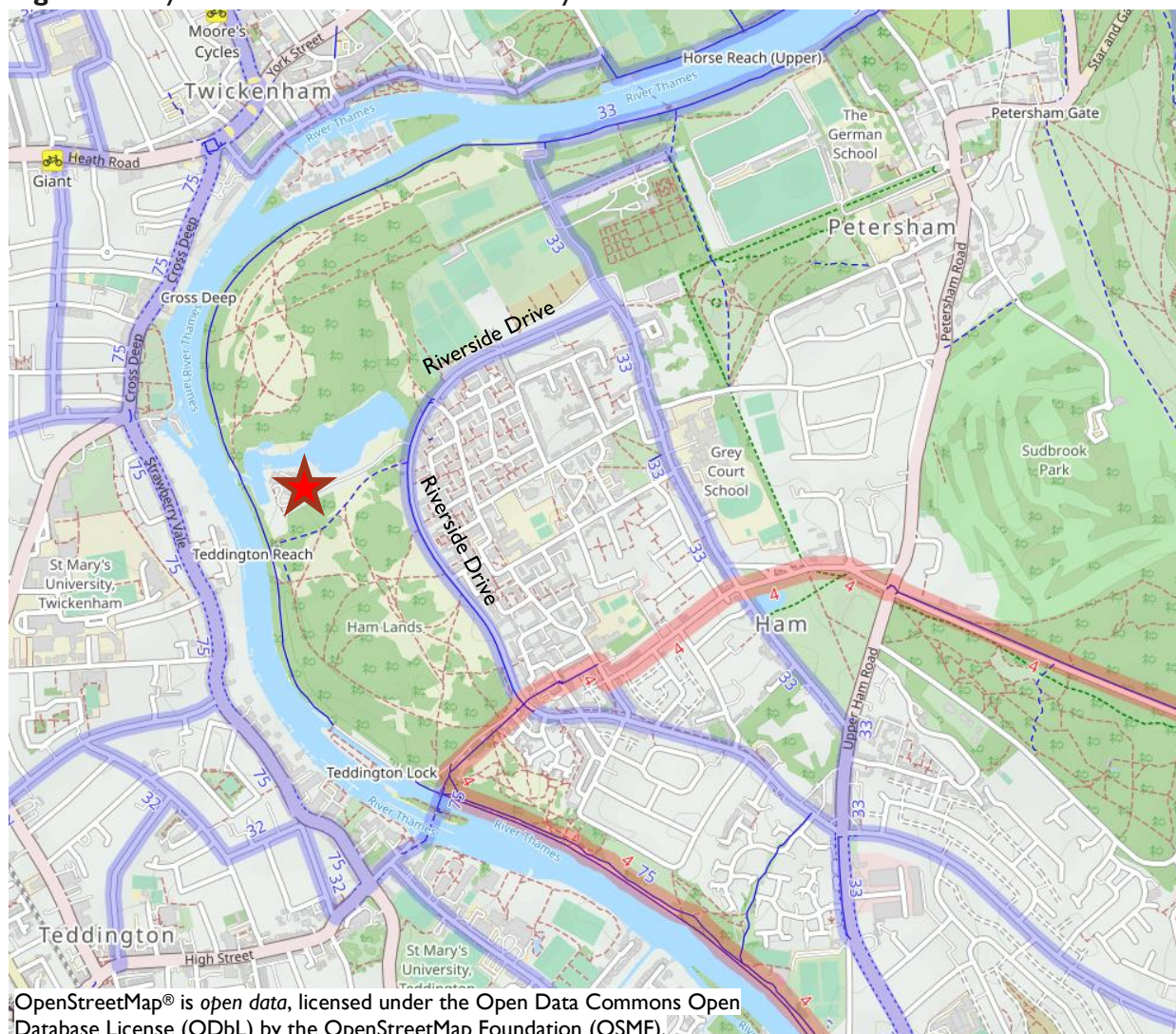
## 5.3 Cycle and Pedestrian Routes

### 5.3.1 Cycle Routes

There are local cycle routes in close proximity to the site for visitors and staff to use, providing good accessibility from the 20mph shared pedestrian and cycle footway along Riverside Drive to National Cycle Route 4 and Local Cycle Route 33, which travels to Kew and Kingston upon Thames. The immediate cycle routes are shown in **Figure 5.2**.



**Figure 5.2** Cycle routes in the immediate vicinity



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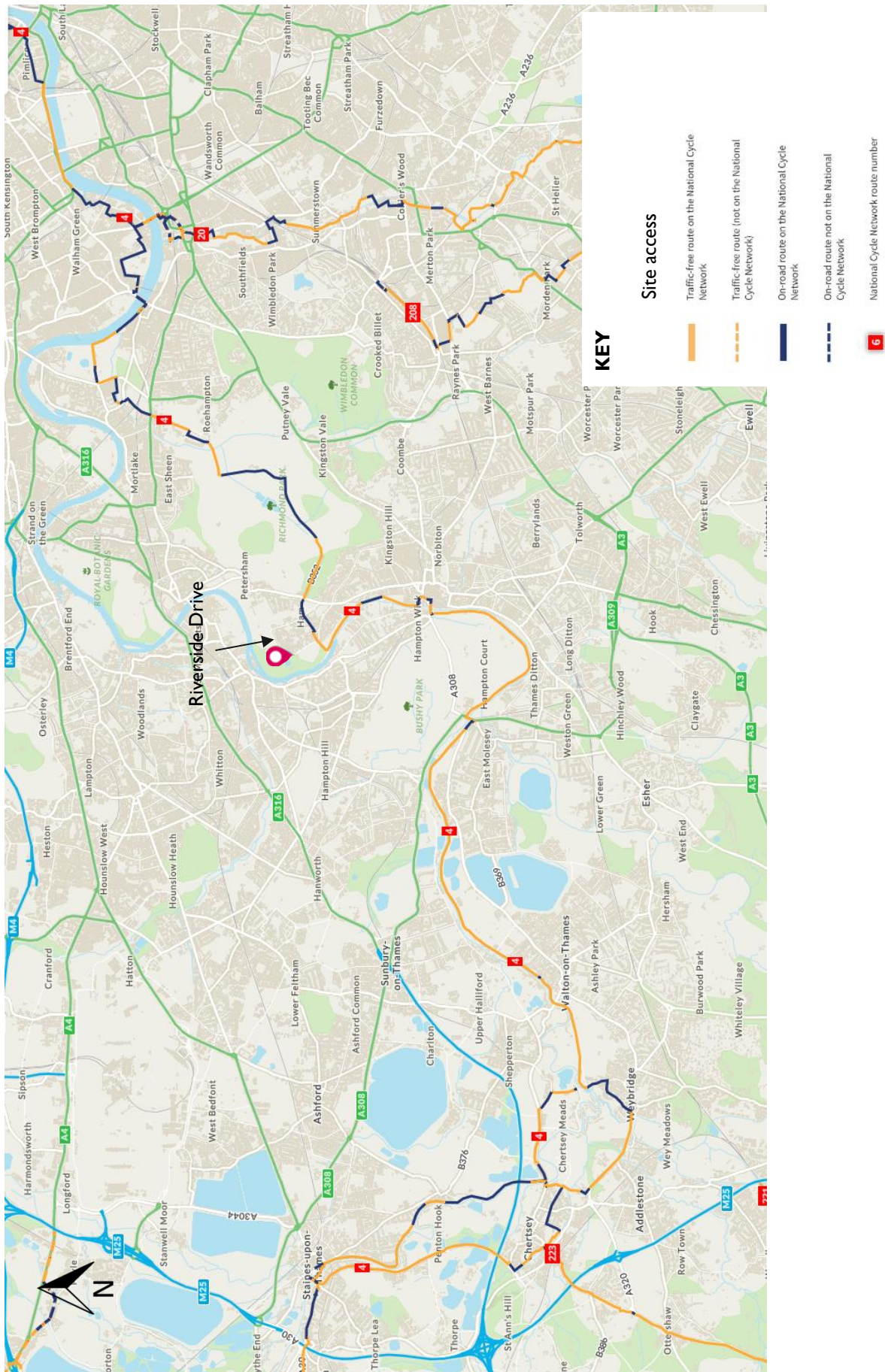
TYM site

	51	National Cycle Route		22	National Node Network
	11	Regional Cycle Route		33	Regional Node Network
	38	Local Cycle Route		44	Local Node Network
					Cyclepath
					Footpath (no cycling)

National Cycle Network Route 4 links users to central London to the east, travelling through Richmond Park. To the west, it continues past Hampton Court Park, Weybridge, Windsor, and eventually ends in Wales. It includes both traffic free and on-road routes. An extract from Sustrans of National Cycle Network Route 4 can be seen in **Figure 5.3**.



Figure 5.3 Sustrans extract presenting National Cycle Network Route 4 (2022)



To improve connectivity across the borough, LBRuT have proposed to develop further cycle routes, plus additional routes identified by Transport for London. The existing LBRuT routes partially cover National Cycle Network Route 4. An extract from LBRuT Active Travel Strategy can be seen in **Appendix C** showing existing and these proposed routes.

These existing cycle routes and proposed cycle routes enable visitors to travel to and from the site on recognised cycle routes, of which the majority are traffic free, and increases the scope for visitors to access the site via cycling in the future.

### 5.3.2 Pedestrian Routes

The footways immediately outside the access are wide, between 2.4m and 3.4m and have tactile paving and dropped kerbs where appropriate. Directly outside the site access on the west side of Riverside Drive, there is a footway which is approximately 3.4m wide. This is a shared footway for cycles and pedestrians, shown on **Photo 5.4**. There is tactile paving and flush dropped kerbs installed to cross the site entrance. See **Photo 5.5**. Opposite the access on the east side of Riverside Drive, the footway is approximately 2.4m wide. Wide footways are evident for the majority of the road. They are generally in good condition and flat. Lighting columns run the length of Riverside Drive and continue into the residential area to the east of the site where the nearest bus stops are located, discussed in **Section 5.1**.

**Photo 5.4** Shared footway sign on Riverside Drive





**Photo 5.5** Tactile paving and dropped kerbs to cross TYM access

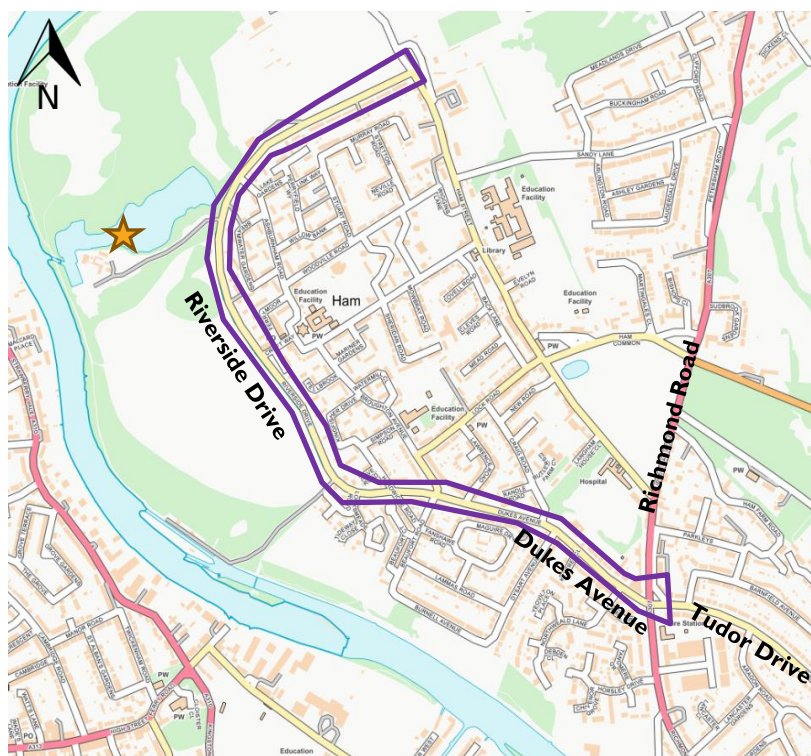




## 6.0 Accident Data

Personal injury accident data was retrieved from the TfL London Collision Map as informed by Richmond and Wandsworth Council, for the most recent 5 years available on the platform, up to 2019. The TfL Road Danger Reduction Dashboard was then used to obtain more recent data, up to December 2021. The accidents from January 2017 to December 2021 have been discussed. The accident study area is shown in **Figure 6.1**.

**Figure 6.1** Accident study area



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**KEY**



Site location



Proposed accident study area

During this period within the agreed boundary, 12 accidents were recorded. They were classed as one fatal, three serious and eight slight accidents. The agreed study area is shown in **Figure 6.1**. A summary of the accidents are shown in **Table 6.1**.

The most recent accident recorded was on 28th September 2020 at 10:07 on Dukes Avenue near the junction with Richmond Road, involving a motorcycle. An adult motorcyclist was reported as fatally injured. This is the only fatal accident to be recorded during the 5 year period.

There were two accidents recorded as involving pedestrians. One slight accident was reported on the 7<sup>th</sup> February 2018 at 11:58. The collision occurred at Richmond Road, 21 metres north of junction with Tudor Drive, involving a light goods vehicle with a car and pedestrian(s). The other accident was recorded to have involved pedestrians took place on the 1<sup>st</sup> April 2019 at 20:35, in a similar location, near the junction with Tudor Drive in Kingston. It was reported to have involved a car and pedestrian(s). In both accidents, an adult pedestrian was reported as slightly injured.

There were two accidents recorded involving pedal cyclists. One was recorded on the 19<sup>th</sup> of February 2018 at 15:45. The accident involved a child pedal cyclist and a car, and the collision occurred on Dukes Avenue, slightly north of Northweald Lane. The most recent accident involving a pedal cycle, was recorded on 15<sup>th</sup> May 2020 at 11:50. The collision occurred on Richmond Road at the junction with Dukes Avenue, involving an adult pedal cyclist and a car. In both cases the cyclist was recorded to have obtained slight injuries.

Three accidents were reported to have involved public service vehicles (coach or bus). These were recorded in 2017, 2018 and 2019 as one slight and two serious accidents, respectively.

**Table 6.1.** Summary of personal injury accident details

Year	January 2017 – December 2017	January 2018 – December 2018	January 2019 – December 2019	January 2020 – December 2020	January 2021 – December 2021
<b>No. of accidents</b>	3	4	3	2	0
<b>Severity of accident</b>	3 slight	2 serious 2 slight	1 serious 2 slight	1 fatal 1 slight	-
<b>Involvement</b>	Motorcycle Car Public service vehicle	Light goods vehicle Pedestrian Car Public service vehicle Pedal cycle	Motorcycle Public service vehicle Car Pedestrian	Motorcycle Pedal cycle Car	-
<b>Total number of accidents for each year</b>	3	4	3	2	0

From **Table 6.1**, it suggests that an average of two accidents have taken place annually in the specified study area. In majority of these cases, the individuals involved were reported to have obtained slight injuries, however, there has been three serious and one fatal recorded accidents during the studied time period (2017 to 2021). Most accidents took place on or near the junction of Richmond Road, Dukes Avenue and Tudor Drive.

It can be concluded, following a review of the accidents recorded in the study area over the study period, that the number of accidents has reduced to no accidents recorded in 2021. No accidents were reported within the immediate vicinity of the TYM access.

## 7.0 Vehicle Surveys

### 7.1 On-site Parking Survey

On-site parking surveys were carried out by a member of SOLD staff based at the TYM site between Monday 4<sup>th</sup> and Friday 8<sup>th</sup> April 2022, between the peak times of 08:30 and 09:40, and 16:00 and 16:40, each day to capture day visit drop off and pick up movements on site. Staff and parent/guardian vehicles were recorded separately. These results can be seen in **Appendix D**. This time period was during school holiday time and was typical for this time as parents tend to drop off their children during school holidays. Coincidentally, there were no coaches or minibuses recorded. Should it have been term time, children would have travelled by coach or minibus, reducing the number of vehicles accessing the site at pick up and drop off times.

Parents/guardians parked along the access road and leave their vehicles for 10 to 15 minutes while they accompany their children to the reception, and then leave. The peak periods for parents parking on site were between 09:30am and 09:40am, in line with the day sessions starting at 09:30. The numbers of vehicles parked during this time were between 24 and 30. This is similar to the pick up period when the day sessions finish at 16:15. The recorded peak period of parked cars during this time was between 16:20pm and 16:30pm, with a maximum of 32 parent/guardian cars parked. The maximum number of staff vehicles that were parked within the turning circle was 16, from 16:00pm on Thursday 7<sup>th</sup>, however the number of staff vehicles recorded were typically between 11 and 14. A number of cycles and motorcycles were also recorded to be parked on the site, reaching a maximum of 14.

### 7.2 Automatic Traffic Counts

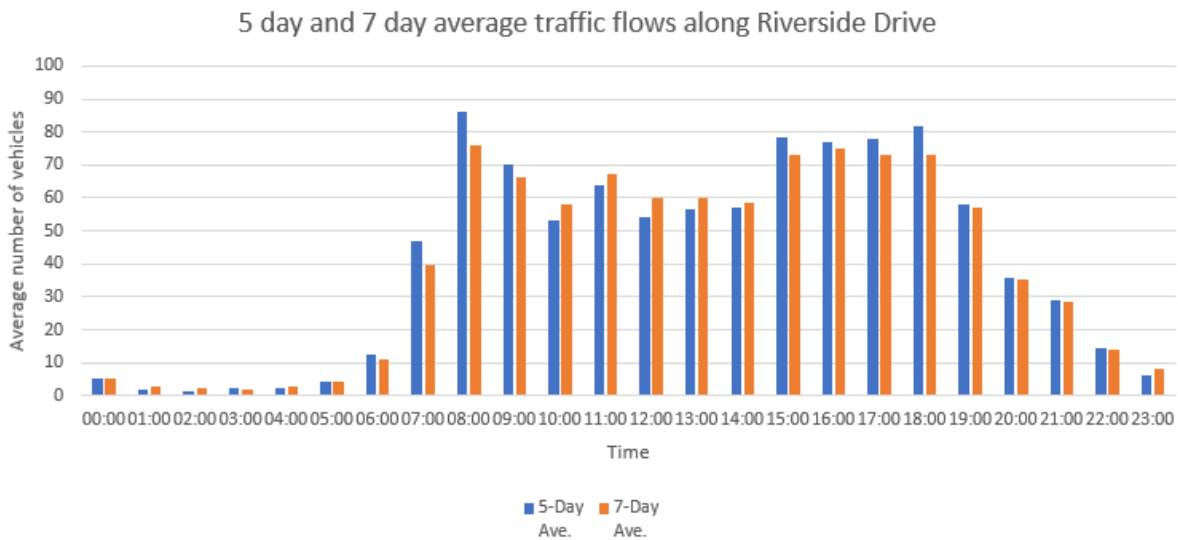
#### 7.2.1 Riverside Drive

An automatic traffic count (ATC) was undertaken during the week from Tuesday 19<sup>th</sup> to Monday 25<sup>th</sup> July 2022 on Riverside Drive, in close vicinity to the TYM access. During the week commencing the 18<sup>th</sup>, it is typically quieter on site due to the school term ending and the summer holidays starting, with more attendees booked into activities. From the 25<sup>th</sup> July, the TAZ holiday programmes start.

It can be established that the average peak traffic flow times on the road are between 08:00 and 09:00 in the morning during both the 5 day (weekdays) and 7 day (full week) average traffic flows, and between 18:00 and 19:00, and 16:00 and 17:00 respectively in the evenings. Refer to **Graph 7.1**. Weekday peaks do fluctuate, however, between 18:00 and 19:00 is the average period. This peak occurs at the same time as

the summer evening sessions, which start from 18:00. The peaks also occur at a similar time as residential stay period from the Friday to Sunday, starting from 18:00 and finishing at 16:30. When the increased number of residential attendees leave, this will only affect one residential booking block however it will not supersede the number of maximum attendees already attending each day. The average of the weekday peak period does not coincide with the day sessions starting at 09:30 and finishing at 16:15.

**Graph 7.1** 5 day and 7 day average traffic flows recorded along Riverside Drive from Tuesday 19<sup>th</sup> July 2022



The majority of the survey was undertaken during a quiet week, however, on Monday 25<sup>th</sup>, the TAZ summer programmes began and this presents the start of the busier period of the year for SOLD with TAZ holiday activities beginning. The results from the ATC show that during the Monday, while the number of vehicles did increase on Riverside Drive during the morning, it did not affect the peak time, which remained between 08:00 and 09:00.

Riverside Drive has a 20mph speed limit. Over the course of the 24 hours, across the 7 day average week that the ATC was undertaken, the 85<sup>th</sup> percentile was recorded as 28.1mph and 5 day average (weekday) was recorded as 27.8mph. The mean average was recorded as 21.4mph and 21.2mph respectively during the same periods. On the busiest day on Monday 25<sup>th</sup>, between 08:00 and 09:00, the majority of vehicles travelled between 20mph and 25mph. This is also the case between 09:00 and 10:00, which is the peak period of the TYM access, discussed in **Section 7.2.2**.

### 7.2.2 TYM access

An ATC was located on the access road of TYM. The majority of the survey was undertaken during a quieter week in terms of programmes and vehicles on the site. Monday 25<sup>th</sup> July was the beginning of the TAZ holiday programmes. As this is outside school term time, parents and guardians typically drop off and children do not arrive by bus or minibus.

On the Monday, the peak period on the TYM access road was between 09:00 and 10:00. This does not coincide with the peak period on Riverside Drive, which was between 08:00 and 09:00.

During the morning of Monday 25<sup>th</sup>, 62 cars arrived at the site. This is 18% of the total cars recorded as travelling along Riverside Drive during the same morning period. During the afternoon and evening period, 54 cars were recorded as leaving the site. This equated to just 8% of the total cars travelling along Riverside Drive during the same period.

### 7.3 Parking Accumulation Survey

A parking accumulation survey was carried out during the same week as the ATCS, for one day on Wednesday 20<sup>th</sup> July 2020, to record both the staff car park and drop off/pick up area separately. This was undertaken between 08:00 and 21:30, and results were presented for each 15 minute period during the total survey period. These areas can be seen in **Figure 3.2**.

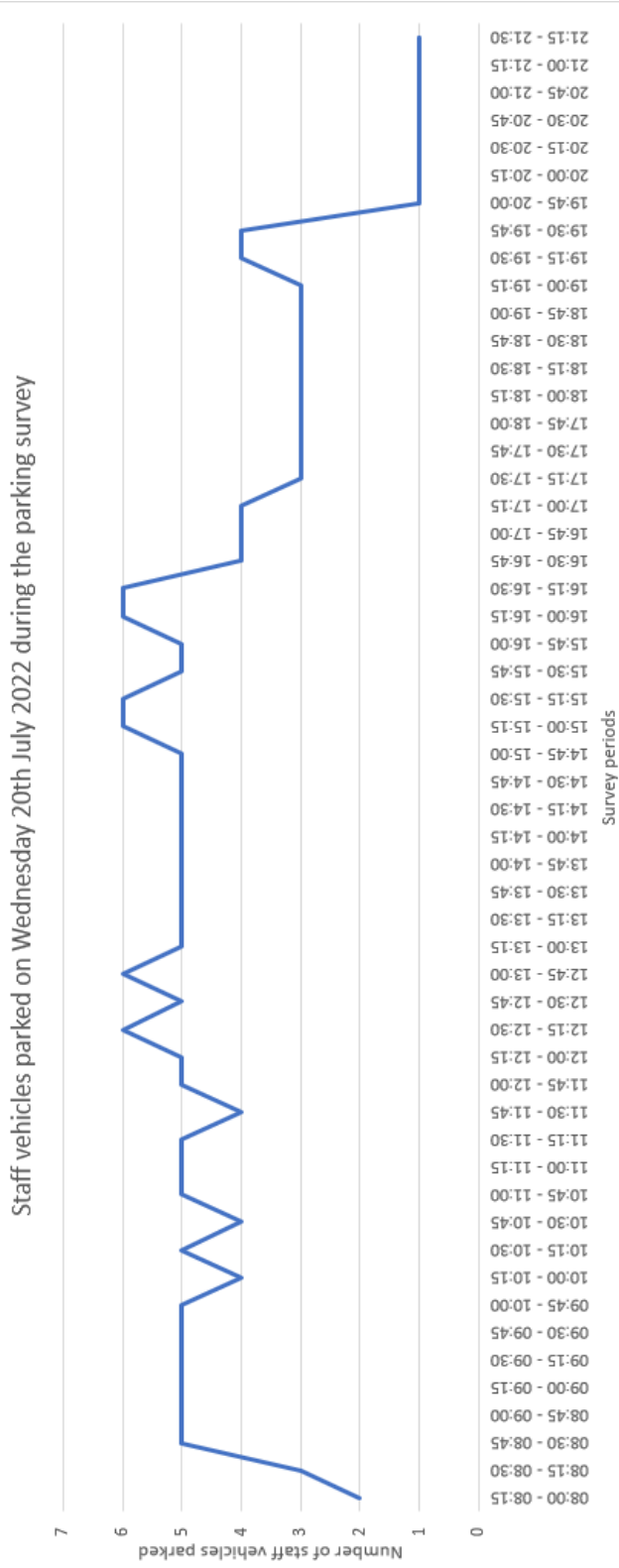
As discussed, this was during a quieter day and also during a time when children were dropped off and picked up by coach.

A bus was recorded to be parked in the drop off/pick up area between 09:00 and 09:15, and also between 09:30 and 09:45. Two buses were then recorded in the same location between 15:30 and 15:45. One vehicle, other than a bus, was recorded to be parked in the same area between 12:30 and 12:45.

Within the staff parking area, a maximum of 6 vehicles were recorded to be parked at any one time, see in **Graph 7.1**. Two were recorded to be parked from 08:00 and one parked during the final recorded survey period up until 21:30. The number of staff vehicles parked fluctuate throughout the day, with the average number parked recorded as four vehicles.



**Graph 7.1** Parking survey for staff parking area



## 8.0 Future Parking Facilities on the Site

The site itself is classed as Sui Generis and would not be classed as a specific use due to the unique nature of the site.

Due to the fact that the number of staff and expected number of daily visitors (maximum of 240 visitors at any one time) is not planning to change as part of the site improvements, it is proposed to provide approximately a like for like scenario of 18 marked vehicle parking spaces for staff plus 2 spaces for disabled users (6%) for staff and visitors. The existing unmarked area of staff parking currently accommodates for approximately this number of vehicles. The numbers of staff on site fluctuate according to needs however there is typically a maximum of 20 members of staff during the busier summer months. Therefore 20 parking spaces in total would be sufficient if all staff drove. According to the staff travel survey, not all staff do drive and a number do cycle, walk or take the bus. During the parking survey, undertaken by a member of on-site staff at peak morning and evening times, the maximum number of staff vehicles recorded was 16. There is sufficient space on site to accommodate long term parking, so not to encroach on off-site street parking, if further space were required for staff vehicles. Of the total 20 marked vehicle spaces, 5 spaces (20%) will provide electric vehicle charging points and 5 spaces (20%) will provide infrastructure to install electric charging points in the future.

There are currently no official cycle parking facilities on site. It is proposed to provide 20 covered cycle spaces (10 Sheffield stands) for staff and visitors. In the London Plan (2021), it states that the nearest suitable land use description should be used for cycle parking standards due to the site being classed as Sui Generis. For the TYM site, D2, sports and leisure can be applied as the most appropriate similar use. This has been agreed with the LBRuT. The parking standards for D2 in the London Plan (2021) state a minimum of one space per 8 full time equivalent staff (long stay) plus one space per 100sqm for visitors (short stay). During busier seasons, during the summer holidays, there may be up to 20 members of staff. These may be a combination of full and part time staff, however for the purpose of the standards, the maximum number of staff are assigned as full time. This equates to 3 cycle spaces. The GFA of the site is proposed to be 1,974sqm. This equates to 20 cycle spaces or 10 Sheffield stands. The standards in total equate to a minimum of 23 spaces (if all 20 members of staff were on site). The proposed figures are marginally under the standards. Of these 10 Sheffield stands, one stand (5%) is proposed to be provided for larger accessible and adapted cycles in accordance with Chapter 8 of the London Cycling Design Standards. Showers, changing facilities and lockers are available for staff and visitors.

The use of the cycle stands on the site can be observed and can be increased should there be a demand for either staff or visitors. With the proposed cycle parking facilities, there is scope for further cycles to be parked on site compared to the number of cycles observed and staff who have reported they cycle.

## 9.0 Travel Plan

It has been agreed that a Travel Plan will be required to be submitted as part of the planning application for the site improvements at TYM, alongside this Transport Statement. This is to concentrate on the management and safety on the site and focus on informing staff, visitors and parents of sustainable travel opportunities including cycling, public buses and consideration of using minibuses/coaches to and from site to reduce the number of individual cars visiting site.

A new Travel Plan for SOLD TYM site has been prepared.

## 10.0 Construction Management Plan

Following feedback from LBRuT, an Outline Construction Management Plan has been prepared to be submitted as part of the Transport Statement, in accordance with LBRuT methodology. A detailed Construction Management Plan will be prepared following planning agreement, with appointment of the contractor, and may include some updates and further measures for safety and management.

## 11.0 Conclusions

The number of on-site attendees and staff will remain the same following the on-site improvements and redevelopment works to cater for year round residential stays. The peak attendance of residential stays will happen during the warmer months and will reduce during the colder months with the closure of the Teepee accommodation, and there will be sole use of the residential blocks for overnight accommodation.

The majority of the start and end of the daily activities and residential stays do not encroach on peak times on the immediate highway network and also if they do, this does not affect the average peak hour period.

There are a number of bus services a short walk away to cater for staff and visitors which provide good service times. It is proposed to provide covered cycle parking facilities to encourage cycling to the site, where there currently is none. A number of staff already cycle and providing cycling facilities may encourage further staff to cycle and also visitors. There are a large number of cycle routes immediately outside the site boundary which offers shared wide pedestrian and cycle routes, and Local and National cycle routes, with further routes under consideration by LBRuT in the future.

During the school term, children arrive by coach or minibus, and this keeps the number of vehicles on the site to a minimum. The peak period of vehicles on site is during the school holidays and at the large scale events (twice a year). These arrangements are not proposed to change as part of the site changes.

The submitted Travel Plan aims to put in place items to inform staff, visitors and associations attending the site to consider travelling sustainably by public bus services or in an organised bus/coach, to reduce the

number of single occupancy car travel where possible and therefore increase the number of sustainable trips to site.

The planned changes on the TYM site are proposed to not only increase the viability of residential stays to all year round but mainly to improve the site as it currently functions, with improved vehicle parking, accessibility, designated delivery vehicle and waste collection locations, cycle parking and to modernise the site as a whole to continue running as an important teaching hub and educational site, whilst adhering to MOL to retain as much existing green area as possible.

## Appendix A – Proposed site plan





River Thames

HAM

HAM LANDS

ASHBURNHAM ROAD

BREAMWATER GARDENS

RIVERSIDE DRIVE

BM 7.82m

4.8m

7.8m

5.4m

Mean High Water

Slipway mesony

Towing Path

Slipway

Path

Stone

Path

Drain

Drain

Slipway mesony

MPs

Slipway

MPs

Mean High Water

71

83

81

266

268

257

259

267

269

62

64

66

68

70

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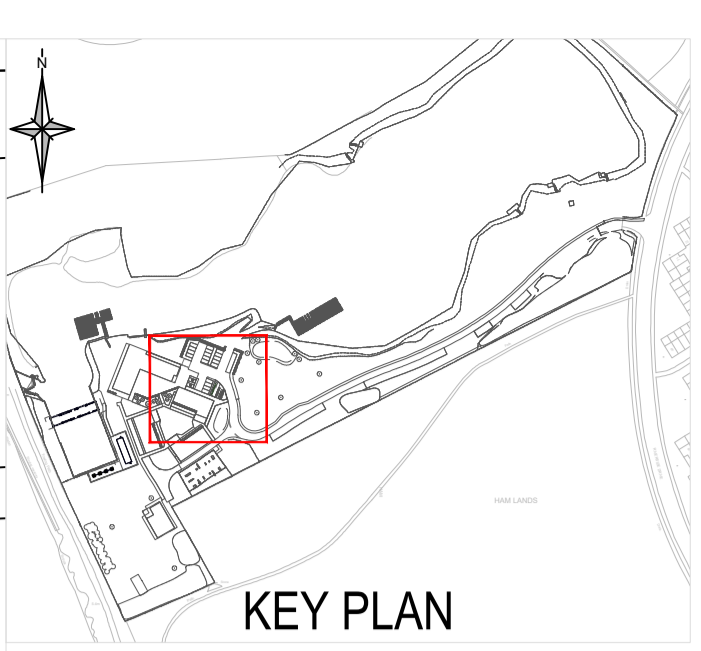
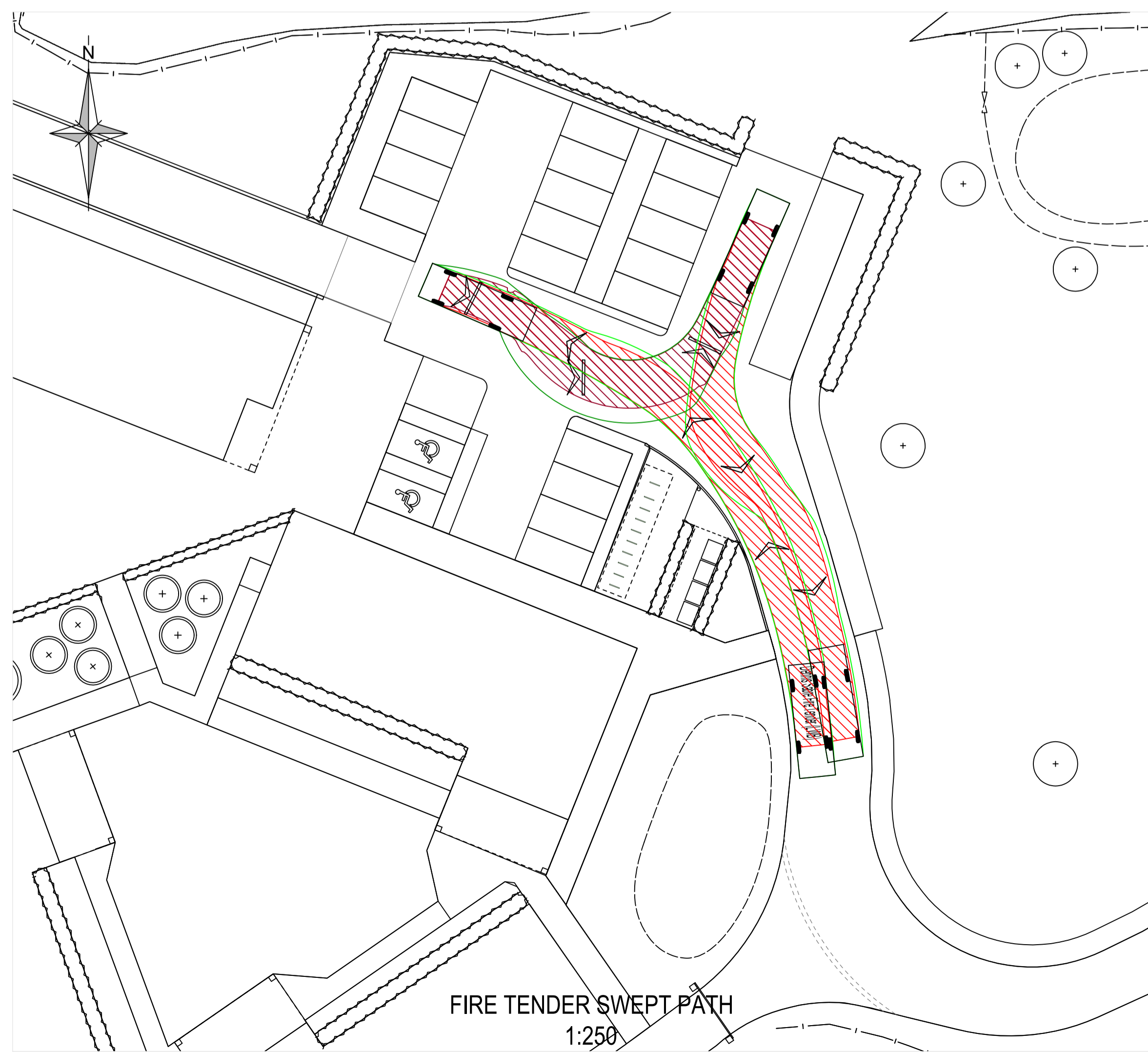
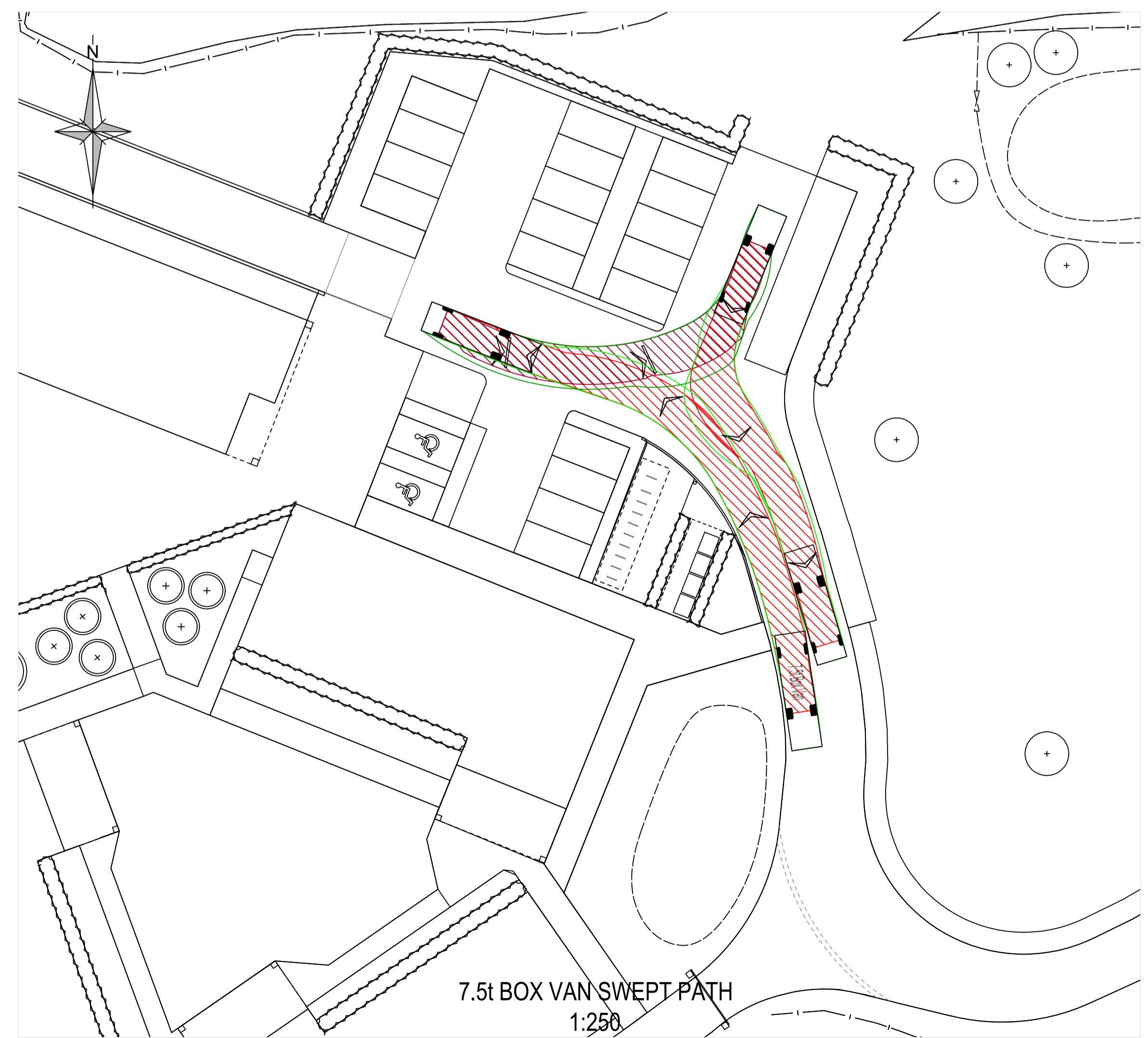
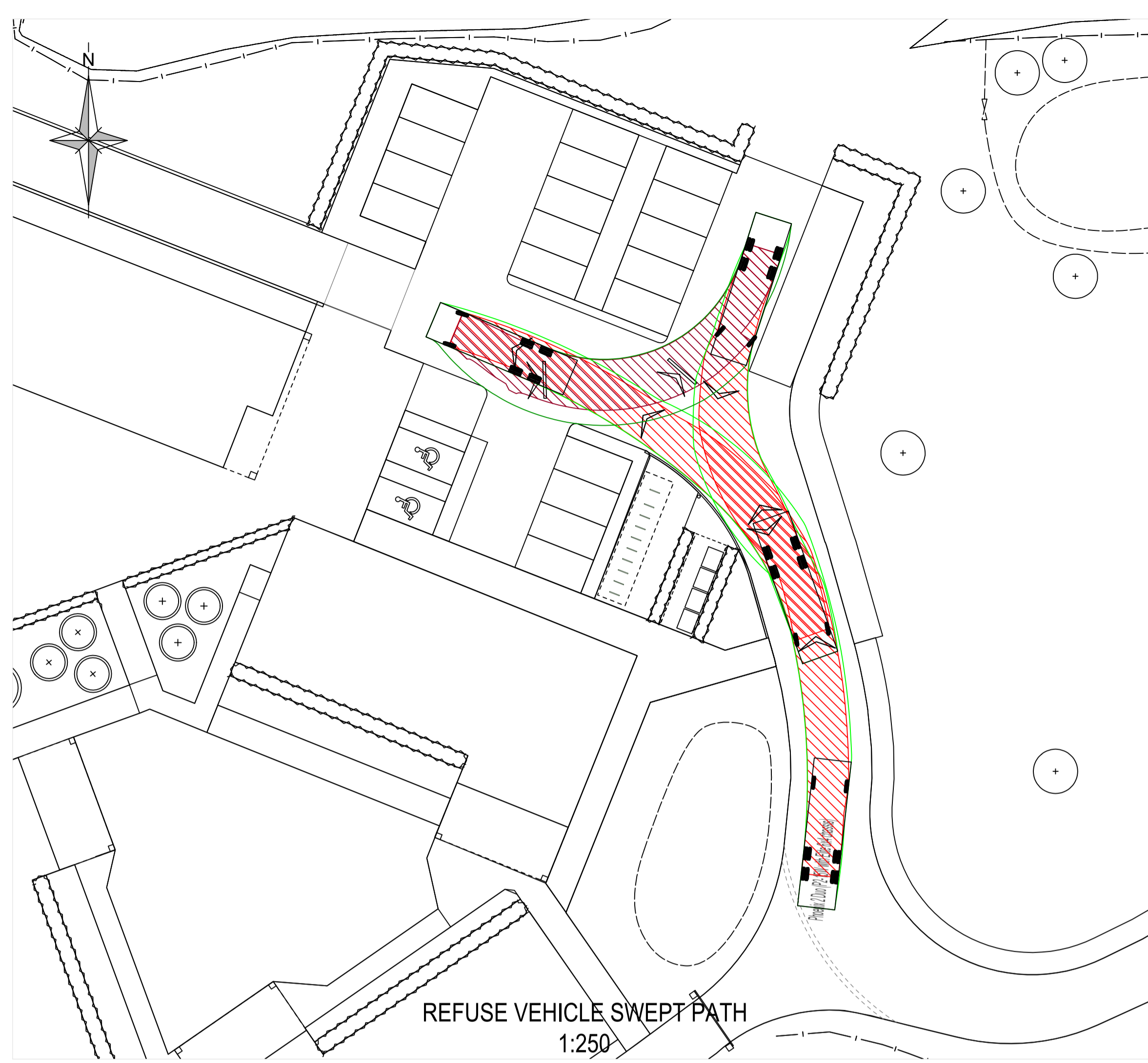
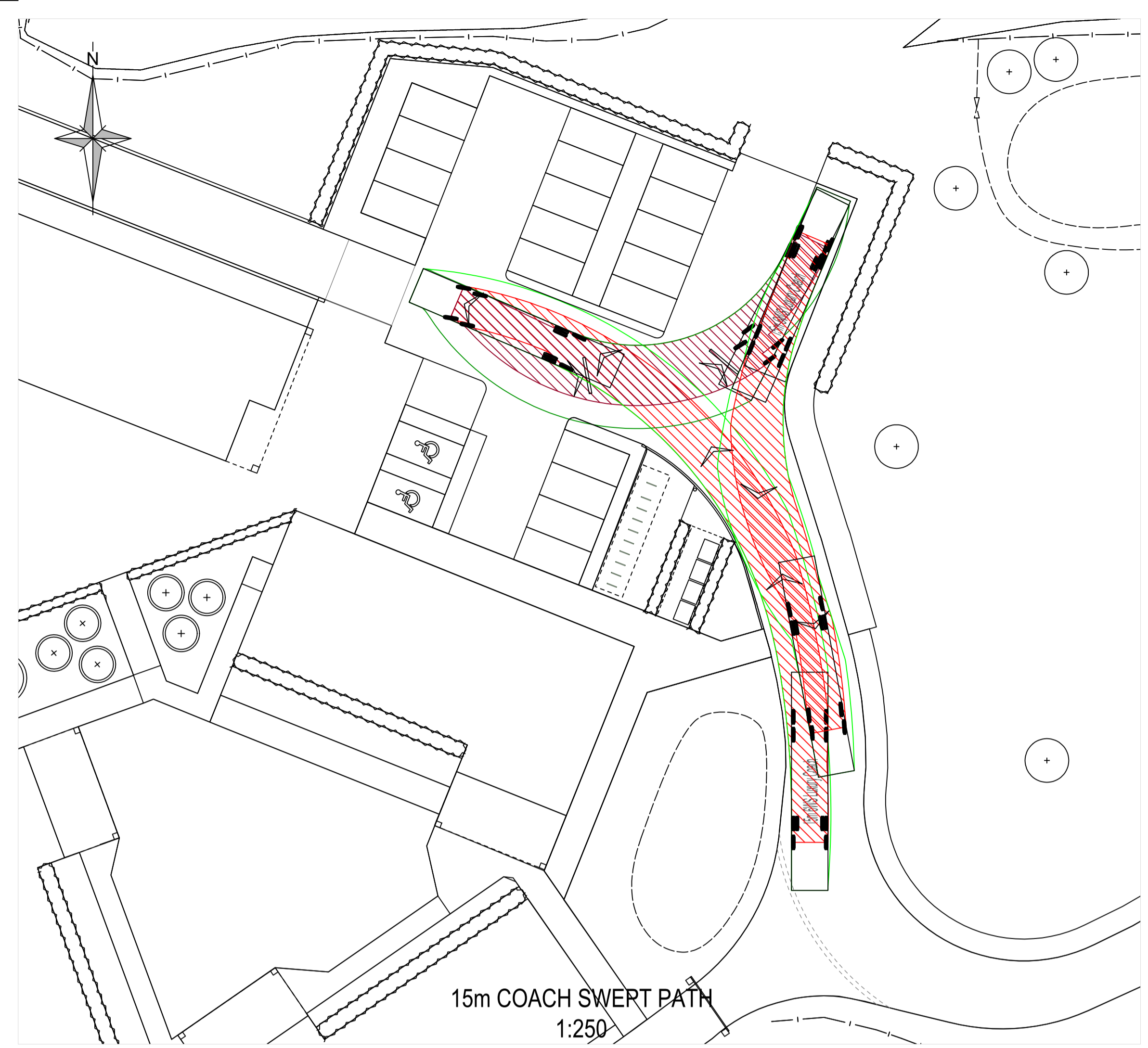
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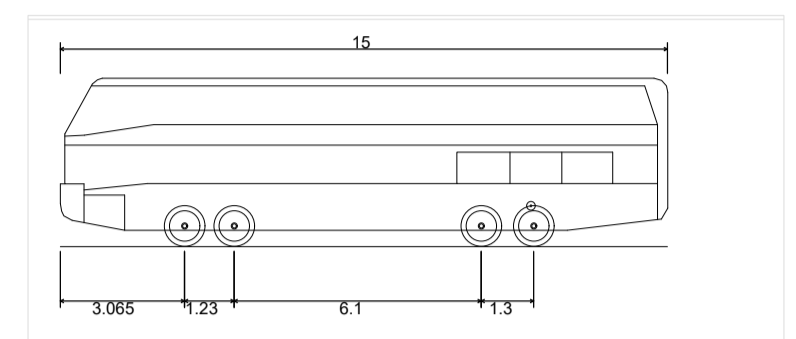


## Appendix B – Vehicle tracking

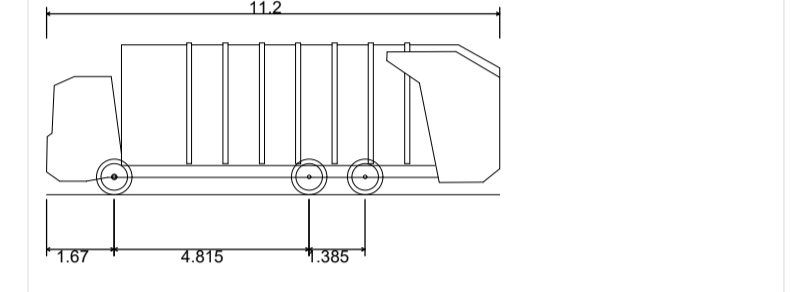




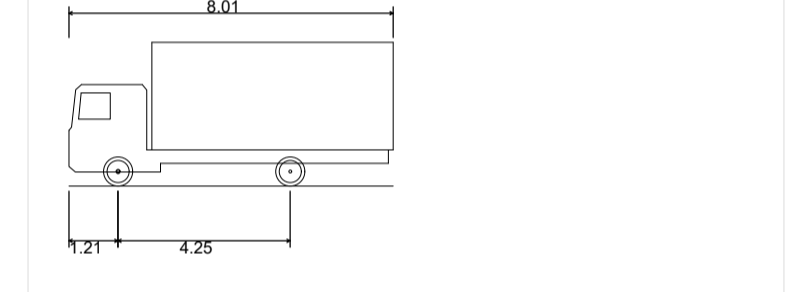
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  - Swept path of vehicle body
  - Denotes forwards movement
  - Swept path of wheel track reversing
  - Swept path of vehicle body reversing
  - Denotes reversing movement



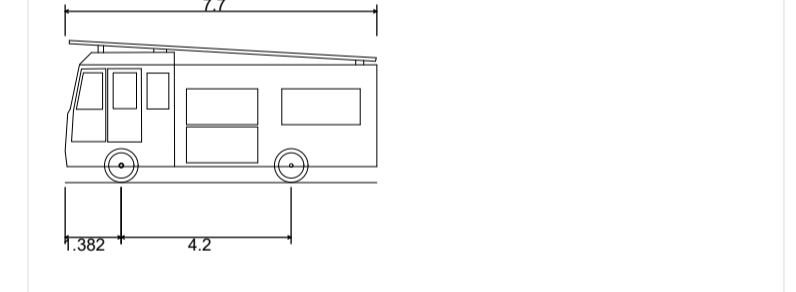
- 15m 6WS Luxury Coach
- Overall Length 15.000m
  - Overall Width 2.500m
  - Overall Body Height 4.157m
  - Min Body Ground Clearance 0.397m
  - Track Width 2.500m
  - Lock to lock time 5.00s
  - Wall to Wall Turning Radius 12.490m



- Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
- Overall Length 11.200m
  - Overall Width 2.530m
  - Overall Body Height 3.751m
  - Min Body Ground Clearance 0.304m
  - Track Width 2.500m
  - Lock to lock time 4.00s
  - Kerb to Kerb Turning Radius 9.500m



- 7.5t Box Van
- Overall Length 8.010m
  - Overall Width 2.100m
  - Overall Body Height 3.556m
  - Min Body Ground Clearance 0.351m
  - Track Width 2.064m
  - Lock to lock time 4.00s
  - Kerb to Kerb Turning Radius 7.400m



- Dennis Sabre Fire Tender (LWB)
- Overall Length 7.700m
  - Overall Width 2.430m
  - Overall Body Height 3.512m
  - Min Body Ground Clearance 0.397m
  - Track Width 2.380m
  - Lock to lock time 5.00s
  - Kerb to Kerb Turning Radius 7.400m

AutoCAD Vehicle Tracking 2020 swept path analysis carried out at 5km/h unless otherwise stated.

Revision	Date	Drn	Chk
P01	03/10/2022	REL	DBA

Client  
**Surrey County Council**

Project  
**Surrey Outdoor Learning & Development - TYM**

Drawing Title  
**Swept Path Analysis**  
Sheet 1

Suitability Status  
**S2 - Suitable for Information**

Job No.	Scale	Size	Rev
211263	1 : 250	@ A1	P01

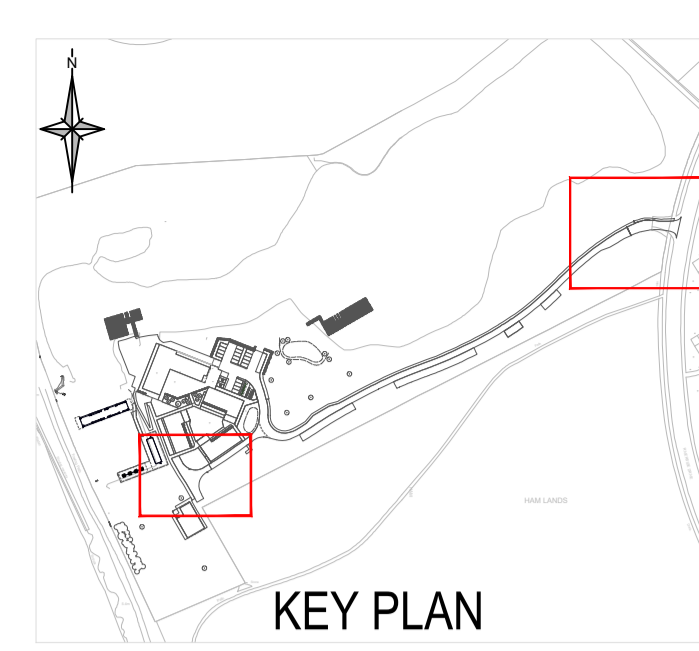
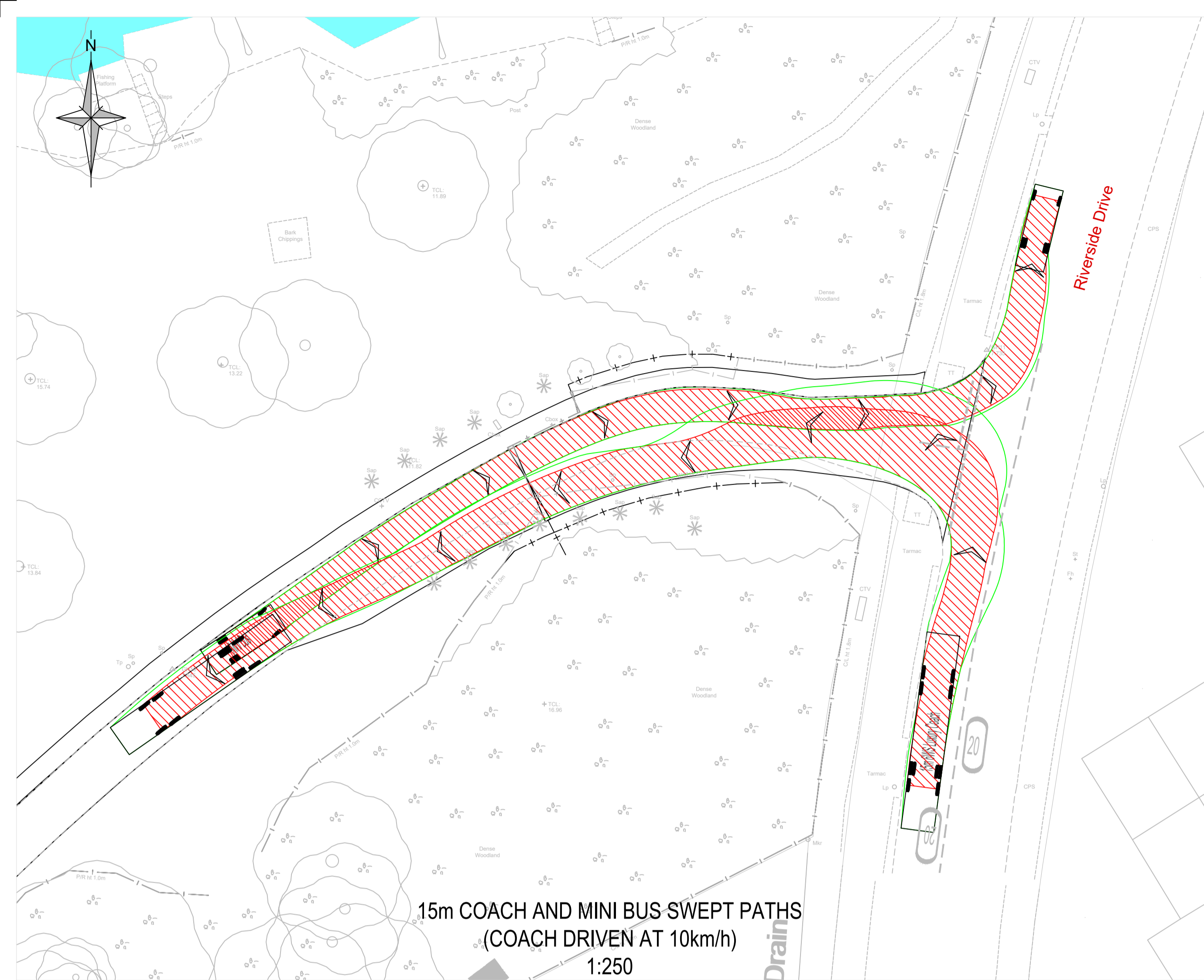
Drawing Number  
**PR-200 - PEV - XX - XX - DR - D - 02701**

Project Code - Originator - Zone - Level - Type - Role - Number



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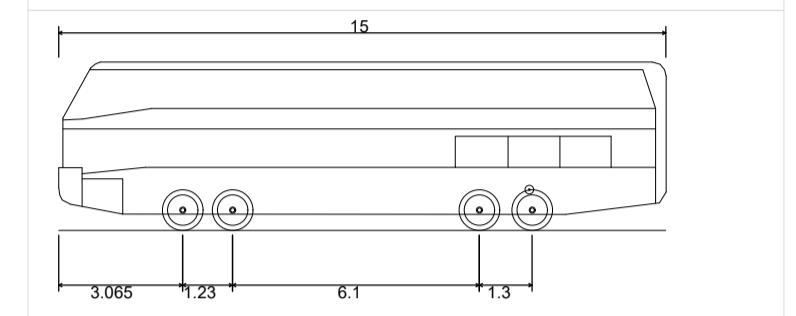




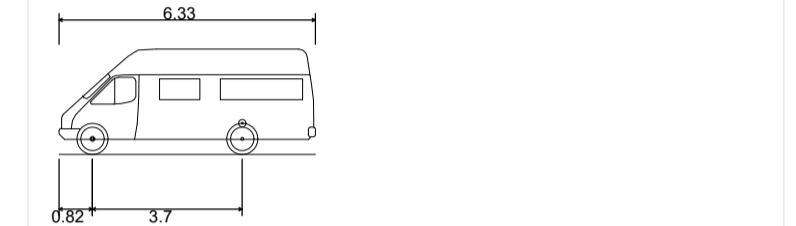
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- Swept path of vehicle body
- Denotes forwards movement
- Swept path of wheel track reversing
- Swept path of vehicle body reversing
- Denotes reversing movement

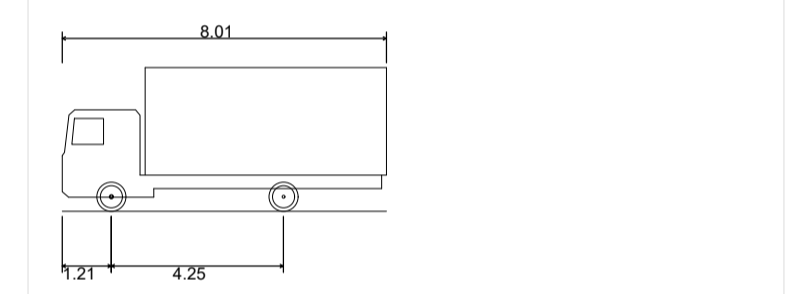
Notes:  
The existing data is based on a composite of a topographical survey (dated 06/04/2022) and Ordnance Survey mapping.



15m 6WS Luxury Coach  
Overall Length 15.000m  
Overall Width 2.500m  
Overall Body Height 4.157m  
Min Body Ground Clearance 0.397m  
Track Width 2.500m  
Lock to lock time 5.00s  
Wall to Wall Turning Radius 12.490m

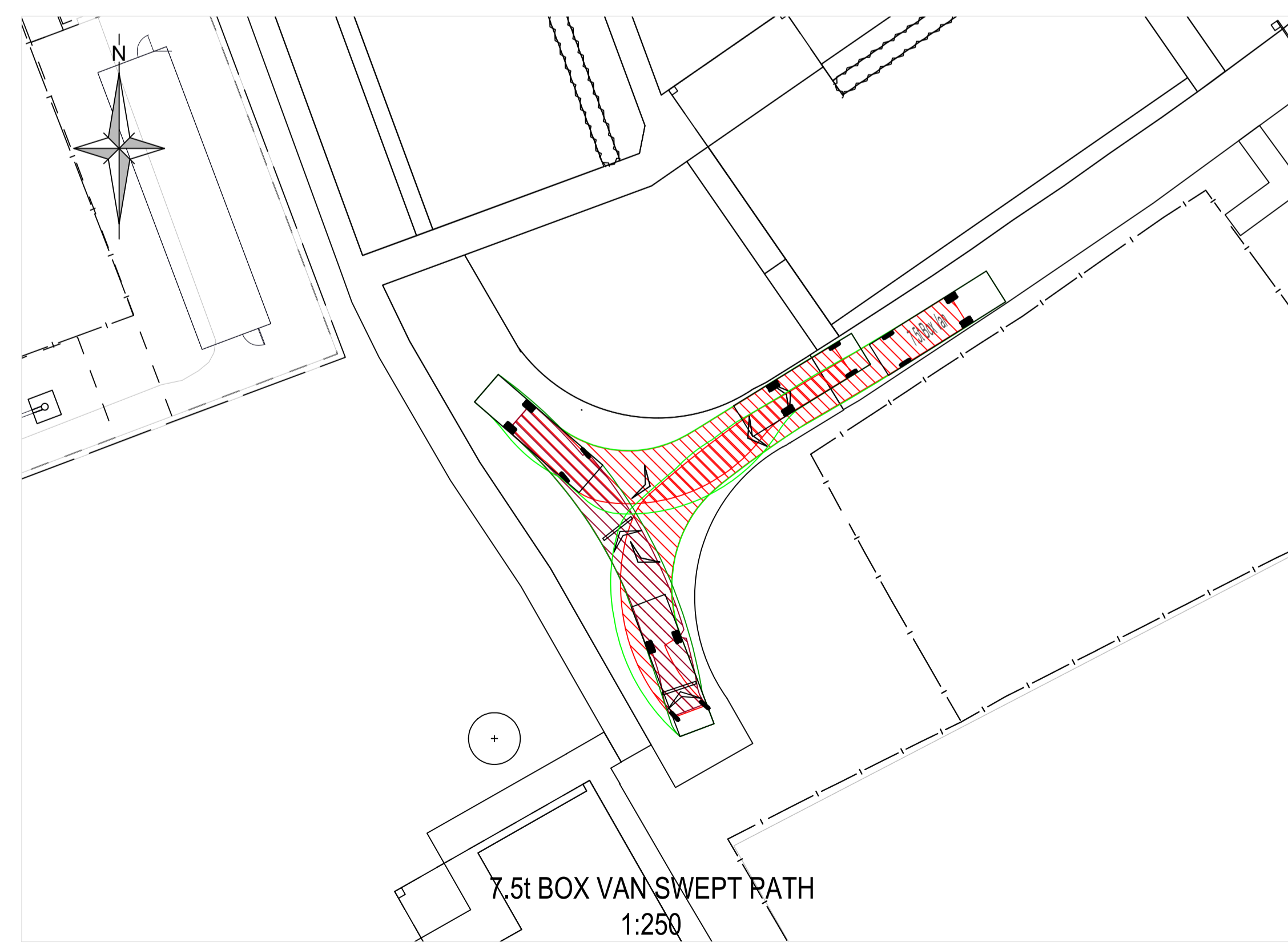


Mini Bus  
Overall Length 6.330m  
Overall Width 2.192m  
Overall Body Height 2.601m  
Min Body Ground Clearance 0.374m  
Track Width 2.192m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 6.450m



7.5t Box Van  
Overall Length 8.010m  
Overall Width 2.100m  
Overall Body Height 3.556m  
Min Body Ground Clearance 0.351m  
Track Width 2.064m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.400m

AutoCAD Vehicle Tracking 2020 swept path analysis carried out at 5km/h unless otherwise stated.



P01	First Issue	03/10/2022	REL	DBA
<b>Revision</b>		<b>Date</b>	<b>Drn</b>	<b>Chk</b>

Client  
**Surrey County Council**

Project  
**Surrey Outdoor Learning & Development - TYM**

Drawing Title  
**Swept Path Analysis Sheet 2**

Suitability Status  
**S2 - Suitable for Information**

Job No.	Scale	Size	Rev
<b>211263</b>	<b>1 : 250</b>	<b>@ A1</b>	<b>P01</b>

Drawing Number  
**PR-200 - PEV - XX - XX - DR - D - 02702**

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## Appendix C – LBRuT Active Travel Strategy cycle route extract



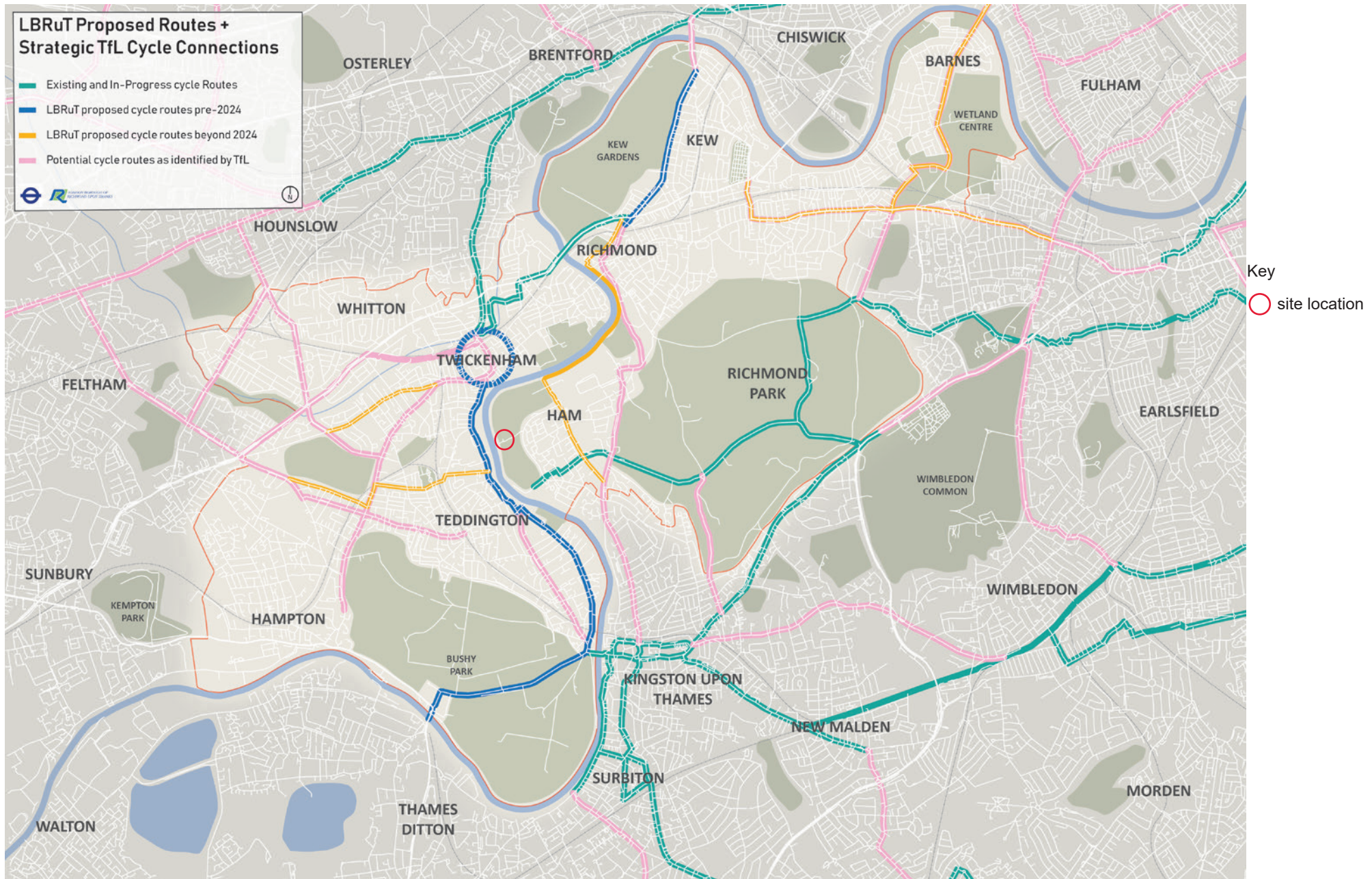


Figure 4: LBRuT Cycleway Routes

## Appendix D – On-site parking survey

**Thames Young Mariners**

**Parking Survey**

Date of survey: Monday 4th April

Peak Time Period	Staff cars parking	Parent/guardian cars	Visitor cars parking for duration	Coach and minibuses	Cycles and Motorcycles
8:30am - 8:40am	11	4	3	0	0
8:40am - 8:50am	11	8	3	0	0
8:50am - 9:00am	11	9	3	0	0
9:00am - 9:10am	11	12	3	0	2
9:10am - 9:20am	11	16	3	0	8
9:20am - 9:30am	13	24	3	0	10
9:30am - 9:40am	13	28	5	0	10
4:00pm - 4:10pm	13	8	3	0	10
4:10pm - 4:20pm	13	16	2	0	10
4:20pm - 4:30pm	11	28	2	0	10
4:30pm - 4:40pm	11	16	0	0	8

Date of survey: Wednesday 6th April

Peak Time Period	Staff cars parking	Parent/guardian cars	Visitor cars parking for duration	Coach and minibuses	Cycles and Motorcycles
8:30am - 8:40am	12	0	4	0	0
8:40am - 8:50am	12	4	4	0	0
8:50am - 9:00am	12	6	4	0	0
9:00am - 9:10am	14	12	4	0	2
9:10am - 9:20am	14	18	4	0	6
9:20am - 9:30am	14	28	4	0	8
9:30am - 9:40am	14	30	4	0	6
4:00pm - 4:10pm	14	8	2	0	8
4:10pm - 4:20pm	14	18	2	0	8
4:20pm - 4:30pm	14	32	2	0	8
4:30pm - 4:40pm	14	32	0	0	8

Date of survey: Friday 8th April

Peak Time Period	Staff cars parking	Parent/guardian cars	Visitor cars parking for duration	Coach and minibuses	Cycles and Motorcycles
8:30am - 8:40am	11	4	3	0	0
8:40am - 8:50am	11	8	3	0	0
8:50am - 9:00am	11	9	3	0	0
9:00am - 9:10am	11	12	3	0	2
9:10am - 9:20am	11	16	3	0	8
9:20am - 9:30am	13	24	3	0	10
9:30am - 9:40am	13	28	5	0	10
4:00pm - 4:10pm	13	8	3	0	10
4:10pm - 4:20pm	13	16	2	0	10
4:20pm - 4:30pm	11	28	2	0	10
4:30pm - 4:40pm	11	16	0	0	8

Date of survey: Tuesday 5th April

Peak Time Period	Staff cars parking	Parent/guardian cars	Visitor cars parking for duration	Coach and minibuses	Cycles and Motorcycles
8:30am - 8:40am	12	2	3	0	0
8:40am - 8:50am	12	4	3	0	0
8:50am - 9:00am	12	6	3	0	0
9:00am - 9:10am	12	14	3	0	2
9:10am - 9:20am	12	20	3	0	8
9:20am - 9:30am	13	24	3	0	14
9:30am - 9:40am	14	28	5	0	14
4:00pm - 4:10pm	14	10	3	0	10
4:10pm - 4:20pm	13	18	2	0	10
4:20pm - 4:30pm	13	28	2	0	12
4:30pm - 4:40pm	13	28	0	0	14

Date of survey: Thursday 7th April

Peak Time Period	Staff cars parking	Parent/guardian cars	Visitor cars parking for duration	Coach and minibuses	Cycles and Motorcycles
8:30am - 8:40am	14	0	2	0	0
8:40am - 8:50am	14	0	2	0	0
8:50am - 9:00am	14	3	2	0	0
9:00am - 9:10am	14	14	2	0	0
9:10am - 9:20am	14	20	4	0	6
9:20am - 9:30am	14	24	4	0	8
9:30am - 9:40am	14	24	4	0	8
4:00pm - 4:10pm	16	10	2	0	8
4:10pm - 4:20pm	16	18	2	0	8
4:20pm - 4:30pm	16	28	2	0	8
4:30pm - 4:40pm	16	16	2	0	10