ST MARY'S UNIVERSITY – R BLOCK

TRANSPORT STATEMENT

30 October 2024

EVOKE

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1. Introduction

1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by St Mary's University Twickenham to produce a Transport Statement (TS) to support the proposed development of a new teaching block ('Proposed Development') to replace the existing Block R building, in the main St Mary's University (SMU) Campus. The Local Planning Authority (LPA) and Local Highway Authority (LHA) are the London Borough of Richmond upon Thames (LBRuT).

1.2. Site Location and Context

1.2.1. St Mary's University is a large university primarily located in Strawberry Hill, a suburb just south of Twickenham within LBRuT. The university hosts 4,389 students and 633 staff split across four campuses:

- The Main Campus, located on Waldegrave Road;
- Teddington Lock, located approximately 1.5km south of the Main Campus on Kingston Road;
- The Exchange, located approximately 1.8km north of the Main Campus on Brewery Lane; and
- The Naylor Building, located approximately 1.0km south of the main campus.

1.2.2. The Proposed Development is located within the SMU Main Campus, directly to the east of the Sports Centre, and comprises an existing building (known as Block R), which currently accommodates sports and health services and facilities, in the form of gymnasiums, clinic rooms, changing rooms and offices. The existing building has a floor area of 1,324sqm and is supported by three car parking spaces and seven uncovered Sheffield stands, providing 14 cycle parking spaces, to the front of the building. The location of the site in relation to the remainder of the Main Campus is outlined in Figure 1 below.

Figure 1 – Site Location Plan

Source: Google Earth

1.3. Proposed Development

1.3.1. The proposed development comprises the demolition of existing R Block and the erection of a replacement teaching block (Use Class F1) comprising 1,419sqm of floorspace to provide facilities appropriate for the operation of a new School of Medicine at the Strawberry Hill Campus, with associated landscaping. The proposals involve a minor increase of 95sqm compared to the existing building, with the development not anticipated to result in an increase in the number of staff or students on campus, with the development intended to upgrade and improve the existing facilities on campus.

1.3.2. Proposed access to the building will be retained as existing via the internal campus roads and no changes are proposed to the number of car and cycle parking spaces across the campus, with the majority of spaces requiring removal re-provided in close proximity to the site.

1.3.3. The proposed layout plans are attached at **Appendix A**.

1.4. Planning History

1.4.1. Whilst there is no relevant planning history for Block R itself, an application was submitted in 2023 for modifications and extension of the Students Union building on the SMU main campus (Ref: 23/1833/GPX13). LBRuT had no objections to the proposals based on the reprovision of any lost car parking spaces.

1.5. Pre-Application Consultation

1.5.1. A pre-application request was made to LBRuT on 7th August 2024, which was supported by a Transport Pre-Application Letter produced by Evoke. A formal written response was received on 11th October 2024, with the Highways comments provided summarised below in Table 1. In addition, Evoke's response and commentary is included below.

Table 1 – LBRuT Pre-Application Comments

	LBRuT Comment	Evoke Response
Relevant Planning Policies	Any planning application should consider the NPPF, the London Plan (2021), LBRuT Local Plan (2018), LBRuT Draft Local Plan (2023), LBRuT Transport SPD, and LBRuT Refuse and Recycling Storage Requirements SPD.	These documents have been consulted in the preparation of this document, with further details contained within **Section 2.1**.
Construction Management	A Construction Management Statement should be submitted alongside the application.	A Construction Management Plan has been produced in line with LBRuT, London and national guidance. This document is submitted as part of this application.
Site Car Parking	Demand for parking would not increase. The proposals involve the loss of the three existing parking spaces to the front of the building. To ensure there is no impact on the campus wide parking provision, these spaces should be re-provided with consideration taken of the Metropolitan Open Land in close proximity to the site.	The removed car parking spaces have been re-provided within the SMU campus to ensure the proposals do not result in any change in parking across the campus. Further details provided in **Section 3.4**.
Site Cycle Parking	The number of students and staff on site would remain the same. Any removed cycle parking spaces should be re-provided near the building, as sheltered, covered spaces. The provision of improved cycle parking designed according to the London Cycle Design Standards would be supported subject to the details of the design.	Removed cycle parking spaces are to be re-provided with enhanced provision. Further details provided in **Section 3.4**.
Servicing	Details of refuse and recycling storage, including any special provision for medical waste, should be included with an application.	Details of servicing methodology and waste provision are contained within **Section 3.5**.

1.6. Report Structure

1.6.1. The aim of this TS is to identify existing and potential future traffic and transport impacts related to the site and its proposed redevelopment. The TS also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development. The TS has been produced with consideration of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessments and Statements' and local guidance.

1.6.2. Following this introductory section, this TS is set out as follows:

- **Section 2**: **Transport Policy and Existing Situation –** Provides a summary of the current national and local planning and transport policy that is relevant to the proposed development and describes the existing transport and highways conditions at the site and within the surrounding area;
- **Section 3**: **Proposed Development –** Outlines the development proposals, including access arrangements, delivery and servicing strategy and car and cycle parking arrangements. This section provides an overview of the proposed travel patterns of future end users;
- **Section 4**: **Summary and Conclusions –** Outlines the findings of this TS and summarises the proposed development in transport and highway terms.

2. Relevant Policy and Existing Situation

2.1. Policy Considerations

2.1.1. The key transport policy documents at a national and local level have been considered when assessing the development proposals. These include the key policy documents outlined below:

- National Planning Policy Framework (December 2023);
- Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
- National Design Guide (October 2019) and National Model Design Guide (2021);
- Manual for Streets (March 2007) and Manual for Streets 2 (2010);
- BREEAM UK New Construction Non-domestic Buildings Technical Manual (2018);
- The London Plan (2021);
- Mayor's Transport Strategy (2022);
- TfL's Healthy Streets for London (February 2017);
- TfL Sub-regional Transport Plan West;
- LBRuT Adopted Local Plan (2015-2018);
- LBRuT Draft Local Plan (Regulation 19) Consultation (2023); and
- LBRuT Third Local Implementation Plan 2019-2041.

2.1.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport. Developments that minimise the impact on the highway and rights of way network and do not have an adverse impact on the function, safety and character of the local and strategic highway will be permitted.

2.1.3. SMU is noted as a site allocation within LBRuT's Local Plan, with SA 8 focused on upgrading of SMU and its associated teaching, sport and student residential accommodation. Upgrade works to include refurbishment, adaptation, intensification, extensions and new build elements on site where justified fully with regard to national policy and the policies of the development plan.

2.1.4. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe or where there would be an unacceptable impact on highway safety.

2.1.5. A consultation draft for an updated NPPF was released in July 2024, however this does not propose major updates to the policy requirements for transport and carries limited weight at the time of writing the TA.

2.2. BREEAM Criteria Compliance

2.2.1. The aim for the Proposed Development is to achieve an 'Excellent' rating under BREEAM UK New Construction v6.0 (BRE, 2022). Under 'Transport', it is possible to achieve two credits towards this rating through the preparation of a compliant and site-specific Travel Assessment and Travel Plan. The Travel Plan has been prepared separately to this document but has been developed in conjunction with this Transport Statement which will fulfil the role of the BREEAM Transport Assessment.

2.2.2. This has been done in accordance with BREEAM specifications which state that "*A transport statement is required if the proposed development is unlikely to have a significant impact on local transport networks or related environmental impacts. A transport statement can demonstrate compliance with BREEAM if relatively low numbers of trips or traffic flows, with minor transport impacts, are expected from the proposed development.*"

2.2.3. Under TRA 01, BREEAM requires a minimum list of measures to be considered when developing the Transport Assessment. Table 2 outlines these measures and how these have been considered within this Transport Statement for the development. In addition, a BREEAM compliant Travel Plan has been produced by Evoke alongside this TS to support the application and to provide an updated site-wide Travel Plan for the University.

Table 2 – BREEAM Transport Assessment Measures (Minimum Consideration)

Measure	Evidence
If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.	Existing travel mode shares of both students and staff have previously been recorded in surveys, and the results of these surveys have been summarised in **Section 2.11**.
Predicted travel patterns and transport impact of future building or site users.	This has been undertaken based on survey data and census data, as discussed in **Section 3.6**.
Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.	Analysis of the surrounding active travel network, both on- and off-campus, has been undertaken in **Section 2.5**.
Reporting of the number and type of existing accessible amenities within 500m of the site.	An assessment of amenities accessible within 500m of the site has been undertaken and is presented in **Section 2.4**.
Disabled access accounting for varying levels and types of disability, including visual impairment.	Accessible facilities and routes are included on-site and within the proposed development as discussed in **Section 2.4**.
Calculation of the existing public transport Accessibility Index (AI).	A PTAL Analysis has been undertaken with the results summarised in **Section 2.6** and with the full survey results shown at Figure 8.
Current facilities for cyclists.	Discussion on existing facilities including cycle parking, showers, and changing rooms are included in **Section 2.5**.

2.3. Site Location and Existing Use

2.3.1. The Proposed Development is located within the SMU main Campus, directly to the east of the Sports Centre, and comprises an existing building (known as Block R), which currently accommodates sports and health services and facilities, in the form of gymnasiums, clinic rooms, changing rooms and offices.

2.3.2. The existing building has a floor area of 1,324sqm and is equipped with three formal car parking spaces and seven uncovered Sheffield stands, providing 14 total cycle parking spaces, at the front of the building.

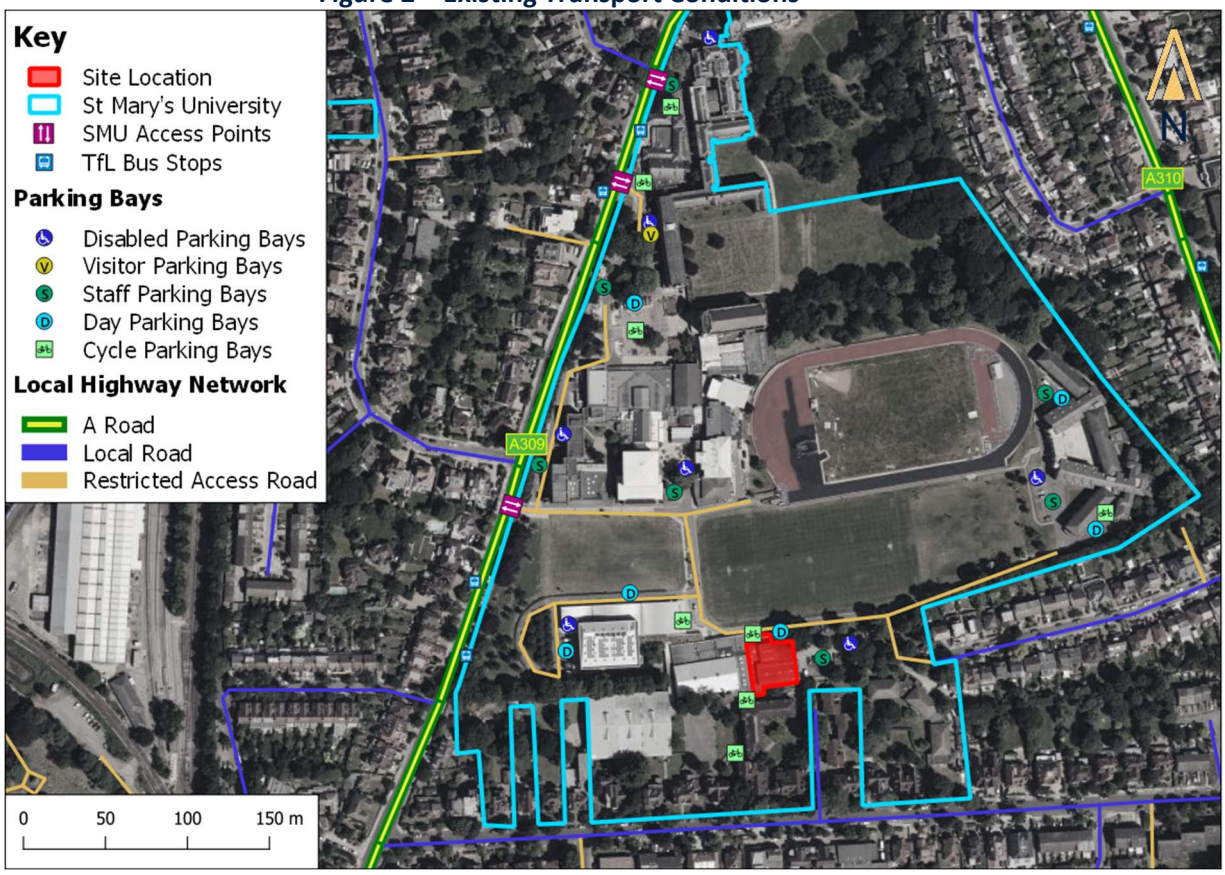
2.4. Local Environment

2.4.1. The University campus is accessed in three locations off the western side of Waldegrave Road:

- The northern-most access takes the form of a gated access and is predominantly used for staff and estate deliveries;
- The central access point comprises the main entrance to the campus, where a one-way system is implemented within the main car park. This access is predominantly used by staff parking on site and visitors; and
- The southern access is predominantly used for access to the sports facilities and on-site student accommodation.

2.4.2. A summary of the existing transport conditions and parking facilities around the Proposed Development are shown in Figure 2.

Figure 2 – Existing Transport Conditions



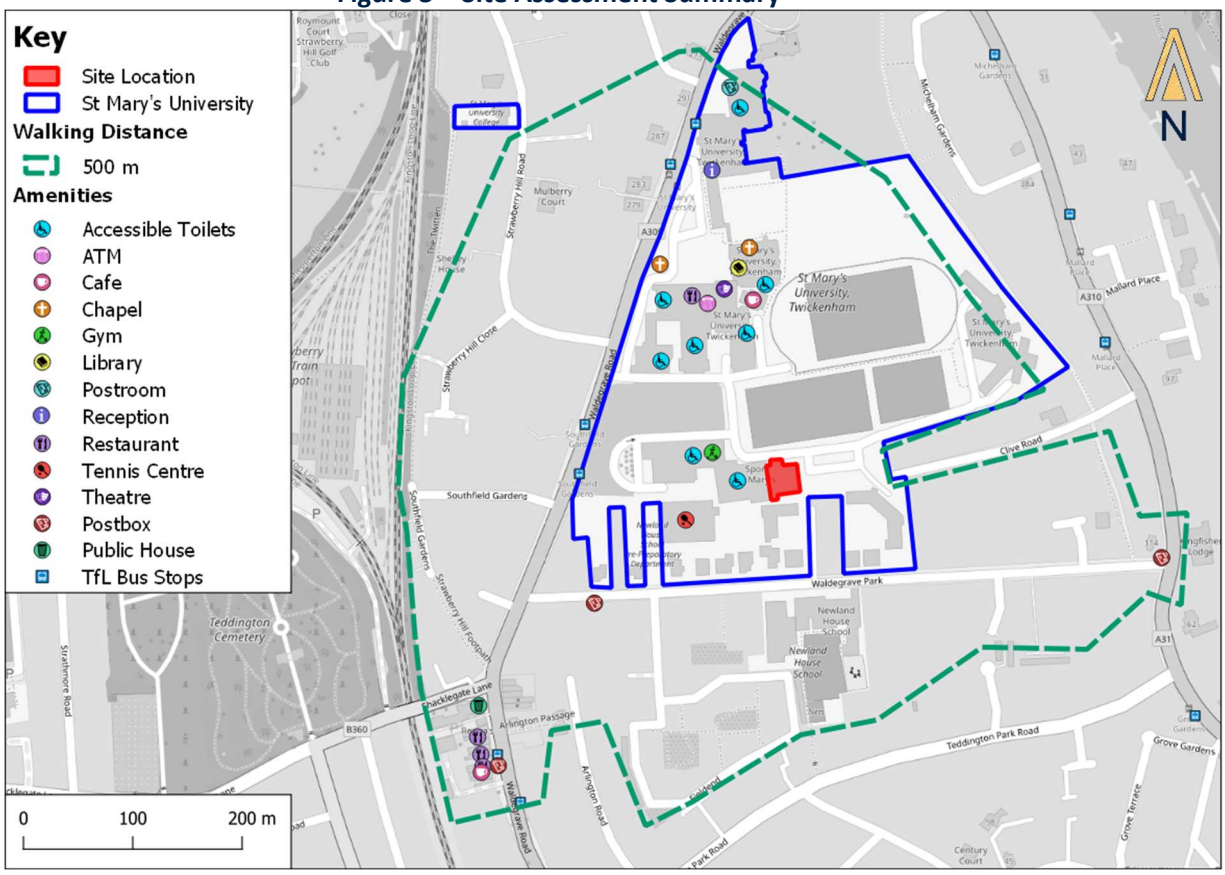
Source: QGIS, with map data from OpenStreetMap

2.4.3. Being a large campus with a population of approximately 4,400 students and 630 staff, on-site facilities across the campus are extensive and have expanded, and adapted over many years to the well-established uses the campus provides today.

2.4.4. The campus layout is also conducive to accessible travel, with accessible toilet facilities, accessible showers, dropped kerbs with tactile paving, and level access to all buildings provided.

2.4.5. Figure 3 illustrates some of the key on-site facilities within 500m walking distance of the proposed development. In addition, a new social centre is being built on site, including four new spaces, including a bar.

Figure 3 – Site Assessment Summary



Source: QGIS, with map data from OpenStreetMap

2.4.6. The wide range of on-site campus amenities ensures that the need to travel off-campus during the day is minimal, as all usual daily (and some less frequent) needs are catered for. The facilities also reduce the number of trips taken by staff and students either side of the working day which may otherwise be taken in addition to commuting trips during network peak hours; for example, a staff member would otherwise need to make a detour on their route home to go to the gym or an off-site sports club. Instead, staff and students are more likely to stay on-campus for these uses after lecturing hours, which naturally flattens the peak-hour traffic impact onto the surrounding road network.

2.4.7. Some of the facilities provided nearby include restaurants, ATM's, a post box, a library, and parks. A list of amenities within 500m of the Site is provided in Table 3.

Table 3 – Accessible Amenities within 500m

Type	Amenity	Distance from Site
Cash Machine	SMU Piazza	190m
	Bill's Food & Wine Off licence	400m
Convenience Store	Bill's Food & Wine Off licence	400m
Leisure Centre / Gym	SMU Sports Centre	50m
	The Sir Mo Farah Athletics Track	200m
Library	SMU Piazza	190m
Open Space / Park	SMU Park	250m
Post Box	SMU Sports Centre Amazon Lockers	60m
	Waldegrave Road Post Box	220m
	SMU Post Room	280m
Restaurant	Refectory (SMU Piazza)	190m
	Dolce Vita	190m
	Waldegrave Arms and Siyanish Cocktail Bar	400m
	Chicken Cottage	450m
	Mr Cod's	450m
	La Dolce Vita	450m

2.5. Active Travel Accessibility

Walking Accessibility

2.5.1. To enable an assessment of the viability of walking and cycling between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and/or cycle and the destinations that exist within these distances.

2.5.2. The majority of students using the SMU Campus will live on campus or within the local area. 'Planning for Walking' (CIHT, 2015) states that 'walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m). The guidance also notes that *'the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.'*

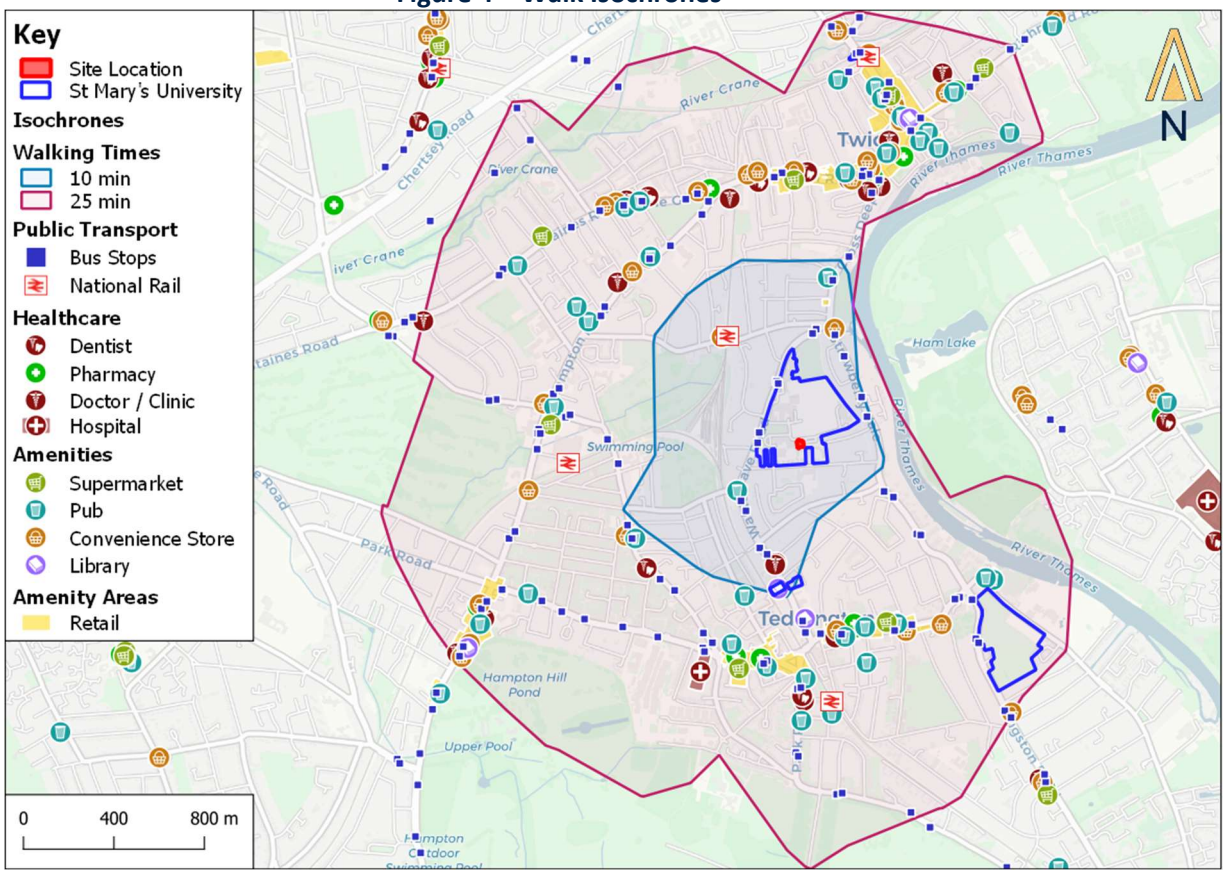
2.5.3. Throughout the campus, pedestrian infrastructure provides connections to all buildings, through either dedicated footways or delineated pedestrian routes. Key crossing points are provided with dropped kerbs and tactile paving to assist with the safe movement of all users.

2.5.4. Throughout the campus, footways benefit from street lighting and are overlooked by several key university buildings, providing a good level of natural surveillance. These footways provide access to the wider pedestrian network outside the campus. In addition, there is an additional pedestrian access to the south of the site onto Waldegrave Park which is fob controlled.

2.5.5. Waldegrave Road benefits from continuous footways on both sides of the carriageway, measuring between 2.3m and 3.0m in width. A signal-controlled crossing point, equipped with dropped kerbs and tactile paving, is provided directly across the southern access to the campus, providing a safe and formal crossing facility for access to and from the northbound bus stop and the campus.

2.5.6. Pedestrian isochrones have been generated from the development site access to demonstrate the range of services and amenities that can be reached within both a 'walkable' 10-minutes walk of the site as well as for those within the 'maximum acceptable' 25-minute walk (approximately 2.0km). Both of these isochrones are shown in Figure 4.

Figure 4 – Walk Isochrones



Source: QGIS, CartoDB, OpenStreetMap, HCC, OpenRouteService (walk speed c. 4.8 kph)

2.5.7. The isochrone demonstrates that a number of residential areas, as well as Strawberry Hill Railway Station and a number of local amenities are accessible within a ten-minute walk of the site entrance. This includes bus stops, convenience stores, public houses, parks, and a doctors' surgery. Further to this, a range of town centre facilities located within Teddington, Twickenham, and Hampton Hill Town Centres within a 25-minute walk of the site.

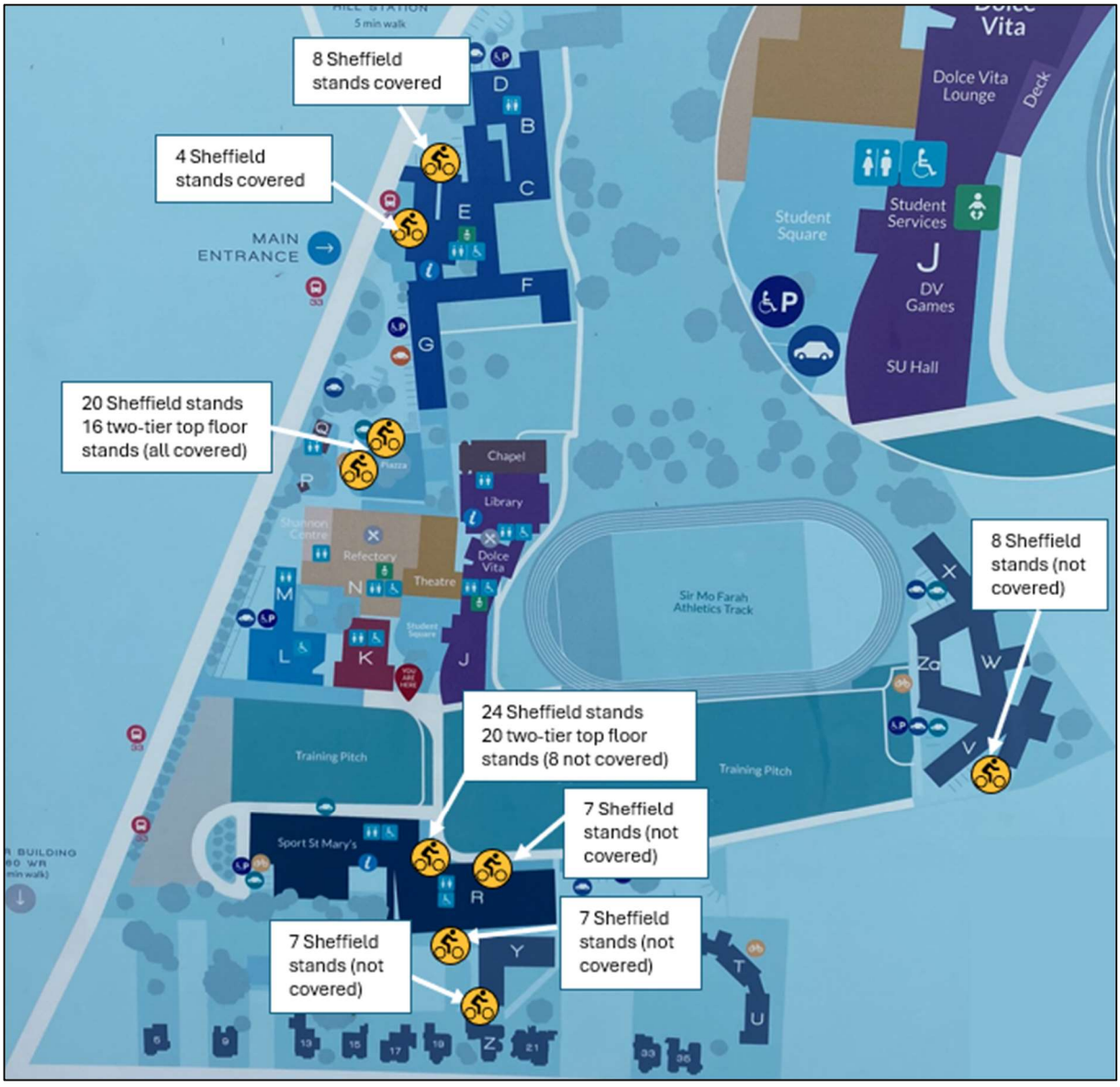
Cycling Accessibility

2.5.8. Cycling is also considered an important mode of sustainable travel, and five miles (c.8km) is generally considered an 'achievable' cycle distance for most people (source: LTN 1\20, Cycle Infrastructure design).

2.5.9. Throughout the campus there are facilities designed to encourage and support cycling as a sustainable mode of travel, including showers, changing facilities, and lockers which are free and available for use by all, further encouraging cycling to and from the campus.

2.5.10. Cycle parking is provided throughout the SMU Campus (222 spaces in total), with the location, type and quantum of on-campus cycle parking shown below in Figure 5.

Figure 5 – Existing Cycle Parking Across Campus



2.5.11. The majority of spaces are Sheffield stands, with parking covered and overlooked by CCTV. A total of seven Sheffield stands, providing 14 spaces for cycles are currently provided to the front of the building. Directly to the west of the site, a total of 68 cycle parking spaces are provided outside the Sports Centre. The types and array of cycle parking around the campus are outlined in Figure 6 below.

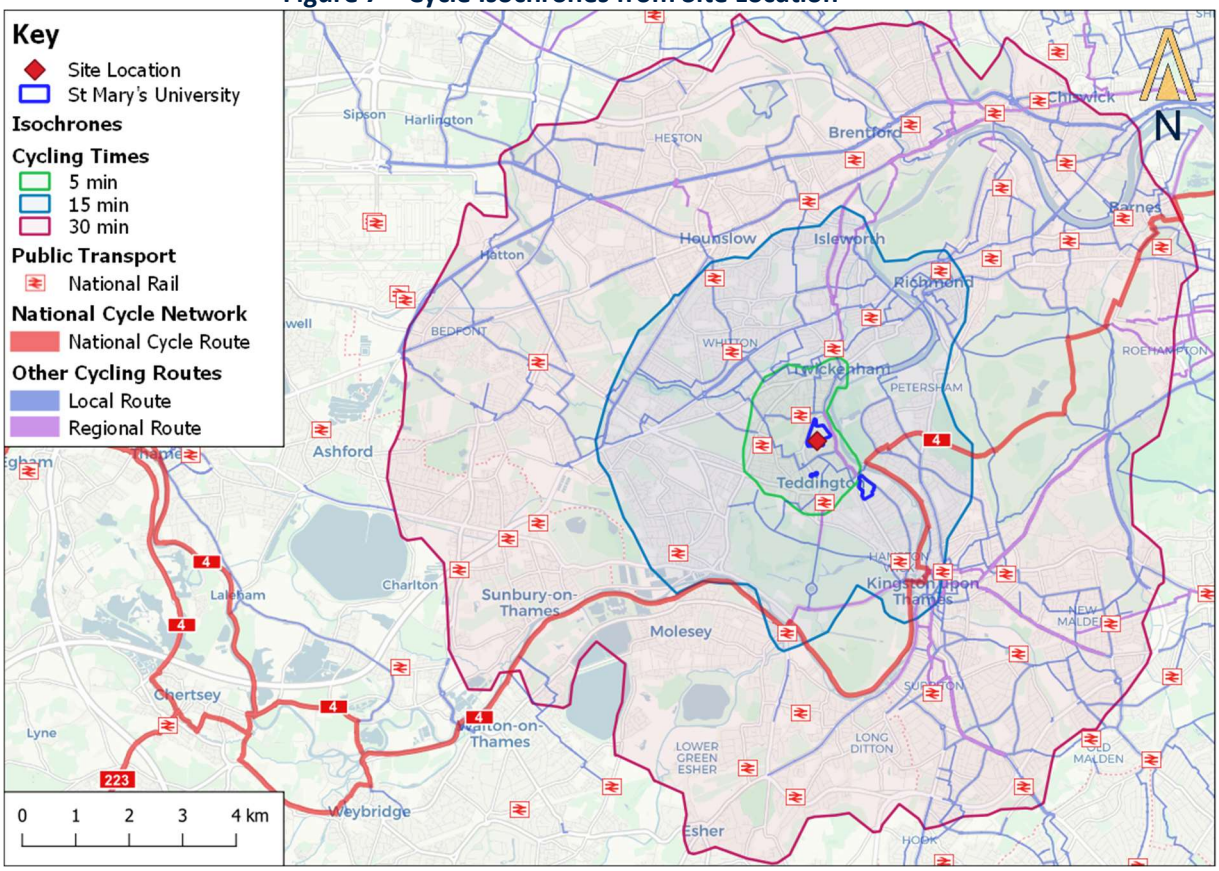
Figure 6 – Cycle Parking Across Campus

2.5.12. A range of formal cycle routes are available within the vicinity of the site, ensuring that cycling can form a viable mode of sustainable travel for the following travel purposes. In particular, the site is near to:

- National Cycle Network Route (NCN) 4 via Teddington Lock approximately 2.1km (a six-minute cycle) south-east of the site which runs north-east towards Barnes, Putney, and Central London and south to Kingston Upon Thames; and
- A network of local and regional cycle routes within and surrounding Kingston and Richmond.

2.5.13. Figure 7 shows a cycle isochrone which demonstrate the areas that can be reached within a 5-, 15-, and 30-minute cycle of the site. The isochrones are generated based on speeds dependent on the surface and highway type. The majority of the routes used would be paved and as such would be subject to an c.18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of 9km.

Figure 7 – Cycle Isochrones from Site Location



Source: QGIS, OpenStreetMap, and OpenRouteService (assuming 18 kph cycle speed)

2.5.14. The isochrone demonstrates that the centre of both Twickenham and Teddington are accessible by bike within five minutes of the site. Additionally, key destinations such as Richmond, Kingston upon Thames, and Isleworth are accessible within a 15-minute cycle from the site as well as National Cycle Route 4 which is located an approximate six-minute cycle east of the site.

2.5.15. Within half an hour, cyclists can access the site from destinations such as Chiswick, Esher and Barnes.

2.6. Public Transport Accessibility

2.6.1. As the Proposed Development is within Greater London, TfL's WebCAT tool can be used to calculate the Accessibility Index (AI) of the site. The site itself achieves a PTAL rating of 2, with an AI of 7.39, as shown below in Figure 8.

2.6.2. TfL in calculating Public Transport Accessibility Levels assumes that people will walk up to 640m (approximately eight minutes) to a bus service and up to 960m (approximately 12 minutes) to a rail or Tube service.

Figure 8 – PTAL Output

Source: TfL

Bus Services

2.6.3. CIHT's Guidelines for Planning and Public Transport in Development (1999) states that new developments should be located 400m from the nearest bus stop. The nearest bus stops to the site are located approximately 50m south from the main site access on to Waldegrave Road.

2.6.4. This bus stop is called 'Southfield Gardens', and provides access to the 33 and N33 regular bus services operated by London United on behalf of Transport for London.

2.6.5. An additional bus stop is accessible on Strawberry Vale within approximately 700m of the site using the footpath accessible by Doyle accommodation. The R68 serves these stops, providing connections to Hampton Court and Kew approximately every 15 minutes.

2.6.6. The details of these bus services are shown in Table 4.

Table 4 – Local Bus Routes

No.	Destination	Weekday Frequency			Weekend Frequency	
		Frequency	First Bus	Last Bus	Saturday	Sunday
33	Fulwell	8 minutes	06:08	01:16	8 minutes	15 minutes
33	Barnes via Twickenham	8 minutes	05:05	00:10	8 minutes	15 minutes
N33	Fulwell	30 minutes	01:40	05:43	30 minutes	30 minutes
N33	Barnes via Twickenham	30 minutes	00:29	04:34	30 minutes	30 minutes
R68	Hampton Court	15 minutes	06:11	01:33	20 minutes	20 minutes
R68	Kew	15 minutes	05:26	00:38	20 minutes	20 minutes

Source: BusTimes.org

2.6.7. The combination of the three accessible bus services provide 24-hour bus services from the site to Fulwell Bus / Railway Station, Twickenham, Richmond, Kew and Barnes. These make travel by bus an effective and usable mode of transport for users of the site, especially given that it leads to major local population centres and high capacity public transport links.

National Rail and Transport for London Rail Services

2.6.8. The nearest train station is Strawberry Hill Railway Station, a 500m journey north-west of the site (a seven-minute walk or a three-minute cycle). This station provides regular services on the suburban railway loop from London Waterloo with trains calling at destinations such as Twickenham, Richmond, and Putney to the north and Teddington, Kingston, and Wimbledon to the south. Services also run at commuting times on the route to Shepperton, with 'fast' services operating into London Waterloo.

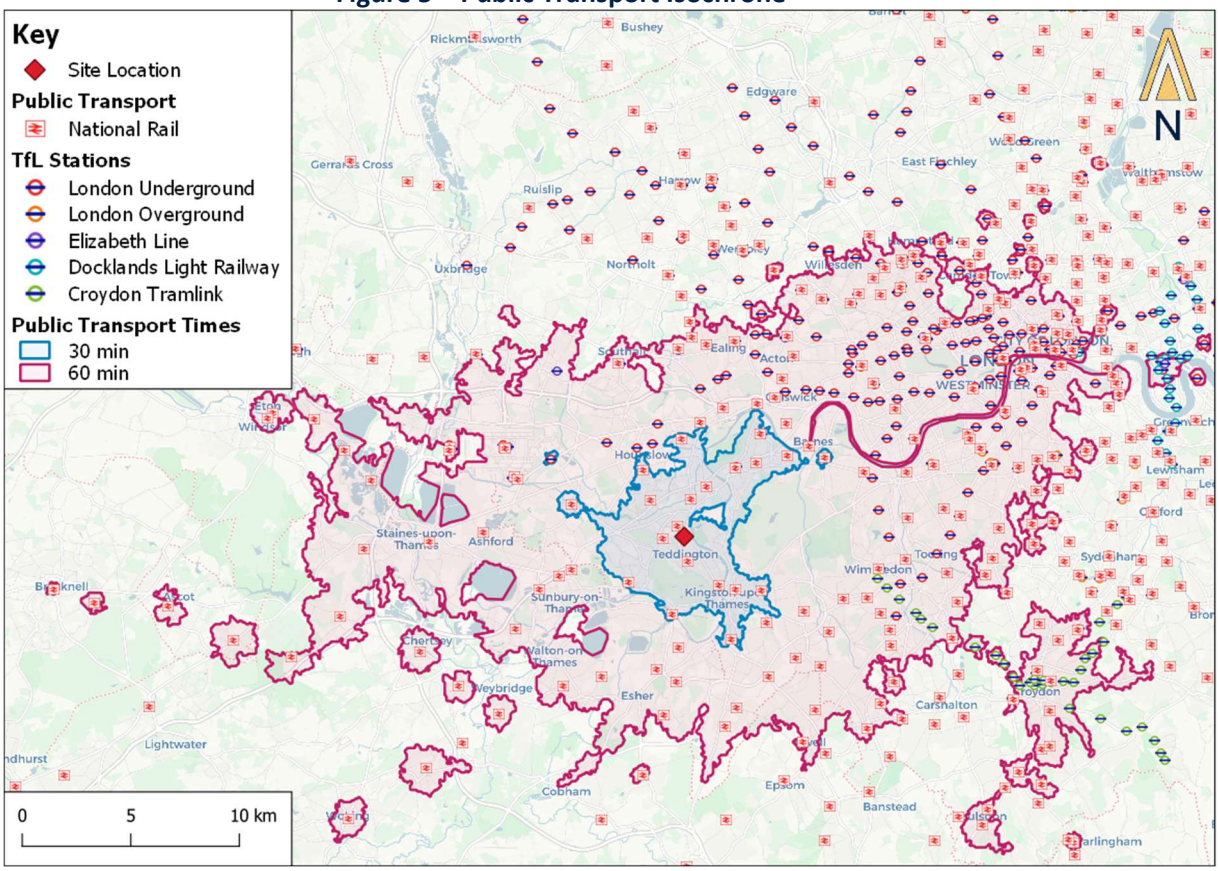
2.6.9. Strawberry Hill Railway Station provides 16 cycle parking spaces in the form of Sheffield Stands. The station is also a step-free category B1 Station, with ramps available to each platform and a level crossing dividing the two platforms.

2.6.10. In addition, the routes near to the campus offer connections to the wider public transport network, with Twickenham Station accessible in 6 minutes by bus, and Richmond Station, where Overground and Underground District services are accessible within 20 minutes. As a result, users can access regular services on the Overground, District and National Rail lines within 20 minutes of the site.

Destinations via Public Transport

2.6.11. To determine the range of destinations which are available from the site via public transport, a travel time analysis has been undertaken for public transport journeys with an arrival time at the site of between 08:30 and 09:30. The regions accessible within a 30- and 60-minute public transport journey of the site are shown in Figure 5.

Figure 5 – Public Transport Isochrone



Source: QGIS, CartoDB, OpenStreetMap, and TravelTime

2.6.12. As can be seen in the above figure, the site is within a half-hour public transport journey from locations in south-west London such as Mortlake, Kingston, and Hounslow. Within an hour's journey time by public transport, users of the site can reach destinations such as central London, Eton, and Croydon.

2.6.13. The level of accessibility to frequent bus and rail services to a range of destinations ensures that travel to and from the site by public transport is a realistic and viable mode of transport to and from the site.

2.7. Disabled Access

2.7.1. There are a total of eight accessible parking spaces currently distributed around the campus for disabled users. The closest designated disabled parking bay to the proposed development is located to the rear of the sports centre (155m from the Site). At least one disabled parking space will be required close to the new building to accord with the requirements of the *London Plan* (Mayor of London, 2021) and *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT, 2021)*.

2.7.2. The route to the bus stops along Waldegrave Road is step-free with dropped kerbs and tactile paving along the route. The signalised crossing across Waldegrave Road to the north of the southern access provides a step free route for all to access the northbound bus stops.

2.7.3. All TfL buses are accessible with wheelchair spaces and priority seats available on all vehicles. Drivers will also pull in close to the kerb at stops to reduce the gap, lower the bus to reduce the step up and deploy the wheelchair ramp where necessary. Additionally, assistance dogs are allowed to travel on all TfL services, including taxis and private hire vehicles.

2.7.4. To support disabled users of the SMU Campus, AccessAble, a mobility awareness and investigation company, has created Access Guides for the campus. An annual survey is issued to students and staff to allow for constant improvements to the site's wider accessibility.

2.8. Local Highway Network

Campus Road Network

2.8.1. The University campus is accessed in three locations to the west off Waldegrave Road:

- The northern-most access takes the form of a gated access and is predominantly used for staff and estate deliveries;
- The central access point comprises the main entrance to the campus, where a one-way system is implemented within the main car park. This access is predominantly used by staff parking on site and visitors; and
- The southern access is predominantly used for access to the sports facilities and on-site student accommodation.

2.8.2. The internal road network within the campus has a 5mph speed limit in place to encourage low vehicle speeds.

Parking on Campus

2.8.3. Across SMU's main Campus, a total of 214 parking spaces are provided, with the following breakdown:

- 111 staff spaces;
- 69 day spaces (available for staff and students only);
- 24 visitor spaces;
- 2 Electric Vehicle spaces;
- 8 accessible spaces; and
- Numerous motorcycle parking spaces across campus.

2.8.4. Three dedicated day car parking spaces are provided to the front of the Proposed Development, which form part of the general parking provision for the SMU Campus.

2.8.5. In addition, across SMU's four other sites, a total of 141 parking spaces are provided, where parking is not in as high demand. SMU actively encourage staff to park on other sites and walk to the main campus.

2.8.6. Parking within the main campus is controlled and strictly enforced. Staff must have a permit to park on site, with the annual permit allocated according to the parking permit points matrix. A total of 150 digital permit are available annually. The Parking Matrix calculated points based on a number of factors, with staff requiring a certain number of points or more to qualify for a permit. The matrix takes into account the following:

- Distance travelled to work;
- Number of transport changes if travelling to work by public transport;
- Time taken to travel to work;
- Medical conditions that requires use of a car;
- Providing transport for young children or dependent care; and
- University duties requiring own car transport.

2.8.7. The parking permits currently cost £150 for full time staff and £75 for part time staff, with staff eligible to share permits between two people, sharing the cost, but only allowing one registered car to park on

campus at any one time. Staff are made aware that having a permit, does not guarantee a parking space.

2.8.8. Students are not allowed to permanently park on campus, other than blue badge holders as per the accommodation license agreement. Day spaces are available for staff and students only, with parking costing 60p per hour, with a maximum stay of 12 hours, with no return for six hours. Visitor parking is available within designated bays between 07:00-19:00 Monday to Friday, with visitors needing to report to reception on arrival to book in and paying to park applying at all other times. Finally, electric bays are for electric vehicle charging only with a maximum stay of 4 hours costing £5. After charging, vehicles must be moved to an appropriate bay and paying the required charge.

2.8.9. The University appoint a parking enforcement company to frequently visit the site and issue parking fines to any vehicles parking without a permit or parking on restricted areas, such as double yellow lined routes.

2.8.10. In terms of encouraging sustainable travel, two electric vehicle charging bays are provided adjacent to the Piazza within 200m of the Proposed Development and are operated by AutoCharge.

Car Parking Off Site

2.8.11. LBRuT in recent years introduced several Controlled Parking Zones (CPZs) in the area, with the most recent St Mary's University CPZ introduced in August 2022. This has severely limited on street parking provision on weekdays with only certain areas designated as pay and display bays with a maximum stay of two hours which generally does not give enough time to students and staff to attend lectures. As a consequence, the publicly available spaces in the SMU CPZ are often unused.

2.9. Car Clubs

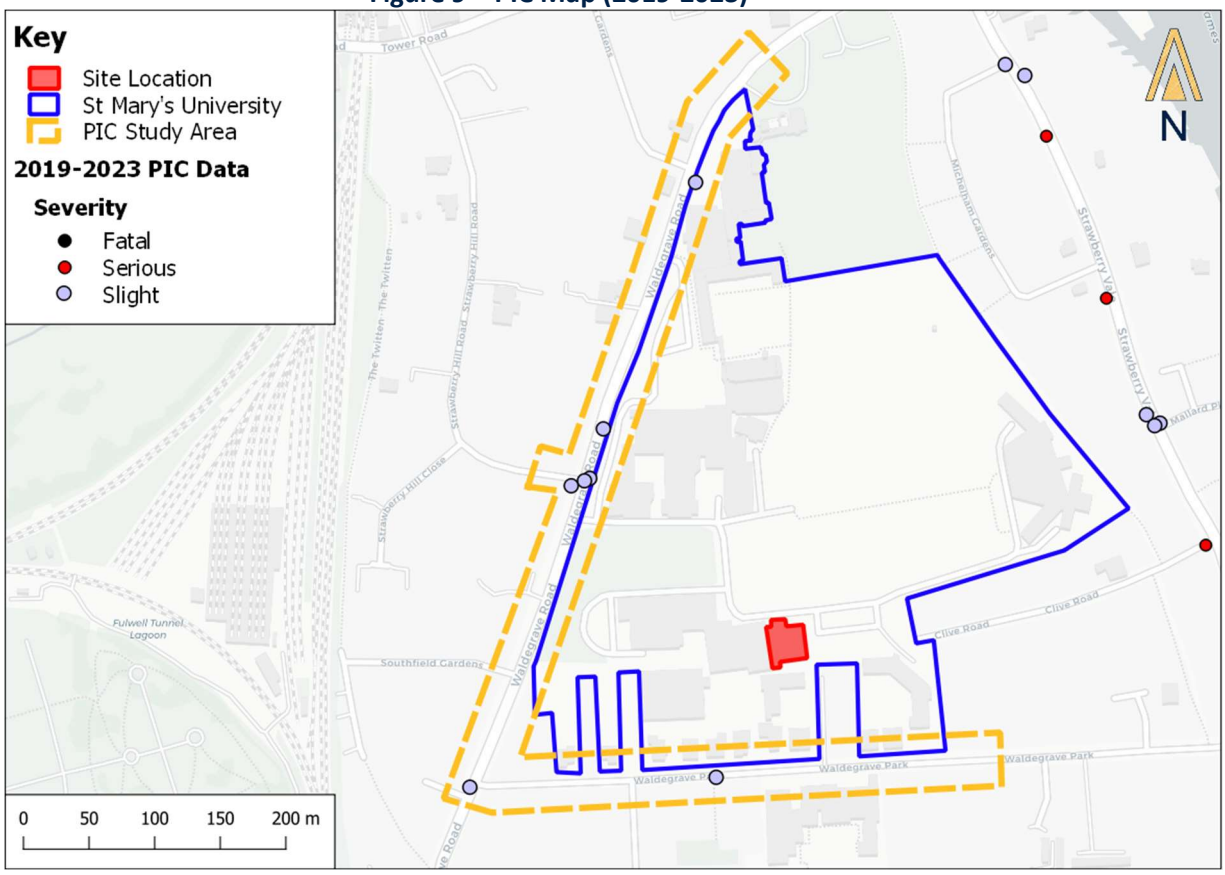
2.9.1. Car clubs provide a cost-effective and flexible alternative to owning a car and can help tackle the challenges of climate change and congestion. Car clubs provide the convenience of owning a car without the hassle or costs of repairs, servicing or parking. Members can book cars locally for just an hour or longer periods. They reduce the need for people to own their own cars by providing access to conveniently located high-quality vehicles on an affordable 'pay-as-you drive' basis.

2.9.2. The nearest car club vehicle to the site is located approximately 900m south of the site, along Claremont Road, and is operated by ZipCar. This provides a suitable cost-efficient way for students to have the benefits of a car without the need for always travelling by one.

2.10. Road Safety

2.10.1. A review of the most recently available five-year period of Personal Injury Collision (PIC) data (2019-2023) has been undertaken using data supplied by the Department for Transport (DfT). The results are shown in Figure 9.

Figure 9 – PIC Map (2019-2023)



Source: DfT and QGIS

2.10.2. As shown in Figure 9, seven collisions resulting in injury have taken place in the vicinity of the site access of which all incidents were classified as 'slight'. Whilst three of the incidents have occurred in close proximity to the junction of Strawberry Hill Road and Waldegrave Road, only one of the three incidents is recorded as having occurred whilst a vehicle was undertaking a turning manoeuvre at the junction.

2.10.3. Whilst any incident is regrettable, it is not considered that four incidents over five years in such a stretch of road can be considered to be statistically significant, and therefore it is concluded that there are no existing road safety issues on the surrounding highway network which may be exacerbated as a result of the proposed development.

2.11. Existing Population Mode Share

Survey Data

2.11.1. Separate staff and student travel surveys were undertaken in 2023. Responses were limited with only 41 student responses and 141 staff responses received. Prior to this a survey was undertaken in late 2016/ early 2017, with a total of 919 respondents, of which 40% were students (368 responses) and 60% were staff (551 responses). As such, both survey results have been summarised in Table 5 below due to the limited responses received in 2023.

Table 5 – Survey Results Modal Share

Mode	2023 Staff	2017 Staff	2017 Students
Car Driver	38%	39%	27%
Car Passenger / Drop Off	4%	2%	2%
Walk	17%	20%	26%
Cycle	16%	12%	6%
Train / Underground	13%	20%	32%
Bus	9%	7%	8%
Other	3%	-	-

2.11.2. As demonstrated, the staff modal share has stayed relatively the same from 2017 to 2023, with a decrease in train use and those walking, and an increase in cycle and bus use.

Census Data

2.11.3. The 2011 method of travel to work data for the existing workplace population has been analysed for the Richmond upon Thames 016 Middle-level Super Output Area (MSOA) in which the site is located. The 2021 dataset for this is not yet available at the time of writing. The result of this analysis is presented in Table 6.

Table 6 – Census 2011 Method of Travel to Work Workplace Population

Mode	2011
Underground	3%
Train	11%
Bus	11%
Taxi	0%
Motorcycle	1%
Car Driver	50%
Car Passenger	2%
Bicycle	7%
On foot	14%
Other	1%
TOTAL	100%

2.11.4. Table 6 shows that a significant proportion of the general population commuting to the MSOA in which the site is located travel by sustainable modes (25% by public transport and 21% by active modes). The values shown above are broadly similar to the proportions shown within the staff and student surveys, with the exception that the campus generally sees less car usage and more travel by active modes when compared to the general population within the area.

2.12. Summary

2.12.1. It is evident that the site is in an accessible location with a range of amenities and sustainable modes of transport on offer in the immediate vicinity of the site which could cater for the existing end-users and visitor journeys to and from the site.

2.12.2. An assessment of the highway safety within the vicinity of the site indicates that there are no existing safety issues within the immediate vicinity of the site which may be exacerbated as a result on any future development.

3. Proposed Development

3.1. Context

3.1.1. This chapter of the report outlines the proposed development quantum, whilst also detailing the access, car and cycle parking and servicing strategy for the site. In addition, this section includes a review of potential travel patterns for future end users of the site.

3.2. Development Quantum

3.2.1. The proposed development comprises the demolition of existing R Block and the erection of a replacement teaching block (Use Class F1) comprising 1,419sqm of floorspace to provide facilities appropriate for the operation of a new School of Medicine at the Strawberry Hill Campus, with associated landscaping. The proposals involve a minor increase of 95sqm compared to the existing building, with the development not anticipated to result in an increase in the number of staff or students on campus, with the development intended to upgrade and improve the existing facilities on campus.

3.2.2. The proposed layout plans are attached at **Appendix A**.

3.3. Access

3.3.1. Access to the site would function in the same way as access to the site is currently taken, with vehicles entering the campus from Waldegrave Road before proceeding along the internal highway network to the site.

3.3.2. A step free entrance will be provided to and through the building, with a lift provided internally for vertical circulation. Four accessible toilets have been provided.

3.4. Parking

Car Parking

3.4.1. The London Plan states that car free development should be the starting point for all development proposals. No additional general car parking is proposed as part of the Proposed Development, as it is anticipated that the new building will not generate additional demand by students / staff and the increase in floor area is only modest (95sqm). The proposals involve the loss of the three existing parking spaces to the front of the building to provide new landscaping.

3.4.2. It is proposed that one parking space will be provided to the front of the site, directly adjacent to the main entrance, which will be provided as a disabled bay with active Electric Vehicle (EV) charging provision.

3.4.3. The other two car parking spaces lost as part of the development proposals will be re-provided to the east. It is therefore evident that the proposals do not result in the loss of any existing car parking spaces and instead provide a betterment through increasing the Campuses disabled spaces and electric vehicle charging provision.

3.4.4. With regards to the area where the spaces will be re-provided to the east, over the past few years four of the spaces have been lost at the site to provide a compound, as shown in Figure 10. However, as part of the proposals the existing compound will be reduced in size to two spaces to accommodate the two displaced vehicles.

Figure 10 – Existing Compound

Source: Google Maps

3.4.5. It is therefore evident that the proposals are having no net impact on the number of useable spaces across the university campus, with the proposals having an improvement on the existing provision through providing a new disabled bay and electric vehicle charging point.

3.4.6. It is not considered necessary to provide additional parking spaces in accordance with the London Plan's policy stating that the starting point for development should be car-free. As such, any further increases in parking would be contrary to national, regional and local policy aimed at reducing reliance on the private car and instead encouraging sustainable modes of transport. Furthermore, through the implementation of the University Travel Plan and provision of new cycle parking, this will further encourage staff and students to travel by sustainable modes, further reducing the need and demand for car parking.

Electric Vehicle Charging

3.4.7. Two electric vehicle parking spaces are currently provided on campus, adjacent to the Piazza. In accordance with the BREEAM transport requirements, electric recharging stations of a minimum of 3kW are to be provided for at least 10% of the total car parking capacity for the development. The proposals involve the relocation of three car parking spaces and therefore in accordance with the measure requirements, one of these bays will be provided with active Electric Vehicle provision, with a minimum power of 3kW.

Cycle Parking

3.4.8. The London Plan states that cycle parking for universities should be provided at the following rate:

- Long Stay: 1 space per 4 FTE staff + 1 space per 20 FTE students
- Short Stay: 1 space per 7 FTE students

3.4.9. The BREEAM guidance requires cycle parking for further and higher education to be provided at a rate of 1 space per 10 staff and pupils and students in total.

3.4.10. Given the proposed building will not result in any increase in staff or students, no additional cycle parking facilities are to be provided for the building. A total of seven Sheffield stands are provided outside the existing building, which will be removed to accommodate the new building. These spaces will be re-provided to the rear of the building, as sheltered, covered spaces, providing a betterment to the existing provision. The spaces are proposed to be provided as shared cycle stores that can store four bikes each, with bikes able to be locked to each frame. Four stores are to be provided, providing a total of 16 cycle parking spaces, which is an increase on the current provision.

3.4.11. As such, no changes are being made to the total cycle parking provision across the campus, with the proposals improving and enhancing the provision through providing additional covered cycle parking. This approach was agreed with LBRuT at pre-application stage. As part of the Travel Plan, demand will be monitored, and if demand regularly exceeds capacity, the University will explore options to increase provision.

3.4.12. To achieve the relevant transport BREEAM credits, two of the following cycle facilities need to be provided: changing facilities, drying spaces, lockers and showers, with these provided within 500m of the site, via a safe and convenient route. Across the site there are multiple changing areas, lockers and showers provided, all located within 500m of the site, and therefore the existing provision is deemed suitable to accommodate demand.

3.5. Deliveries and Servicing

3.5.1. Deliveries and servicing for the new building will occur either to the front or rear of the building, using existing routes which service buildings south of the site. As such, undertaking swept path analysis of these routes is not considered necessary. Sufficient refuse storage provision has been provided within a bin store located to the south of the building as indicated on the site layout plan attached at **Appendix A**.

3.6. Predicted Travel Patterns

3.6.1. The Proposed Development is not expected to generate new trips, and travel patterns are expected to remain in line with those associated with the wider campus.

3.6.2. Based on the expected use of the new teaching building, the maximum occupancy of the building is 568 people. These numbers have been applied to the existing modal share for the SMU Campus, to provide an indication of expected travel patterns for future users of the building. The results are summarised in Table 7.

Table 7 – Predicted Travel Patterns (Daytime Users)

Mode	SMU Campus Travel Plan Targets (Year 5)	Number of Trips by Mode
Car Driving (alone)	23%	131
Car Share	3%	17
Public Transport	24%	136
Cycling	14%	80
Walking	25%	142
Other	11%	62

3.7. Other Documents

3.7.1. With regards to documentation submitted as part of a planning application, an updated Travel Plan has also been produced alongside a Construction Management Plan (CMP). The Travel Plan covers the whole main campus and is an update to the previous 2017 Travel Plan.

4. Summary and Conclusions

4.1.1. Evoke has been commissioned by St Mary's University Twickenham to produce a Transport Statement to support the proposed development of a new teaching block to replace the existing Block R building, in the main St Mary's University Campus.

4.1.2. It is evident that the site is in an accessible location with a range of sustainable modes of transport on offer which could cater for existing end-users and visitor journeys to and from the site.

4.1.3. An assessment of the injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development of the site.

4.1.4. The proposed development comprises the demolition of existing R Block and the erection of a replacement teaching block (Use Class F1) comprising 1419sqm of floorspace to provide facilities appropriate for the operation of a new School of Medicine at the Strawberry Hill Campus, with associated landscaping. The proposals involve a minor increase of 95sqm compared to the existing building, with the development not anticipated to result in an increase in the number of staff or students on campus, with the development intended to upgrade and improve the existing facilities on campus.

4.1.5. The Proposed Development is not expected to generate new trips, and travel patterns are expected to remain in line with those associated with the wider campus.

4.1.6. An updated Campus Travel Plan as well as a CTMP have been produced and are submitted alongside this document.

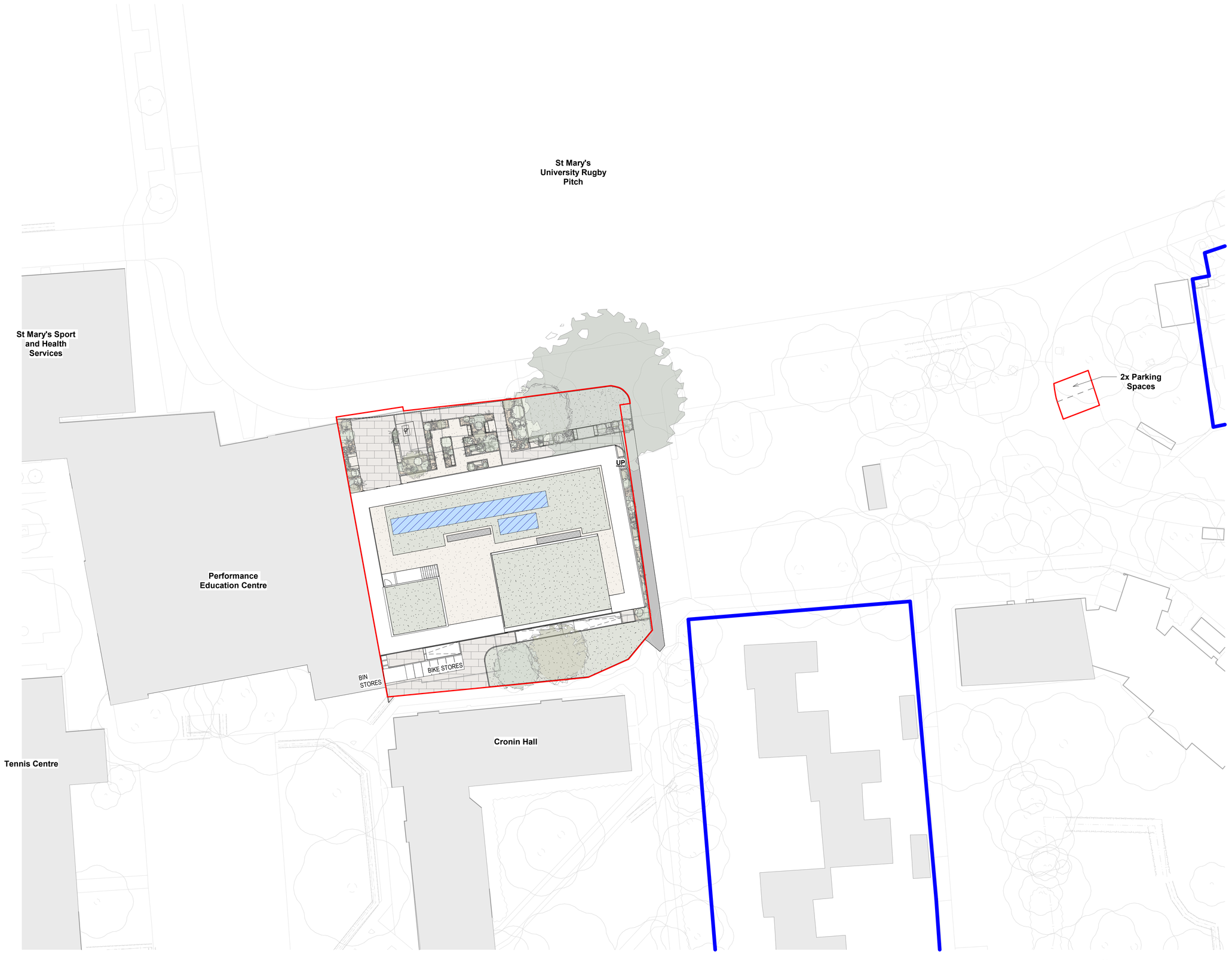
4.1.7. This document has been created in line with BREEAM requirements, with the requirements and site compliance summarised in Table 8.

Table 8 – BREEAM Transport Assessment Measures (Minimum Consideration)

Measure	Evidence
If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.	Existing travel mode shares of both students and staff have previously been recorded in surveys, and the results of these surveys have been summarised in **Section 2.11**.
Predicted travel patterns and transport impact of future building or site users.	This has been undertaken based on survey data and census data, as discussed in **Section 3.6**.
Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.	Analysis of the surrounding active travel network, both on- and off-campus, has been undertaken in **Section 2.5**.
Reporting of the number and type of existing accessible amenities within 500m of the site.	An assessment of amenities accessible within 500m of the site has been undertaken and is presented in **Section 2.4**.
Disabled access accounting for varying levels and types of disability, including visual impairment.	Accessible facilities and routes are included on-site and within the proposed development as discussed in **Section 2.4**.
Calculation of the existing public transport Accessibility Index (AI).	A PTAL Analysis has been undertaken with the results summarised in **Section 2.6**.
Current facilities for cyclists.	Discussion on existing facilities including cycle parking, showers, and changing rooms are included in **Section 2.5**.

4.1.8. It can therefore be concluded that the proposed development would not result in a severe residual impact on the surrounding local highway network in accordance with the NPPF and there is no reason why this development should not be permitted.

Appendix A – Proposed Layout Plans



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SITE BOUNDARY

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REV	DESCRIPTION	DATE	BY	CHKD
C01	Planning Set Submission	25/10/2024	LM	SM
P01	Planning Revison	18/10/2024	LM	SM

ORIGINATOR:

RIDGE

RIDGE PROJECT No: 5025779

CLIENT:
ST MARY'S UNIVERSITY

IN ASSOCIATION WITH:
N/A

PROJECT:
'R-BLOCK' DEVELOPMENT : 'CENTENARY BUILDING'

TITLE:

PROPOSED SITE PLAN

DRAWN BY:	CE	CHECKED BY:	LM	APPROVED BY:	SM
SCALE:	1 : 250 @ A1			DATE:	25.10.2024

STATUS: A3

DESCRIPTION: AUTHORISED & ACCEPTED

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