TPP

transport planning practice

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St Mary's University College

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Strawberry Hill

Twickenham, London

Transport Statement

November 2007

Transport Planning Practice

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Twickenham, London.

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1. INTRODUCTION

1.1 Transport Planning Practice (TPP) was commissioned by St Mary's University College (SMUC) in March 2007 to provide transport advice in relation to the proposed new teaching and sports facility development at the Strawberry Hill campus comprising 1,936m^2. It is also proposed to refurbish 1,205m^2 of the existing adjacent building and extend it at first floor level to increase its gross internal floor space from 2,496m^2 to 3,180m^2.

1.2 This Transport Statement accompanies the application and seeks to assess the impact of the development. The content of this report reflects key issues with regard to the site including accessibility, cycle parking, servicing arrangements and trip generation.

1.3 A campus-wide Car Parking Strategy and a Travel Plan has been devised for the entire University site, both of which came into affect at the start of the September 2007 academic year. These documents are not explicitly linked to the proposed development but both seek to improve transport conditions within the University and surrounding community.

1.4 The remainder of this report is set out as follows:

- Section 2 sets out the existing situation in terms of the site location, site operations and site accessibility;
- Section 3 describes the proposed development;
- Section 4 considers the trip generation associated with the proposed development and the likely impact;
- Section 5 considers the suitability of the site and the proposals in terms of local and regional policies from a transport perspective;
- Finally, Section 6 summarises the report and provides conclusions.

2. EXISTING SITUATION

Site location

2.1 The St Mary's University College site is located in South West London approximately one mile south of Twickenham town centre. The site is bounded by Strawberry Vale to the east, Waldegrave Park to the south and Waldegrave Road to the west. The development area is located in the south western corner of the University site adjacent to Waldegrave Road as shown on Figure 1.

2.2 The University currently has approximately 3,000 full time students, and 380 full time staff, teaching a wide range of subjects at degree level; particularly sports related disciplines. The Waldegrave Road site is the main teaching campus, with 16 acres of sports facilities available on a specialist campus at Teddington Lock located 10 minutes walk away. There is accommodation on the site in several different halls of residence for approximately 500 students.

Existing travel patterns

2.3 There have been a number of different surveys undertaken to identify the existing travel patterns of staff and students to and from the site, with varying outcomes. These surveys are summarised below in Table 2.1 with the results determined displayed in Table 2.2.

Table 2.1 – Recent survey mode shares

Survey	Date of survey	Group surveyed	Response rates of students
St Mary's College Geography department survey	*September 2006*	*Students*	*1861 responses (54.7%)*
St Mary's College travel plan progress report 2006	*November 2006*	*Staff*	*218 responses (30%)*
Redwood Partnership report	*December 2005*	*Students*	*388 responses (13%)*
St Mary's College 2001	*2001*	*Students*	*165 responses (6.6%)*
		Staff	*151 responses (39%)*

Table 2.2 – Previous survey travel patterns

Survey	Date of survey	Group surveyed	Mode share						
			Walk	Car	Train	Bus	Cycle	Motor-cycle	Total %
St Mary's College Geography department survey	*September 2006*	*Students*	*41%*	*27%*	*17%*	*11%*	*4%*	*0%*	*100%*
St Mary's College travel plan progress report 2006	*November 2006*	*Staff*	*10%*	*53%*	*12%*	*11%*	*11%*	*1%*	*100%*
Redwood Partnership report	*December 2005*	*Students*	*42%*	*29%*	*16%*	*8%*	*5%*	*1%*	*100%*
St Mary's College 2001	*2001*	*Students*	*19%*	*26%*	*4%*	*7%*	*5%*	*1%*	*62%*
		Staff	*13%*	*43%*	*5%*	*6%*	*6%*	*1%*	*74%*

2.4 The 2001 St Mary's college survey shows total mode share percentages of only 62% and 74%. This was due to the fact that over a quarter of students and nearly half of the staff responded that they had no regular mode of transport.

2.5 The results obtained from the other surveys are also subject to some limitations. This is due to a number of reasons, such as poor response rates resulting in samples that are not representative of the entire staff or student population, or surveys being worded in a way that was not easily comprehensible; leading to confused responses.

2.6 The Redwood partnership report of 2005 and the St Mary's College surveys of 2001 and 2006 all had low response rates. The Geography department survey of 2006 obtained a better response rate, with just over half of the students responding. This was mainly due to the questionnaire being given out as the students registered for the academic year, many of whom were first year students. Given that the majority of first year students live on campus in the halls of residence, the number of students walking to college could have been exaggerated.

2.7 Notwithstanding the above limitations, there are a number of key correlations particularly between the Geography department and Redwood surveys. The mode share percentages are very consistent in both surveys, with the differences

between the percentages of students walking and cycling, for example, being only 1%. The difference between those travelling by train and car are also within a 2%. Given that the Geography department survey obtained the greatest response rate, this is considered the best available data that reflects the existing travel patterns. This has been used as the baseline mode split when defining the mode shift targets for the site wide Travel Plan.

Public transport

2.8 The University has access to both bus and train services running in relatively close proximity to the site. The site's location relative to these services is shown in Figure 2. The services are detailed as follows.

Bus

2.9 There are two bus routes running past the site, the 33 and the R68 services. These two routes run parallel to the site along Waldegrave Road and Strawberry Vale respectively. The bus stops on Waldegrave Road are located directly outside the main entrance to the site and are served by the number 33 bus route. This runs between Hammersmith and Teddington via Twickenham, with a peak hour frequency of eight buses an hour each way. Between 10am and 11am this increases to approximately 10 buses per hour in a southbound direction before reverting to approximately eight buses per hour for the rest of the day. The northbound service remains at a constant frequency throughout the day.

2.10 The bus stops on Strawberry Vale are approximately 280m from the southern boundary of the site via Clive road. These are served by the R68 bus route which runs from Richmond to Hampton Court, via Teddington, with a peak hour frequency of four buses per hour each way.

2.11 These bus services have been criticised by students and staff in previous surveys for not serving a wider catchment or being frequent enough. Student's comments also included complaints that the buses frequently took longer to arrive at the college than was shown on the timetable. Others commented that to come by bus instead of a car would require more than one bus service. A frequent suggestion was that a direct bus link is needed to both Twickenham and Teddington stations. The bus service routes are shown in Figure 3.

Train

2.12 Strawberry Hill station is approximately 400m northwest of the site, with the most direct pedestrian route being via Waldegrave Gardens and Tower Road. The station is located on a South West Trains branch line which forms part of the Kingston loop via stations including Twickenham and Richmond to the north and Kingston and Wimbledon to the south. Trains terminate at London Waterloo travelling in both directions from Strawberry Hill. There are three services per hour between Strawberry Hill station and Waterloo during both the morning and even commuter peak periods and two per hour between these peaks.

2.13 The low service frequency has been highlighted by students in the previous surveys, with similar comments as those regarding the bus services.

2.14 More frequent trains services are provided at Twickenham Station, located approximately 1 mile to the north, which is one stop north of Strawberry Hill and on the main line between London and Reading. The station can be reached via the 33 bus (changing to the 281 or 267 bus services) or is within approximately 20 minutes on foot.

Public Transport Accessibility Level (PTAL)

2.15 PTAL is a widely adopted tool for assessing the extent and ease of access of an area by public transport. This assessment is widely used by the London Boroughs and is supported by Transport for London. PTAL is calculated by summing indices for bus, underground and rail to obtain an Index Number. The Index Numbers are compared with a banding regime to obtain a PTAL grade (see Table 2.3). Walk distance, number of services, frequency of services, walking speed and reliability of service are all used in the calculations. The specified thresholds and assumptions have been used in the assessment. These include:

- Pedestrians will walk a maximum of 12 minutes (960 metres) to reach a rail or Underground station;
- The maximum walk time for a bus service is an 8 minute walk (640 metres);
- The average walk speed is assumed as being 4.8km/h (80 metres per minute).

Table 2.3: PTAL grades of public transport accessibility

Sum of Indices	Grade	Description
0.01 to 2.50	1a	Lowest level of accessibility
2.51 to 5.00	1b	
5.01 to 10	2	Poor accessibility
10.01 to 15	3	Average accessibility
15.01 to 20	4	Greater than average accessibility
20.01 to 25	5	Good accessibility
25.01 to 40	6a	Best level of accessibility
40.01 plus	6b	

2.16 Accessibility levels are graded from 1 to 6 with 6 being the highest. The PTAL value for the SMUC site is 2, which is graded as a poor level of accessibility. This means that the site has lower than average access to public transport links. This is shown in Figure 4 which is an extract from Transport for London's Romulus database showing PTAL levels for the whole of London.

Limitations of PTAL

2.17 Whilst PTAL is a helpful measure of access to the local public transport network, it is limited in its ability to determine true accessibility, as it pays no heed to the ability to travel beyond the immediate area of a proposed site or beyond the walk time cut off thresholds. It also does not consider the scope for interchange to reach another transport node.

2.18 Research[1] has also shown that the method can to some extent dilute the level of accessibility due to the walk time thresholds or exaggerate accessibility, as a site can be close to many public transport services which do not serve a wide area.

2.19 A more comprehensive approach is to consider the entire journey from origin to destination, which considers the available 'journey time budget'; using accessibility modelling Geographical Information System (GIS) based software, such as the Department for Transport endorsed Accession program. Alternative methods such as this are also recognised in the London Plan (2004):

"The PTAL method is a useful tool, but does not preclude the use of additional assessment methods to assess a particular development or location"

[1] Symonds G, Gent C, Capita Symonds – Advances in Public Transport Accessibility Assessments for Development Control – a proposed methodology, 2005 PTRC conference paper

2.20 Despite the low PTAL, it is evident from Figure 5 that the site has a wide catchment by public transport when considering a journey time of up to 60 minutes.

Highway network

2.21 Strawberry Vale and Waldegrave Road form the western and eastern boundaries to the site respectively, providing links to Twickenham to the north and Teddington to the south. There are three vehicular accesses to the site from Waldegrave Road, the staff car park entrance opposite Waldegrave Gardens, the main entrance adjacent to the 33 bus stop and the third known as the White Gates entrance just south of the pelican crossing. The University does have a minor access in the southernmost corner of the site adjacent to a residential property on Waldegrave Road, but this is permanently closed.

2.22 In the south eastern corner of the site, there is a gated access from Clive Road, which is a residential no through road. This provides a secondary access to the south east of the site from Strawberry Vale but is not used as a vehicular route and a locked gate restricts pedestrian access. The site location in relation to the existing highway network is shown in Figure 6.

2.23 Waldegrave Road has double yellow lines on the western side with parking permitted on the eastern side. During various site visits it was noted that parking areas on Waldegrave Road were generally well used. Waldegrave Park to the south allows on street parking on both sides of the road and is also experiences high levels of demand for on street car parking space.

2.24 Controlled parking zones are enforced on some roads around the site to prevent commuter parking, with restrictions on Waldegrave Gardens and Tower Road, from Monday to Friday between the hours of 0830-1030. Southfield Gardens also has restrictions directed at students between 1st September and 30th June, Monday to Friday between 10:30 and 14:30. Strawberry Hill Road and Strawberry Hill Close, along with Waldegrave Park, have no restrictions on parking.

On site car parking

2.25 The management of car parking on site is a high priority for the University. There are currently 216 marked spaces on the campus which are permit controlled, although this is currently not enforced. During various recent site visits it has been noted that all the spaces on site are generally well used. Students and staff

currently use these spaces on a first come first served basis and as a result parking stresses are high. There is a temporary car parking area known as 'the Redgra', which is currently used for overflow parking.

2.26 Regardless of the proposed development, a car parking strategy has been devised for the site which will be implemented in September 2007. This will involve the permanent closure of the temporary Redgra car park and a new permit based system for staff and students. This will also include a no permit policy for those staff and students living within two miles of the site. Further details of the strategy are set out in the Travel Plan document, which is discussed in brief in section 4.

Existing servicing arrangements

2.27 The site is currently serviced off street with short stay deliveries using the main vehicle entrance on Waldegrave Road, and longer deliveries using the White Gates entrance. The latter is mainly related with vehicles serving blocks M, L and K. The refectory is currently being redeveloped adjacent to block N and construction vehicles access the site from Waldegrave Road. A vehicle holding area has been introduced on site on part of the existing sports field to prevent delays on the highway.

2.28 Refuse collection currently involves a dedicated vehicle regularly collecting waste from various points throughout the campus over the course of the week. This is then taken to a central collection point where it is stored in 1100 litre eurobins, emptied three times per week by a conventional refuse vehicle.

Walking and cycling

2.29 There is good pedestrian access to the west of the site with Waldegrave Road having footways that are approximately 2.0m wide. A signal controlled pelican crossing is located adjacent to the southernmost vehicular access. There are two official pedestrian access points from Waldegrave Road, the first via the main vehicle entrance and the second adjacent to the pelican crossing. The campus buildings are mainly located on the western side of the site so are easily accessible.

2.30 The halls of residence located on the eastern side of the site are not easily accessible from Strawberry Vale; however, if the gate onto Clive Road is opened, access could be improved.

2.31 A 20 minute walk time isochrone to the site is shown in Figure 7. This is calculated at a conservative walk speed of 80m per minute. Strawberry Hill to the north, Teddington station to the south and Fulwell to the west are all within 20 minutes walk of the University. Twickenham station is shown as being on the edge of the isochrone but for most students is also likely to be within 20 minutes.

2.32 Strawberry Vale is part of the London Cycle network, which links to the wider network providing access to Strawberry Hill station via Tower Road and beyond. The cycle route network around the site is shown in Figure 8.

2.33 Using the cycle network and other routes around the site it is possible to cycle to a variety of locations such as Twickenham and Isleworth to the north, Teddington and Hampton to the south and south-west and Richmond to the east. These and other destinations are shown within a 20 minute cycle time isochrone in Figure 9.

2.34 There are currently 180 cycle parking spaces on site in two main locations. The first has 32 uncovered 'toast rack' style sheffield stands providing parking for 64 cycles. This is located in the piazza off the main entrance to the site. The second main location is outside the halls of residence and comprises 49 'Sheffield type' stands providing parking for 98 cycles. There are also approximately 18 cycle spaces to the west of the Students Union.

2.35 On previous site visits it was noted that several cycles were parked unofficially under cover, in areas where there were uncovered official cycle parking spaces free nearby. This would suggest that there is a demand on site for covered cycle parking.

3. PROPOSED DEVELOPMENT

Proposals

3.1 It is proposed to build a teaching and sports block consisting of a total gross internal floor area of 1,936m^2. This will be joined to an existing building with a total gross internal area of 2,032m^2 that is to be refurbished at the same time. This will be divided as shown in Table 3.1 below;

Table 3.1 Proposed floor areas

	Use	Floor Area(m^2)
New build on the 'redgra'	Sports hall	982
	Strength & conditioning	325
	Changing	170.5
	Entrance and reception	256.6
	EIS	150
	Net area	***1,884.1***
	Gross internal area	**1,936**
Refurbishment	EIS	1205.2
	Busen Club	684
	Net area	***1,889.2***
	Gross internal area	**2,032**
Totals	***Total net area***	***3,773.3***
	Total Gross internal area	**3,968**

3.2 The proposed development plans are shown within the architect's drawings accompanying the planning application.

Servicing

3.3 Servicing for the proposed development will occur on the southern side of the site where a service bay will be provided. This will allow space for deliveries and waste collection. The provision of this service bay ensures that all servicing occurs off the highway. The layout and vehicle tracking assessment is shown at Appendix A.

3.4 Waste will be stored in the western end of the building as part of the plant room enclosure. This will be managed by the site manager and incorporated into the existing site waste management strategy as discussed in section 2.

3.5 Construction traffic will access the site via the White Gates entrance on Waldegrave road and will use the same holding area currently being used for the redevelopment of the refectory. This is scheduled to be completed in early 2008 so will not conflict with the new development construction period.

Car parking

3.6 The London Borough of Richmond upon Thames UDP sets the car parking standards as follows;

Use class	Parking Standards	
	Within a CPZ	**Rest of Borough**
D2 (d) sports and leisure complexes	1 space per 50 sq m maximum. Adequate setting down and parking facilities for coaches	1 space per 25 sq m maximum

3.7 These standards are for new sports and leisure complexes. However, the proposed development will principally be used by existing staff and students with community usage out of hours (e.g. evening / weekend use and summer schools etc). It is not, therefore, deemed necessary to provide parking at the level set out in the UDP. Nine parking spaces will be provided at the eastern side of the development. A disabled drop off and parking area will also be provided close to the main entrance of the building.

3.8 The low parking provision of the development is in accordance with the London Borough of Richmond's policies, the London Plan and Planning Policy Guidance 2 (PPG2) that all deem car parking to be an inappropriate use of Metropolitan Open Land.

Cycle parking

3.9 There are currently 180 cycle parking spaces on the site. The London Borough of Richmond upon Thames UDP recommends 1 cycle pace per $50m^2$ for use class D2 (d) which equates to 39 spaces or 20 cycle stands. Although the development is unlikely to attract new trips to site, it is proposed to provide 20 covered cycle spaces outside the main entrance to the new building to complement the existing provision on site. A further 65 new covered spaces will be provided in the piazza area close to the site main entrance as part of the Travel Plan initiatives.

Trip generation

3.10 The proposed development will not result in any uplift in the number of staff or students, as it is simply intended to provide extra space and facilities for existing users. The trip generation for the existing and proposed developments is, therefore, expected to remain unchanged. With no new trips to the site it is not considered necessary to derive trip rates for the existing and proposed developments for the purposes of the assessment. This point has already been discussed and agreed with the London Borough of Richmond upon Thames.

Public use of the site

3.11 Use of the site by the general public will continue with the proposed development. This is likely to include the following:

(a) Athletics club every Monday to Wednesday and on Sunday;

(b) Various after school clubs;

(c) Badminton club during weekday evenings;

(d) Summer school clubs;

(e) Senior School sports day (One off event).

3.12 The above events will not coincide with University activities and will occur either during a weekday evening, at the weekend or between July to September. The site is therefore unlikely to generate a greater number of trips than that experienced during a typical university day. For a large one off event, the local community will be informed in advance via the local press. If required, the sports fields will be used to cater for any temporary parking for such events (e.g. coaches).

4. TRAVEL PLAN

4.1 Aligned with the campus-wide car parking strategy has been the implementation of a Travel Plan across the whole of the University from September 2007.

4.2 A Travel Plan consists of a series of practical measures aimed at encouraging students, staff, and visitors to choose alternatives to single-occupancy car use. Examples of such measures include the provision of cycle parking facilities, the provision of information regarding public transport accessibility, low interest or interest free public transport season ticket loans and reducing the need for travel by car.

4.3 Travel Plans are better considered as living documents that evolve rather than being a one-off document. This has been acknowledged by the London Borough of Richmond upon Thames. A successful Travel Plan will benefit from continual monitoring, review and adjustment over time. It may also require integration into other management procedures and demonstration of high level management commitment.

4.4 As part of the introduction of the new campus-wide parking strategy in September 2007, it was necessary to promote travel to the site by alternative methods, such as by public transport, walking and cycling. This was achieved by working with the London Borough of Richmond upon Thames to seek to improve the existing travel choices by non car modes. A Travel Plan co-ordinator was also employed by the University to manage all transport issues on site.

4.5 The objectives of the Travel Plan are as follows:

- To influence travel patterns via the new SMUC on site car parking strategy;
- To ensure that on site car parking is managed to keep the parking provision at a constrained level of 210 spaces;
- To ensure that non-car travel modes are improved, more accessible and easy to use than at present;
- Have a staff and student community that favours walk, cycling and use of public transport over the private car;
- Raise employee and student awareness regarding travel to work and its impact upon the environment;

- Improve student, staff, visitor and neighbour perceptions of travel to and from the University College by non car modes;
- Support and actively promote health in the workplace;
- Promote an environmentally responsible attitude and approach to transport and travel issues and to minimise the impact of student and staff parking on the surrounding residential roads.
- Continue to monitor the travel patterns to and from the University and develop the Travel Plan accordingly.

4.6 It is intended to submit the Travel Plan in due course to the London Borough of Richmond upon Thames and to develop the proposals over time.

5. TRANSPORT POLICY REVIEW AND SCHEME APPLICABILITY

5.1 This section reviews relevant transport policy to provide the context for assessing the planning application from a transport standpoint. The main policy documents in this regard are:

- Planning Policy Guidance Note 13: Transport (March 2001)
- The London Plan (February 2004)
- London Borough of Richmond upon Thames UDP (March 2005)

Planning Policy Guidance Note 13: Transport

5.2 The emphasis of national planning and transport policy is on sustainable development and travel patterns. The strategic document in this regard is Planning Policy Guidance 13 (PPG13). The key objectives of PPG13 are to reduce the length and number of motorised journeys, to encourage the use of alternative modes of travel and to reduce reliance upon the private car. These are considered essential given the acknowledged inability to meet all forecast travel demand by car.

5.3 The suggested means of achieving this is by Local Authorities formulating planning policies such that development is promoted within urban areas rather than sporadically; that major generators of traffic should be located in locations highly accessible by all modes of travel; that parking provision is limited and that adequate provision is made for sustainable modes of travel such as cycling and walking.

The London Plan

5.4 The London Plan sets out the spatial development strategy for London, and provides the London wide context within which individual Boroughs set their local planning policies. A key objective of the London Plan is to improve London's accessibility, which, amongst other issues, includes tackling traffic congestion. An issue that assists closer integration between transport and spatial development is encouraging patterns and forms of development that reduce the need to travel – especially by car.

5.5 With regard to parking strategy, The Mayor, in conjunction with the Boroughs, seeks to ensure that on-site parking at new developments is kept to a minimum.

Maximum parking standards are set, which can be reduced in areas of good public transport accessibility, and, in the most accessible locations, can lead to car-free developments.

The London Plan also recognises the importance of site accessibility and location as inherent within the objective of making the most sustainable and efficient use of space by encouraging development intensification in areas that have good public transport accessibility. The Plan also provides further guidance and sets out an approach to determining appropriate maximum parking standards within a policy context. The approach set out in policy 3C.22 seeks to regulate parking in order to minimise additional car travel, to reduce trip lengths and to encourage use of other more sustainable means of travel.

5.6 The London Plan recognises that improving conditions for cycling makes this sustainable mode an increasingly viable alternative to the private car, and requires cycle parking facilities within developments. The development proposals plan to add an extra 65 spaces to the existing 98 spaces on site.

London Borough of Richmond upon Thames UDP

5.7 The London Borough of Richmond upon Thames Unitary Development Plan (UDP) sets out the Borough's policy on transport with reference to some key objectives. These include ensuring that land use and transport policies are co-ordinated to minimise the number and length of trips, and supporting development that reduces travel by private car whilst providing a viable range of alternative modes of public transport.

5.8 A summary of some of the key policies and the scheme's compliance are shown in Table 5.1.

Table 5.1 Scheme policy compliance

Policy	Description	Scheme compliance and comments
TRN 2	Transport and new developments- only permitted where infrastructure can accommodate development	No increased trips
TRN 3	Green Travel Plans	Green Travel Plan has been prepared
TRN 4	Car and bicycle parking standards	Already 180 spaces on site and proposals provide for 65 extra spaces
TRN 13	Public transport movement	SMUC will support council proposals for any public transport improvements
TRN 19	Local area treatments	SMUC will support any council schemes that improve road safety, the local environment for residents and facilities for buses/pedestrians and cycles

Summary of compliance

5.9 It is clear that the proposals are consistent with all local and national policy on sustainable transport provision. The site will not generate any new car trips and will have a comprehensive Travel Plan including provision for future monitoring and adaptation. There will also be increased cycle provision on site that will encourage future levels of cycle use. In this regard the proposals are fully compliant with local and national policy aiming to promote sustainable travel and discourage the use of cars.

6. SUMMARY AND CONCLUSIONS

Summary

6.1 Transport Planning Practice (TPP) was commissioned by St Mary's University College in March 2007 to provide transport advice in relation to the proposed teaching and s ports facility development at the Strawberry Hill campus.

6.2 The proposed development is compatible with the aims of National, London-wide and local transport policies, i.e. to reduce the need to travel, encourage travel by sustainable modes.

6.3 The total person generation of the development is not expected to increase as the development is a new facility for existing students and staff.

6.4 The proposed development will therefore not give rise to any adverse effects on the transport system or highway network.

6.5 Regardless of whether the development proceeds, a campus wide Travel Plan and comprehensive car Parking Strategy will be implemented in September 2007.

Conclusion

6.6 The proposed development is compatible with transport policies and would not give rise to any adverse transport impact. There is therefore no transport reason why the development should not proceed.