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Project:	<b>Hemel Stags RLFC</b>	Job No:	<b>60036636</b>
	<b>Development at Penine Way</b>		
Subject:	<b>Non Matchday Transport Statement</b>	Date:	<b>04 March 2008</b>

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## 1. Introduction

The proposal to develop new facilities at the Hemel Stag Rugby Club, will create a key development that will play an exciting role in the regeneration of Hemel Hempstead. The development will include state of the art facilities for the local community, education and recreation and will be open and accessible to all with an emphasis on more than just sport and exercise.

The key development proposals are the provision of a new 700 seat grandstand and associated ground improvements to accommodate a typical maximum matchday capacity of 500 persons. A separate **Matchday Transport Strategy** was submitted to the planning and highway authorities in December 2007. It has been agreed that in the unlikely event of a Major Event of 700 or more (up to 2,000 spectators - eg Cup Match against Major Side), a **Major Event Day Transport Strategy** would be developed and agreed with the highway and planning authorities in advance of the event. This is likely to be secured through the s106 agreement.

As part of the proposals, it is envisaged that aside from the stand existing facilities will be improved and the proposals will include a new multi-use games area, a new lecture / class room facility for educational use and an upgraded public parking area. Following discussions with the highway and planning authority, it was agreed that, given the scale of the proposed development, a **Non Matchday Transport Statement** rather a detailed Transport Assessment would be required in support the outline planning application.

Following this introduction section 2 reviews the site location in the context of accessibility and movement with relevant policy considerations reviewed in section 3. The development proposals together with an assessment of the potential trip generation of the proposed developments, is provided in section 4. Section 5 reviews site access and parking improvements with the conclusions presented in section 6.

## 2. Site Location and Accessibility

### *Site Location*

The site is located approximately 3km north west of Junction 8 of the M1 and is accessed via Penine Way. Access to Penine Way is via the A4147 Redbourne Road. The site and surrounding area currently comprises an area of some 8.5 hectares and includes, the existing Rugby club house, rugby and football pitches and public car parking for 80 vehicles. The existing public car park is in a poor state of repair.

### *Access by Non Car Modes*

Pedestrian access to the ground is provided from the east via Penine Way which connects to Redbourn Road. A footpath is provided on the southern side of Penine Way. There is an existing bus stop to the south of the Penine Way / Redbourn Way junction.

Penine Way is closed to vehicular traffic to the west of the site, although pedestrian and cycle access is maintained via the public path on the former road.

Given the infrequency and relatively small impact in terms of pedestrian activity at the site, it is not considered that permanent improvements to pedestrian and cycle facilities are justified. However the

Direct Tel: 020 8784 5707  
T +44 (0)20 8784 5784  
F +44 (0)20 8784 5700  
E Malcolm.Foster@fabermaunsell.com  
www.fabermaunsell.com

Marlborough House  
Upper Marlborough Road  
St Albans, Herts AL1 3UT

club will continue to support the council in providing improved access by non car modes as part of the wider transport strategy for the area.

#### *Local Bus Services*

The current conventional bus services that pass within the vicinity of the site are listed below. These services are provided by Arriva, with the exception of the Green Line 758 service.

#### **Existing Bus Services and Frequencies (minutes)**

Service	Route	Mon-Fri (daytime)	Mon-Fri (evenings)	Sat	Sun
2	Woodhall – Grovehill – Highfield – Old Town – Town Centre – Gadebridge – Long Chaulden – Rail Station	20	60	30-60	None
3	Woodhall – Grovehill – Highfield – Old Town – Town Centre – Rail Station – Long Chaulden – Gadebridge	20	60	30-60	None
4/5	Grovehill – Town centre – Bennetts End	15	30	15-30	30?
46	Luton – Hemel Hempstead	5 per day	None	5 per day	None
758	Hemel Hempstead – London Victoria	60	tbc	60	None

#### *Rail Services*

Hemel Hempstead station is served by a rail station located to the south west of the town centre. The station is on the London (Euston) to Birmingham line with direct connections to Watford Junction, Milton Keynes Central, Northampton and Rugby. Rail services are operated by Silverlink and provide the following services;

- Semi-Fast Services typically serve key stations between Northampton, Milton Keynes Central, Leighton Buzzard, Berkhamsted, Hemel Hempstead, Watford Junction, Harrow and Wealdstone and London Euston.
- Slow Services typically serve most intermediate stations between Northampton and London Euston.

#### *Local Highway Network*

Penine Way is a 7.3m wide carriageway with a footway along its southern length. It forms a priority junction with the A4147 Redbourne Road which provides a link to the M1 junction 8 to the east and to St. Albans beyond.

### **3. Policy Considerations**

National Policies relating to transport are detailed in the Planning Policy Guidance (PPG) Note 13. This aims to provide guidance on new developments with the intention of reducing the number of private and domestic car trips and promoting alternative methods such as public transport, cycling and pedestrian movements. Paragraphs 12-17 of PPG 13 in particular relate to residential developments and suggest that authorities should place a particular focus on sustainable issues, in terms of both transportation and in the wider sense. The PPG13 states that developments should occur primarily on land occupied by previously constructed buildings within urban areas.

#### 4. Development Proposals, Trip Generation and Potential Impacts

The current proposals are that, aside from the new grandstand and ground improvements, development proposals would include the following key uses;

- Improved changing rooms and new fitness and rehabilitation facilities
- New public changing rooms to serve existing outdoor sports pitches
- New bar / hospitality facilities
- Multi Use Games Area (x1 large pitch or x2 6-a-side pitches)
- New education facilities to provide a satellite sports teaching facility in conjunction with West Herts College

A summary of the key proposed facilities is provided below together with a brief review of their potential impacts with regard to trip generation.

##### *Pitches, New and improved changing rooms and new fitness and rehabilitation facilities*

- Rugby pitch and Multi Use Games Area
- x4 16 person changing rooms, x2 22 person changing rooms and match official room with showering and toilet facilities
- New fitness room and first aid / treatment room
- The changing rooms would be used on match days and for training and would be available for use by those using the Multi Use Games Area and the external pitches at the weekend
- Trip generation would be similar to existing, although the MUGA would generate some new trips and would be expected to be in use on weekdays (eg for local schools) and weekday evenings for commercial use.
- Assuming x2 6-a-side pitches, at times of peak demand, the MUGA could generate of the order of 24-30 trips for each booking with the number of vehicles generated dependent on the level of car sharing, assuming that all players drive. Assuming typical booking times of 4.30-5.30pm, 5.30- 6.30pm, 6.30-7.30pm etc and a typical car occupancy of 2.0 persons - this could generate the following vehicular trips in the peak hours;
  - AM peak (0800-0900) – no impact
  - PM peak (1700-1800) – 12-15 inbound vehicle trips
- A brief review of the TRICS database found one similar site in Gravesend with x2 pitches. Peak weekday usage occurred between 1800-2000 hours with minimal activity in the traditional AM and PM peaks. The observed hourly vehicle flows at the comparable site were as follows:

Time Period	Inbound	Outbound	Parking Demand
1700-1800	5	4	10
1800-1900	22	10	22
1900-2000	14	18	18
2000-2100	5	10	13

##### *New bar / hospitality / conference / restaurant facilities*

- The new stand would include the new bar and restaurant facilities with additional conferencing and hospitality spaces to serve matchday demand and to accommodate use for functions. The club currently accommodates functions in the existing club house with peak demand occurring on Friday and Saturday nights, matchdays and training nights.
- On a typical non matchday it is anticipated that usage of the proposed facilities would be broadly similar to the existing clubhouse facilities and the club are confident that the upgraded bar and catering facilities would prove attractive to the local community.

##### *New education facility*

- The new stand would include a lecture room (94 sqm) which it is intended would provide a satellite sports teaching facility in conjunction with West Herts College

- It is understood that 2 courses with 10 hours per week of classroom time and 6 hours per week of practical time would be run from the site with a class size of 20 for each group. We do not currently have confirmed details with regard to class times. Given that the classes will be for 16-18 year olds, it is not anticipated that the traffic impact would be significant, particularly in the AM and PM peak periods
- There are no comparable sites in the TRICS database

Based on the above it can be concluded that the additional traffic associated with the proposed non matchday uses is likely to be negligible in the AM and PM peak hours. Accordingly it is not considered that junction capacity assessments or highway improvements are required or justified.

## 5. Site Access and Parking

The development proposals include the upgrading of the site access and public car park to provide some 77 car parking spaces and 8 disabled parking spaces. The proposed layout is provided in the appendices and includes the following;

- A revised access junction (Figure 53689\_CAD\_002) - in order to accommodate coach movements, with an adjusted kerb line of the central island, widening the entrance point and providing an over-run area. This would be paved and flush to the carriageway and allow larger vehicles additional room to manoeuvre.
- Matchday Coach Parking - It is envisaged that a coach would drive into the site before reversing into the row of bays to the west of the access and north of the new pedestrian footway. The coach manoeuvre requires the cordoning off of two bays, which would then be opened up to spectators. A hatched area to the north of the parking bays has been shown - this would be a marked area however would be flush to the carriageway. The coach would require the use of 6 bays for parking and a banksman may also be required to guide the coach driver in reversing as a safety precaution. It is envisaged that the coach would be carrying the away team players and officials and would therefore be anticipated to arrive prior to the majority of spectators, reducing the possibility of conflict and disruption while this manoeuvre takes place. The swept path is shown in Figure 53689\_CAD\_003. In the rare occasion when a second coach may use the car park on a match day, it would undertake a similar manoeuvre and park in the bays to the south of the pedestrian route. It would require the cordoning off of 3 bays and 7 bays in which to park. The swept path is shown in Figure 53689\_CAD\_004.
- A new pedestrian route to the stadium from the car park has been shown. This would link to the raised tarmac area to the west and north of the existing club house. Dropped kerbs would be provided to facilitate disabled and pushchair access.
- Swept path tests for a 3.5T Panel Van (equivalent to a Transit Van) have been undertaken to show how access to the Nickey Line by a council maintenance team would be continued and are shown in Figure 53689\_CAD\_005.
- Swept path tests of fire tender have also been undertaken and are shown in Figure 53689\_CAD\_006.
- A dropped kerb and indicative line have been included to show continued access to the pedestrian footpath to the north and west of the rugby pitch.

## 6. Access by Non Car Modes

The Highway Authority has indicated that a Travel Plan may be required. As indicated previously a separate **Matchday Transport Strategy** was submitted to the planning and highway authorities in December 2007 to address Matchday Travel transport issues, impacts and mitigation and essentially provides a Matchday Travel Plan. It is not considered the level of non matchday development is sufficiently large to justify a Non Matchday Travel Plan.

However the club will aim to reduce the impact of traffic generated by the development by the following:

- Reduce the number of car journeys made by staff and visitors
- Encourage the use of cycles and walking for short distance travel to and from the site;
- Encourage staff and visitors to use public transport services to make their journeys to and from the site where possible;

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- Encourage employees and visitors to consider the most appropriate mode of transport for the journeys undertaken; and
  - Encourage alternative working practices in order to promote more sustainable travel practices where practicable..

Realistic opportunities for encouraging sustainable travel at this location include:

- Promoting car sharing schemes;
- Encouraging walking and cycling for short journeys.

Car Sharing and walking and cycling for short distance journeys offer the most realistic opportunity to reduce vehicle trips to the site. In order to encourage cycling the club will make shower and changing facilities available on site to all staff and will consider the provision of covered cycle parking spaces.

## **7. Conclusions**

Whilst there will be a small increase in activity at the site associated with the New Multi use sports pitch and upgraded facilities, this Non Matchday Transport Statement has demonstrated that the likely impact with regard to vehicular trip generation, compared to the current use, would be minimal. The impact on the traditional weekday AM and PM peak hours would be negligible and would not be sufficient to justify infrastructure improvements over and above the upgrading of the existing site access and public car park.