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CUE PROPERTY HOLDINGS ROTHERHITHE LTD

2 BROAD STREET,
TEDDINGTON, TW11 8RF

TRANSPORT STATEMENT

June 2014

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I.0 INTRODUCTION

I.1 Paul Mew Associates has been instructed by Cue Property Holdings Rotherhithe Limited to prepare this transport statement to support a full planning application which will be made at 2 Broad Street, Teddington, TW11 8RF (London Borough of Richmond Upon Thames).

I.2 No. 2 Broad Street currently comprises a three-storey building at the junction of Broad Street and Queen's Road. The building's ground floor has two commercial units, used as a bookmakers and dry cleaner and laundrette, the ground floor also has a vacant / dilapidated workshop previously used for computer repairs. The first and second floors of the buildings have residential uses as seven units / bedrooms 'houses in multiple occupation'. The site has no off-street vehicle parking.

I.3 The full planning application will be for the:

"Refurbishment and remodelling of the existing workshop (Use Class B1: light industrial) including infill extensions and alterations, conversion of seven x one self-contained flats to six residential flats (4x2 and 2x1 bed), with associated works including access and cycle parking."

I.4 Chapters 2 to 4 of this transport statement report detail the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

I.5 Chapters 5 to 9 of this report detail the proposal, its integration with development plan policies and its transport impact.

I.6 Whilst preparing this statement attention has been paid to best practice guidance: 'Transport Assessment best practice - guidance document' (Transport for London, 2010) and 'Guidance on Transport Assessment' (Department for Communities and Local Government & Department for Transport, 2007).

I.7 Prior to Paul Mew Associates' involvement the proposed development was subject to pre-application discussions with LB Richmond. The scope of this report has considered the pre-application response letter.

2.0 EXISTING CONDITIONS – EXISTING SITE INFORMATION

- 2.1 The site is 2 Broad Street, Teddington, TW11 8RF.
- 2.2 The site location is shown in Figure 1.
- 2.3 No. 2 Broad Street currently comprises a three-storey building at the junction of Broad Street and Queen's Road.
- 2.4 The building's ground floor has two commercial units, used as a bookmakers and dry cleaner and laundrette, and a vacant / dilapidated workshop previously used for computer repairs. The first and second floors of the buildings have residential uses as seven units / bedrooms 'houses in multiple occupation'.
- 2.5 The site has no off-street vehicle parking.
- 2.6 The site has an unused vehicle crossover / dropped kerb vehicle access from Queens Road.
- 2.7 The scheme architects are McLaren Excell. McLaren Excell's 'Design and Access Statement' (October 2013) details the complex existing building configuration in greater detail.
- 2.8 McLaren Excell's 'existing - general arrangement' (drawing number '047_I_101 PL2') and 'existing – ground floor plan' (drawing number '047_I_102 PL2') are provided in Appendix A.

3.0 EXISTING CONDITIONS – SUSTAINABLE TRANSPORT AND ACCESSIBILITY ASSESSMENT

3.1 The site is located in Teddington centre. Teddington is described as a ‘District centre’ in the ‘The London Plan – Spatial Development Strategy for Greater London’ Annex Two London’s Town Centre Network (pp. 277-286, GLA, 2011). District centres are described as follows:

“District centres – distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000sq.m of retail floorspace. Some District centres have developed specialist shopping functions.”

3.2 The site is located in an established centre with bus and rail service links. This chapter of the transport statement reports on how accessible the site and the centre is using sustainable transport modes (public transport, cycling and walking modes) and their access to services.

Public Transport Accessibility - Buses

3.3 The site has access to seven bus services: 33, 281, 285, 481, 681, R68 and X26. These services are summarised in Table 1.

Table 1. Bus service details

Route	Destinations summary	Stop walk distance (in m)	Approx. frequency (in vp/hr)
33	Fulwell Abellio London garage - Teddington - Twickenham - Richmond - East Sheen - Barnes Common - Hammersmith	90	8
281	Tolworth - Surbiton - Kingston - Teddington - Fulwell - Twickenham - Whitton - Hounslow	90	8
285	Heathrow Airport Central - Hatton Cross - Feltham - Uxbridge Road - Hampton Hill - Teddington - Kingston	75	6
481	Isleworth West Middlesex Hospital - Mogden Lane - Kneller Road - Nelson Road - Whitton - Hospital Bridge Road - Fulwell - Teddington - Sandy Lane - Hampton Wick - Kingston	90	1
681	Hounslow - Whitton - Twickenham - Fulwell - Teddington - Teddington School	90	School service
R68	Hampton Court - Hampton - Hampton Hill - Teddington - Strawberry Vale - Twickenham - Richmond - Kew Retail Park	75	4
X26	West Croydon - East Croydon - Wallington Green - Carshalton - Sutton - Cheam - North Cheam - Worcester Park - New Malden - Kingston - Teddington - Hatton Cross - Heathrow Airport Central	200	2

Source: Transport for London

3.4 Bus stops near the site on Hampton Road, Stanley Road and Broad Street are shown in Figure 2.

3.5 Whilst on a site visit numerous buses were observed stopping at the stops to allow boarding/alighting. At no point were any bus passengers left at the stops having been unable to board, accordingly it has been assumed bus stops/services near the site have reserve passenger capacity.

Public Transport Accessibility – Rail

3.6 The site has access to rail services from Teddington Railway Station. The station is to the east of the site on Victoria Road, the station location is indicated on Figure 3.

3.7 Rail services at Teddington Railway Station are summarised in Table 2.

Table 2. Rail service details

Service	Destinations summary	Stop walk distance (in m)	Approx. frequency (in vp/hr)
South West Trains Kingston Loop	London Waterloo - Vauxhall - Clapham Junction - Earlsfield - Wimbledon - Raynes Park - New Malden - Norbiton - Kingston - Hampton Wick - Teddington - Strawberry Hill - Twickenham - St Margarets - Richmond - North Sheen - Mortlake - Barnes - Putney - Wandsworth Town - Clapham Junction - Queenstown Road - Vauxhall - London Waterloo	650	2
South West Trains Shepperton Line	London Waterloo - Vauxhall - Clapham Junction - Earlsfield - Wimbledon - Raynes Park - New Malden - Norbiton - Kingston - Hampton Wick - Teddington - Fulwell - Hampton - Kempton Park - Sunbury - Upper Halliford - Shepperton	650	2

Source: National Rail

Public Transport Accessibility – Public Transport Accessibility Level

3.8 The level of available public transport at a point of interest in London is quantified and measured using TfL’s PTAL model.

3.9 Details on how PTAL scores are calculated are set out in ‘Transport Assessment best practice - guidance document’ (TfL, 2010).

3.10 As well as quantifying accessibility, PTAL scores have important role in planning decision-making. ‘The London Plan – Spatial Development Strategy for Greater London’ states (p. 201, Greater London Authority, 2011):

“Public Transport Accessibility Levels (PTALs) are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels.”

3.11 TfL provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest’s Public Transport Accessibility Index (PTAI) and PTAL score.

- 3.12 TfL's online GIS-based PTAL tool was used to research the site's PTAI and PTAL score.
- 3.13 The PTAL tool calculated the site to have a PTAI score of 13.4 and a PTAL score of 3. These PTAI and PTAL scores indicate a 'moderate' level of public transport service availability.
- 3.14 Details of the PTAL calculation are provided in Appendix B.
- 3.15 Table 3 shows the PTAL scoring system from TfL's 'Transport Assessment best practice - guidance document'.

Table 3. PTAL score table.

PTAL score	PTAI range	TfL description
1a	0.01-2.50	Very poor
1b	2.51-5.00	Very poor
2	5.01-10.00	Poor
3	10.01-15.00	Moderate
4	15.01-20.00	Good
5	20.01-25.00	Very good
6a	25.01-40.00	Excellent
6b	40.01+	Excellent

Source: Transport for London

Cycle and Pedestrian Accessibility

- 3.16 TfL's Local Cycle Guide 9 has been obtained to research local cycle routes.
- 3.17 There are numerous cycle routes near to the site on the Local Cycle Guide.
- 3.18 A scanned section of the Local Cycle Guide is provided in Figure 4. Figure 4 indicates there are numerous other cycle routes in the surrounding area.
- 3.19 All streets surrounding the site have footways either side of the carriageways.
- 3.20 Signalised junctions in the area include pedestrian crossing facilities. There are numerous 'mid block' controlled crossings and uncontrolled crossings in the immediate area.

3.21 All crossing points appear to have dropped kerbs and tactile blister paving etc as expected in a district centre area.

3.22 At the time of the last site visit prior to preparation of this report the signalised crossings outside the site were undergoing highways improvements works.

Accessibility – Access to Services

3.23 Alongside public transport accessibility, access to local services is an important consideration for the location of new development and sustainable travel patterns. TfL are developing a new indicator / measure for access to local services as discussed in 'Transport Assessment best practice - guidance document' (p. 47, TfL, 2010):

“Access to Opportunities and Services (ATOS) is a new indicator measuring access to opportunities and essential services and employment by public transport and/or walking/cycling across London. It has been developed by TfL and is being tested with a sample of local authorities in London. ATOS scores can be used alongside PTALs to provide a more in-depth understanding of accessibility in London. Areas in central and inner London, as well as town centres in outer London have a relatively high ATOS score. Some inner suburban areas in London have a relatively low PTAL score but a high ATOS score indicating that the density of local services in these areas is such that people can access them more readily by walking and cycling ...”.

3.24 The site is considered to have access to a range of local services as shown in Figures 5 to 7.

Summary

3.25 The site is in an established district centre location with access to a range of local services.

3.26 The site has access to: seven bus services at stops nearby and two rail services.

3.27 The site is also accessible by recognised cycle routes and on foot.

3.28 The site's local centre location and accessibility to services on foot make it suitable for redevelopment in accordance with the 'National Planning Policy

Framework' (Department for Communities and Local Government, 2012) core land-use planning principles:

The NPPF core land-use planning principle (p. 6, DCLG, 2012)

“actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”

4.0 EXISTING CONDITIONS – ROAD NETWORK ASSESSMENT

- 4.1 This chapter of the transport statement reports on the road network adjoining the site.
- 4.2 As discussed the site is located at the junction of Broad Street with Queen's Road.
- 4.3 Broad Street, the A313, is a classified road and is identified as a 'primary or secondary road' on LB Richmond's online 'Adopted Development Management Plan Proposals Map'.
- 4.4 Queen's Road, the B358, is also a classified road and is identified as a 'local distributor road' on the online 'Adopted Development Management Plan Proposals Map'.
- 4.5 Given that the site has no vehicular access or off-street vehicle parking the existing background parking conditions on streets surrounding the site have been assessed for this report.
- 4.6 The site is not in a Controlled Parking Zone although surrounding streets are subject to significant Single and Double Yellow Line parking restrictions.
- 4.7 Existing on-street parking 'stress' in streets surrounding the proposal site have been assessed by undertaking a series of manual parking surveys.
- 4.8 The parking surveys have been undertaken with reference to procedures outlined in 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 20012). Lambeth Council's parking survey methodologies are the most established guidance documents for parking studies in London and have been successfully applied to numerous parking studies in London by PMA, including within the LB Richmond.
- 4.9 Informal methodology guidance suggested by LB Richmond officers was also taken into consideration when undertaking the parking surveys.
- 4.10 The extent of the survey area covered within this parking assessment is shown in Figure 7. Detailed mapping of the survey area is shown in Figures 8 to 19; these

figures show indicative locations of kerbside restrictions. The parking survey area covers approximate 200m walking distances from the site, in accordance with guidance methodology. All kerb space within the survey area was measured using a measuring wheel.

4.11 As shown in the Figures 8 to 19 the parking survey area included the following sections of streets:

- Hampton Road
- Stanley Road
- Queen's Road
- Broad Street
- North Place
- Walpole Road

4.12 Due to the carriageway widths it has been assumed that parking would only occur on one side of Queen's Road and Hampton Road, as shown.

4.13 No parkable Single Yellow Line restriction kerb space was identified during the parking inventory work.

4.14 The inventory identified a significant amount of Pay & Display kerb space on Broad Street, restrictions are in place Mondays to Saturdays 8.30am to 6.30pm.

4.15 When assessing the survey area for total parking capacity all vehicle crossovers were measured on-site and eliminated from the survey area as defined by the guidance document.

4.16 All marked parkable kerb space in the survey area was split into increments of 5.5m with any space short of 5.5m eliminated from the surveys.

4.17 For the purposes of calculating parking stress it was assumed that each vehicle takes up an average kerb space of 5.5m as advised by LB Richmond officers.

4.18 The numbers of parking spaces in the survey area were identified as part of the parking inventory measurements. The parking inventory information is shown in Table 5 below.

Table 5. Parking survey inventory

Street	Unrestricted kerb length (in m)	Number of 'spaces'	Pay & Display kerb length (in m)	Number of 'spaces'
Hampton Road	71.5	13	0.0	0
Stanley Road	165.0	30	0.0	0
Queen's Road	104.5	19	0.0	0
Broad Street	16.5	3	99.0	18
North Place	60.5	11	0.0	0
Walpole Road	209.0	38	0.0	0
Total	627.0	114	99.0	18

Source: Paul Mew Associates

- 4.19 As shown in Table 5 there are 132 on-street parking opportunities within a 200m walking distance from the site.
- 4.20 Parking beats in the survey area were undertaken on weekday nights/mornings between 12.30am and 5.30am in accordance guidance methodology to record parking uptake.
- 4.21 Guidance also dictates parking surveys must be undertaken on weeks that do not include Public Holidays or School Holidays.
- 4.22 The surveys for this assessment were undertaken on Tuesday 10 September and Friday 11 September 2013 at 1am.
- 4.23 The survey results are shown in Appendix C.
- 4.24 The inventory measurements and the survey results in Appendix C have been used to calculate parking stress tables in accordance with the LB Lambeth guidance documents. These stress tables are provided in Appendix D.
- 4.25 The results show that average overnight parking stress on unrestricted kerb space is 70%.
- 4.26 The results show that average overnight parking stress on combined unrestricted and Pay & Display kerb space is 62%.

5.0 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION

- 5.1 As discussed, 2 Broad Street currently comprises a three-storey building. The building's ground floor has two commercial units, used as a bookmakers and dry cleaner and laundrette, and a vacant / dilapidated workshop previously used for computer repairs. The first and second floors of the buildings have residential uses as seven units / bedrooms 'houses in multiple occupation'.
- 5.2 The full planning application will be for the refurbishment and remodelling of the existing workshop (Use Class B1: light industrial) including infill extensions and alterations, conversion of seven x one self-contained flats to six residential flats (4x2 and 2x1 bed), with associated works including access and cycle parking. The existing bookmakers unit and dry cleaner and laundrette unit will remain unchanged.
- 5.3 The proposed refurbished ground floor workshop will have the same floor area as the existing workshop.
- 5.4 The proposal will have no vehicle access and no off-street vehicle parking.
- 5.5 The proposal includes improved step-free access points from Queen's Road.
- 5.6 Two separate integrated cycle stores will be provided: a residential cycle store for six cycles and a commercial cycle store for three cycles.
- 5.7 As set out in McLaren Excell's 'Design and Access Statement' (October, 2013) refuse storage has been discussed with LB Richmond's Street Environment Enforcement Manager and appropriate provisions have been made based on the manager's waste estimations.
- 5.8 It is proposed that the existing unused vehicle crossover on Queen's Road will be removed and the footway will be reinstated with a narrow 1.0m wide crossover created for refuse collections as requested at pre-application stage.
- 5.9 McLaren Excell's 'proposed - general arrangement' (drawing number '047_3_101 PL2') and 'proposed - ground floor plan' (drawing number '047_3_102 PL2') are provided in Appendix E.

6.0 PROPOSED DEVELOPMENT – PARKING

- 6.1 As discussed, the full planning application will include retained commercial units, a re-provided workshop and six residential flats comprising of 4 x 2 bed and 2 x 1 bed units.
- 6.2 The proposal includes no off-street vehicle parking spaces and nine cycle spaces in two separate integrated cycle stores; a residential cycle store for six cycles and a commercial cycle store for three cycles.
- 6.3 As the proposed commercial and workshop units are being retained / re-provided new additional parking has been considered for the residential element of the scheme only.
- 6.4 To assess whether the provisions proposed are appropriate for the proposal, development plan policies have been assessed.
- 6.5 Development plan parking policy guidance and standards are set out in LDF 'Adopted Development Management Plan' (LB Richmond, 2011) development plan document and in 'The London Plan' (GLA, 2011).

LB Richmond's parking policy guidance and standards

- 6.6 Policy DM TP 8 of LDF 'Adopted Development Management Plan' sets out the parking requirements for developments and is as follows (pp. 106-107, LB Richmond, 2011):

"Policy DM TP 8

Off Street Parking - Retention and New Provision

Developments, redevelopments, conversions and extensions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.

A set of maximum car parking standards and minimum cycle parking standards are set out in Appendix Four - Parking Standards 'Appendix Four - Parking Standards' for all types of development, these take into account bus, rail and tube accessibility as well as local highway and traffic conditions including demand for on-street parking. These standards will be expected to be met, unless it can be shown that in proposing levels of parking

applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking.

5.4.27 The borough has high levels of car ownership and use with fairly densely developed residential areas with some narrow streets and many older houses without off street parking. This has led to high levels of on street parking, worsened in areas where there is a demand for commuter parking. The standards set are maximum parking levels as required by the London Plan, car parking provision should not be at a level less than these standards, unless an exceptional circumstance is demonstrated. The approach aims to ensure that sufficient on-site car parking is provided to meet the needs of the occupiers of the new development, but also to ensure that excessive parking demand is not created which could have an adverse impact on the local highway/traffic conditions and street scene.

5.4.28 This policy covers the parking standards for new developments of all types. Parking must be sensitively located and designed and suitably landscaped to minimise visual intrusion and disturbance. Forecourt parking is covered in Policy DM TP 9 'Forecourt Parking'. To maintain sufficient parking space, with new development the parking provision will be expected to be legally tied to the development that it serves. In areas controlled by a Community Parking Zone, occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high, this restriction would be secured by a section 106 agreement.

5.4.29 Developers may only provide fewer parking spaces, including car free schemes, if they can show that there would be no adverse impact on amenity, street scene, road safety or emergency access in the surrounding area or a generation of unacceptable overspill of on-street parking in the vicinity. In general it is expected that in low PTAL areas (1-4) the standards should be met, but in higher PTAL areas (5-6), such as Richmond and Twickenham town centres, parking provision at a level lower than the standard or a car free development, perhaps with a car club, may be appropriate in exceptional circumstances.

5.4.30 Within the town centres the standards reflect the approach of the Core Strategy in that further expansion of car parking (particularly within Richmond and Twickenham) will be limited and that management policies will be used to help maintain viability and vitality of the centres. The Core Strategy also recognises that there is relatively limited public parking within East Sheen and Whitton and this is reflected in the more generous standards where the parking is for the benefit of the centre as a whole. In these centres loss of off street parking will be resisted, especially in relation to large supermarkets and pub or hotel developments.

5.4.31 Car share facilities and car clubs will be encouraged, but these will not obviate the need for adequate off street parking provision. Charging facilities for electric vehicles will be welcomed where there is a demand and this does not affect overall viability.”

6.7 Additionally Policy DM TP 7 states the following with regards to cycle parking (pp. 105-106, LB Richmond, 2011):

“Policy DM TP 7

Cycling

To maintain and improve conditions for cyclists, the Council will ensure that new development or schemes do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities, see Policy DM TP 3 'Enhancing Transport Links' and Policy DM TP 8 'Off Street Parking - Retention and New Provision'.”

6.8 Appendix Four of the LDF 'Adopted Development Management Plan' sets out maximum vehicle and cycle parking standards, the relevant sections of Appendix Four is as follows (p. 144, LB Richmond, 2011):

LAND USE	VEHICLE PARKING SPACE REQUIRED (all floor space referred to is gross)		CYCLE PARKING (all floor space referred to is gross)
	CONTROLLED PARKING ZONES (Maximum unless otherwise stated)	THE REMAINDER OF THE BOROUGH	SPACE REQUIRED (Minimum)
(a) Residential Care Homes or Nursing Homes	1 space per 5 residents plus 0.5 spaces per unit of staff accommodation	as CPZ	0.5 spaces per unit of staff accommodation
(b) Hospitals	0.5-1.0 spaces per bed	as CPZ	1 per 200sqm
(c) Residential Colleges or Educational Centres	0.5 spaces per bedroom	as CPZ	0.5 spaces per bedroom
NOTE: Each case will be considered on its merits having regard to the nature of services being provided.			
USE CLASS C3			
STANDARD RESIDENTIAL	In CPZs occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high. (Blue Badge holders exempt) There are exceptions to this rule which are detailed in Policy DM TP 8. Garages will be treated as parking spaces.		
	1- 2 bedrooms 1 space	1-2 bedrooms 1 space	1 space
	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit	3 bedrooms For 1 unit, 2 spaces; for two or more units 1 allocated space plus sufficient unallocated spaces to provide a total of 1.5 spaces overall per unit.	1 space
	4+ bedrooms 2 spaces	4+ bedrooms 2 spaces (negotiable)	2 spaces
Conversion and/or extension of existing residential units	Parking will be assessed in accordance with the standard for each size of unit	As CPZ	To be assessed in accordance with the standards as specified above

The London Plan parking policy guidance and standards

6.9 London wide transport policies and parking standards are set out in Chapter 6 of 'The London Plan' (GLA, 2011). Policy 6.13 is as follows (pp. 200-201, GLA, 2011):

“Strategic

A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

B The Mayor supports park and ride schemes in outer London where it can be demonstrated they will lead to overall reductions in congestion, journey times and vehicle kilometres.

Planning decisions

C The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be applied to planning applications.

D In addition, developments must:

a ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

b provide parking for disabled people in line with Table 6.2

c meet the minimum cycle parking standards set out in Table 6.3

d provide for the needs of businesses for delivery and servicing.

LDF preparation

E a The maximum standards set out in Table 6.2 in the Parking Addendum should be used to set standards in DPDs.

b in locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people)

c in town centres where there are identified issues of vitality and viability, the need to regenerate such centres may require a more flexible approach to the provision of public car parking to serve the town centre as a whole

d Outer London boroughs wishing to promote a more generous standard for office developments would need to demonstrate in a DPD:

– a regeneration need

– no significant adverse impact on congestion or air quality

– a lack (now and in future) of public transport

– a lack of existing on or off street parking

– a commitment to provide space for electric and car club vehicles, bicycles and parking for disabled people above the minimum thresholds

– a requirement, via Travel Plans, to reduce provision over time.

6.10 The relevant section of Table 6.2 setting out maximum vehicle parking standards for residential uses is as follows (p. 206, GLA, 2011):

Maximum residential parking standards			
Number of Beds	4 or more	3	1-2
	2 – 1.5 per unit	1.5 – 1 per unit	Less than 1 per unit

Notes:

All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.

Adequate parking spaces for disabled people must be provided, preferably on-site⁴

20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

The forthcoming SPG on Housing will include a table setting out a matrix of residential parking standards that reflect PTAL levels.

6.11 Further text also states (p. 204, GLA, 2011):

“Developments should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided. Any development providing off-street parking should provide at least two bays designated for Blue Badge holders.”

6.12 Table 6.3 from sets out minimum cycle parking spaces and is as follows (p. 207, GLA, 2011):

Use Class	1 space per sq.m. of gross floorspace (unless otherwise stated)
A1 - Food	Out of Centre 1/350 In Centre 1/125
A1 – Non Food	Out of Centre 1/500 In Centre 1/300
A2 (Financial Services)	1/125
A3 – A5 Cafes & Restaurants Pubs & Wine Bars Take-aways	1 per 20 staff + 1 per 20 customers 1/100 1/50
B1 (Business)	1/250
B2 – B8 (General Industry and Storage & Distribution)	1/500
C1 (Hotels)	1 per 10 staff
C2 (Residential Institutions) Care Homes Hospitals	1 per 3 staff 1 per 5 staff + 1 per 10 visitors
C3 (Dwellings)	1 per 1 or 2 bed unit 2 per 3 or more bed unit
D1 (Non-residential institutions) Primary, Secondary School University/Colleges Libraries Health facilities/clinics	1 per 10 staff or students 1 per 8 staff or students 1 per 10 staff + 1 per 10 visitors 1 per 50 staff + 1 per 10 visitors
D2 (Assembly & Leisure) Cinemas Leisure facilities	1 per 20 staff + 1 per 50 seats 1 per 110 staff + 1 per 20 peak period visitors

Note: In centre includes local shopping parades, staff should always be taken as the Full Time Equivalent

Proposed parking assessment

- 6.13 As the commercial units and workshop are existing units / uses at the site the parking assessment considers residential parking only.
- 6.14 LB Richmond’s maximum parking standards would require the development to provide up to six parking spaces (a ratio of one space per one and two bed flat).
- 6.15 The GLA’s maximum standards would require ‘less than’ six parking spaces.
- 6.16 As discussed Policy DM TP 8 of LDF ‘Adopted Development Management Plan’ (pp. 106-107, LB Richmond, 2011) states “Developments, redevelopments, conversions and extensions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions... A set of maximum car parking standards and minimum cycle parking standards are set out in Appendix Four ... These standards will be expected to be met, unless it

can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking.”

- 6.17 Parking survey data presented in chapter 4 of this report shows that average overnight parking stress on unrestricted kerb space is 70% and average overnight parking stress on combined unrestricted and Pay & Display kerb space is 62%.
- 6.18 With six additional on-street vehicles parked the existing stress would rise to 75% on unrestricted kerb space or 67% on unrestricted and Pay & Display kerb space.
- 6.19 It must be emphasised that this is a worst case assessment that does not take into account any parking demand generated by the existing residents living at the site. It is most likely that the demand generated by the new residential dwellings will be wholly offset by the demand generated by the existing dwellings, therefore the impact of the development will be zero.
- 6.20 To put the stress percentages in to context LB Richmond use a 90% stress as a threshold for ‘heavily parked’ conditions (p. 15, Front Garden and Other Off Street Parking Standards supplementary planning document, LB Richmond upon Thames, 2006):
- “... heavily parked is where 90% of the available kerbside parking space is already used for vehicle parking”
- 6.21 Based on the recorded and projected stress information the nil vehicle parking provision is considered acceptable and in accordance with development plan policies.
- 6.22 The proposal does not include off-street disabled parking. Should a disabled resident occupy one of the proposed units and require a parking space it is felt this could be accommodated on-street by applying to the Council to convert a nearby section of kerb. It is understood that this process cannot be initiated as part of a planning application and can only be implemented when a disabled resident makes a request.

6.23 The provision of nine cycle spaces is considered to be acceptable / in accordance with development plan minimum provisions: one space per flat and one space per commercial unit / workshop unit.

7.0 PROPOSED DEVELOPMENT – ACCESS, LAYOUT AND SERVICING

- 7.1 As discussed the proposal has no vehicle access.
- 7.2 The existing bookmakers unit and dry cleaner and laundrette unit will remain unchanged.
- 7.3 As shown on McLaren Excell's 'proposed – ground floor plan' (drawing number '047_3_102 PL2') there are separate pedestrian accesses for the residential units and the workshop from Queen's Road.
- 7.4 The new accesses have been designed to be 'inclusive', step free and to meet the Equality Act 2010 where possible.
- 7.5 It is understood that: internal hallways and stairs have been designed in accordance with Approved Document Part M of the Building Regulations, and that means of escape is in accordance with Approved Document Part B of the Building Regulations. McLaren Excell's 'Design and Access Statement' (October, 2013) provides further detail.
- 7.6 Refuse collections for the two retained commercial units will continue as at present.
- 7.7 Refuse for the residential units and the workshop will take place directly from Queen's Road.
- 7.8 As discussed in chapter 5, it is proposed that the existing unused vehicle crossover on Queen's Road will be removed and the footway will be reinstated with a narrow 1.0m wide crossover created for refuse collections.
- 7.9 The Double Yellow Lines outside the site on Queen's Road do not have 'loading blips' or restriction plaques to indicate that refuse collections or general servicing would contravene existing traffic orders.
- 7.10 As previously discussed it is understood that McLaren Excell have agreed refuse arrangements with LB Richmond's Street Environment Enforcement Manager.

7.11 The proposed site layout, access and serving arrangements are considered acceptable.

8.0 PROPOSED DEVELOPMENT – DEVELOPMENT TRIP GENERATION PROJECTIONS

8.1 As discussed, the full planning application will include retained commercial units, a re-provided workshop of the same floor area and six self-contained flats.

8.2 As the commercial units and workshop will not change in floor area trip projections have not been calculated for these elements of the proposed development, only trips for the proposed residential units have been calculated.

8.3 The standard approach to assess multi-modal trip rates and trip generation projections for new developments in London is to use the TRAVL travel survey database (p. 44, 'Transport Assessment best practice - guidance document', TfL, 2010):

“The TRAVL database is recognised as the most common and often most useful source of travel survey data in London. Travel behaviour in London is very different to the rest of the UK, particularly in terms of mode of travel.”

8.4 The TRAVL travel survey database has been used to assess likely residential development person / multi-modal trips.

8.5 The TRAVL assessment has projected trip generations per residential unit for person trips, car drivers (private vehicles), cycles, and walking and public transport modes.

8.6 Appendix F shows the multi-modal trip rates and projections.

8.7 As shown in Appendix F the following TRAVL survey sites were used in the assessment:

- Name Chad Cres. etc (Affordable) / Survey Code 400
- Name Grand Union Village (Private) / Survey Code 388
- Name Kew Riverside (Affordable) / Survey Code 469
- Name Kew Riverside (Private) / Survey Code 468
- Name Pavilion Way (Private) / Survey Code 398
- Name Tysoe Ave-Private, Affordable / Survey Code 391
- Name Yeats Close / Survey Code 290

- Name Orchard Village / Survey Code 1032
- Name Watson House & Havilland House / Survey Code 699

8.8 Table 6 shows the projected person (all mode) trips and Table 7 shows the projected car driver / vehicle trips for the proposed six residential units.

Table 6. Projected person (all mode) trips

Time	Trip rate (all modes) per residential unit			Trips for proposed 6 units		
	In	Out	Total	In	Out	Total
07:00-07:30	0.04	0.13	0.17	0	1	1
07:30-08:00	0.04	0.24	0.29	0	1	2
08:00-08:30	0.08	0.33	0.41	0	2	2
08:30-09:00	0.11	0.30	0.41	1	2	2
09:00-09:30	0.11	0.16	0.27	1	1	2
09:30-10:00	0.09	0.12	0.21	1	1	1
10:00-10:30	0.09	0.13	0.22	1	1	1
10:30-11:00	0.08	0.10	0.18	0	1	1
11:00-11:30	0.09	0.11	0.19	1	1	1
11:30-12:00	0.10	0.11	0.21	1	1	1
12:00-12:30	0.10	0.13	0.23	1	1	1
12:30-13:00	0.11	0.09	0.20	1	1	1
13:00-13:30	0.08	0.10	0.17	0	1	1
13:30-14:00	0.10	0.12	0.21	1	1	1
14:00-14:30	0.12	0.13	0.24	1	1	1
14:30-15:00	0.10	0.10	0.19	1	1	1
15:00-15:30	0.19	0.21	0.40	1	1	2
15:30-16:00	0.26	0.10	0.36	2	1	2
16:00-16:30	0.25	0.13	0.38	1	1	2
16:30-17:00	0.20	0.14	0.34	1	1	2
17:00-17:30	0.19	0.14	0.33	1	1	2
17:30-18:00	0.21	0.13	0.33	1	1	2
18:00-18:30	0.23	0.12	0.35	1	1	2
18:30-19:00	0.26	0.13	0.39	2	1	2
19:00-19:30	0.25	0.14	0.39	1	1	2
19:30-20:00	0.20	0.10	0.30	1	1	2
20:00-20:30	0.18	0.12	0.30	1	1	2
20:30-21:00	0.14	0.09	0.23	1	1	1
21:00-21:30	0.11	0.10	0.20	1	1	1
21:30-22:00	0.09	0.07	0.16	1	0	1
Total	4.17	4.12	8.26	25	25	50

Source: TRAVL

Note: May not sum due to rounding

Table 7. Projected car trips

Time	Trip rate (car driver) per residential unit			Trips for proposed 6 units		
	In	Out	Total	In	Out	Total
07:00-07:30	0.02	0.04	0.06	0	0	0
07:30-08:00	0.02	0.09	0.10	0	1	1
08:00-08:30	0.03	0.10	0.13	0	1	1
08:30-09:00	0.03	0.08	0.11	0	1	1
09:00-09:30	0.06	0.04	0.10	0	0	1
09:30-10:00	0.04	0.04	0.08	0	0	0
10:00-10:30	0.04	0.04	0.08	0	0	0
10:30-11:00	0.03	0.05	0.07	0	0	0
11:00-11:30	0.04	0.03	0.07	0	0	0
11:30-12:00	0.04	0.05	0.09	0	0	1
12:00-12:30	0.04	0.05	0.09	0	0	1
12:30-13:00	0.04	0.05	0.09	0	0	1
13:00-13:30	0.03	0.03	0.05	0	0	0
13:30-14:00	0.04	0.05	0.09	0	0	1
14:00-14:30	0.03	0.04	0.08	0	0	0
14:30-15:00	0.03	0.03	0.07	0	0	0
15:00-15:30	0.07	0.07	0.13	0	0	1
15:30-16:00	0.06	0.04	0.10	0	0	1
16:00-16:30	0.06	0.05	0.11	0	0	1
16:30-17:00	0.06	0.06	0.12	0	0	1
17:00-17:30	0.07	0.04	0.11	0	0	1
17:30-18:00	0.07	0.05	0.12	0	0	1
18:00-18:30	0.07	0.05	0.12	0	0	1
18:30-19:00	0.11	0.07	0.18	1	0	1
19:00-19:30	0.08	0.05	0.13	0	0	1
19:30-20:00	0.08	0.05	0.12	0	0	1
20:00-20:30	0.07	0.05	0.11	0	0	1
20:30-21:00	0.06	0.04	0.09	0	0	1
21:00-21:30	0.04	0.04	0.08	0	0	1
21:30-22:00	0.06	0.04	0.10	0	0	1
Total	1.52	1.51	3.00	9	9	18

Source: TRAVL

Note: May not sum due to rounding

8.9 The TRAVL assessment has projected that between 7am and 10pm the proposed six dwellings would generate a total of 50 person trips and 18 vehicle trips.

- 8.10 Based on these low levels of trip projections it is considered that the residential aspect of the proposal will not have traffic or transport network impacts, and will likely result in a net decrease in trips compared to the site's extant use.

9.0 PROPOSED DEVELOPMENT – TRANSPORT IMPACTS

Modes of Transport and Accessibility

- 9.1 As discussed in chapter 3 the site is in Teddington town centre which is a 'district centre' and has access to seven bus services and rail services. The site is also accessible by recognised cycle routes and on foot.
- 9.2 The site's location and accessibility by sustainable travel modes makes it suitable redevelopment in accordance with: 'The London Plan – Spatial Development Strategy for Greater London' (GLA, 2011) policy 6.1 and the 'National Planning Policy Framework' (DCLG, 2012) core land-use planning principles.

Trip and Traffic Impact

- 9.3 Chapter 8 assessed trip rates and trip generation projections using the TRAVL database.
- 9.4 Based on the TRAVL trip projections the proposal will generate 50 person trips and 18 car trips per day.
- 9.5 As discussed in Chapter 3, whilst on a site visit numerous buses were observed stopping at nearby stops to allow boarding / alighting. At no point were any bus passengers left at the stops having been unable to board, accordingly it has been assumed bus stops / services near the site have reserve passenger capacity and the proposal would have a negligible impact on the operation of the local public transport.
- 9.6 As discussed in chapter 8 the low level of vehicle trips project would have a low traffic impact on the local highway network, and is therefore considered acceptable.
- 9.7 In this regards the proposal is considered in accordance with LDF 'Adopted Development Management Plan' (LB Richmond, 2011) Policy DM TP 8.

Parking

- 9.8 The site has a no off-street vehicle parking spaces and nine cycle spaces.
- 9.9 Parking surveys and subsequent impact analysis has shown that the proposal will not have 'an unacceptable impact on on-street parking conditions'.
- 9.10 The overall provision is considered in accordance with The London Plan (GLA, 2011) Policies 6.9 and 6.13 and standards in LDF 'Adopted Development Management Plan' (LB Richmond, 2011) Policies DM TP 7 and DM TP 8.

Servicing

- 9.11 As with the existing site the proposal's site refuse collections and servicing will take place on-street from the kerbside on Queen's Road.
- 9.12 Directly outside the site there are Double Yellow Line restrictions without 'loading blips'. Accordingly refuse collections, servicing and loading can take place directly outside the site without contravening existing traffic orders.
- 9.13 The servicing arrangements are considered acceptable and in accordance with LDF 'Adopted Development Management Plan' (LB Richmond, 2011) Policy DM DC 5:

"Policy DM DC 5

Neighbourliness, Sunlighting and Daylighting

In considering proposals for development the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance."

Summary

- 9.14 The proposal is not considered to have significant transport, trip, traffic, parking or loading impacts and is considered to support or be supported by the following development plan policies: LDF 'Adopted Development Management Plan' (LB Richmond, 2011) Policies DM TP 7, DM TP 8, DM DC 5 and The London Plan (GLA, 2011) Policies 6.1, 6.9, 6.13.

9.15 The proposal is considered to be a sustainable development in terms of accessibility and transport. The proposal is not considered to have cumulative “severe” transport impacts and is in accordance with ‘National Planning Policy Framework’ (pp. 9-10, DCLG, 2012):

“Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

10.0 SUMMARY AND CONCLUSIONS

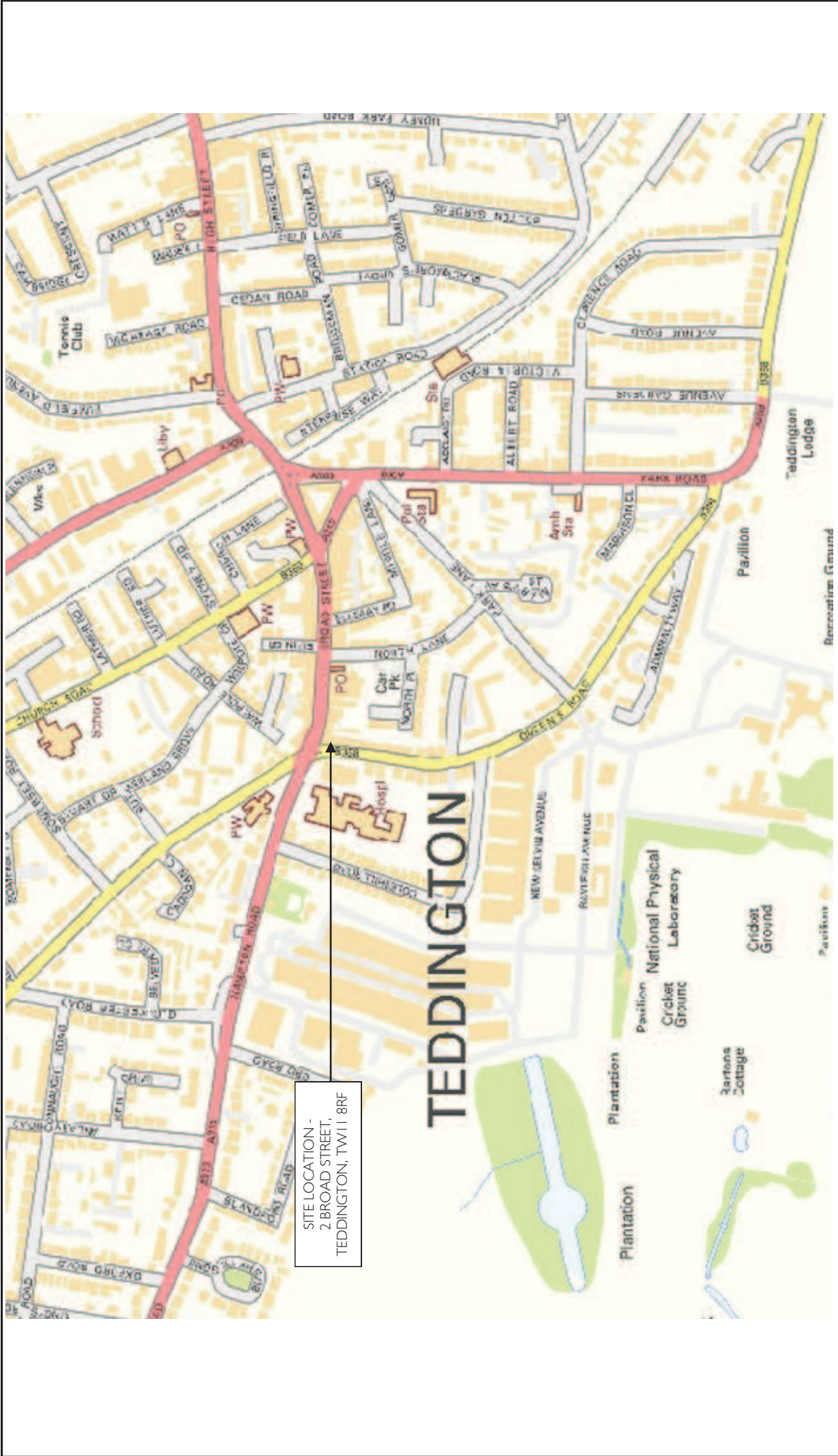
- 10.1 Paul Mew Associates has been instructed by Cue Property Holdings Rotherhithe Limited to prepare this transport statement to support a full planning application which will be made at 2 Broad Street, Teddington, TW11 8RF.
- 10.2 No. 2 Broad Street currently comprises a three-storey building at the junction of Broad Street and Queen's Road. The building's ground floor has two commercial units, used as a bookmakers and dry cleaner and laundrette, and a vacant / dilapidated workshop previously used for computer repairs. The first and second floors of the building have residential uses as seven units / bedrooms 'houses in multiple occupation'.
- 10.3 The full planning application will be for the:
- "Refurbishment and remodelling of the existing workshop (Use Class B1: light industrial) including infill extensions and alterations, conversion of seven x one self-contained flats to six residential flats (4x2 and 2x1 bed), with associated works including access and cycle parking."*
- 10.4 The site is in Teddington town centre which is a local centre and has access to seven bus services and rail services. The site is also accessible by recognised cycle routes and on foot.
- 10.5 The proposal will include no off-street vehicle parking spaces and six residential cycle parking spaces and three commercial cycle spaces.
- 10.6 It is considered that the proposal would have an insignificant impact on the operation of the local public transport and the highway network.
- 10.7 The proposal is not considered to have significant transport, trip, traffic, parking or loading impacts and is considered to support or be supported by the following development plan policies: LDF 'Adopted Development Management Plan' (LB Richmond, 2011) Policies DM TP 7, DM TP 8, DM DC 5 and The London Plan (GLA, 2011) Policies 6.1, 6.9, 6.13.
- 10.8 The proposal is considered to be a sustainable development in terms of accessibility and transport. The proposal is not considered to have any significant

/ “severe” transport impacts and is in accordance with ‘National Planning Policy Framework’ (pp. 9-10, DCLG, 2012):

“Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

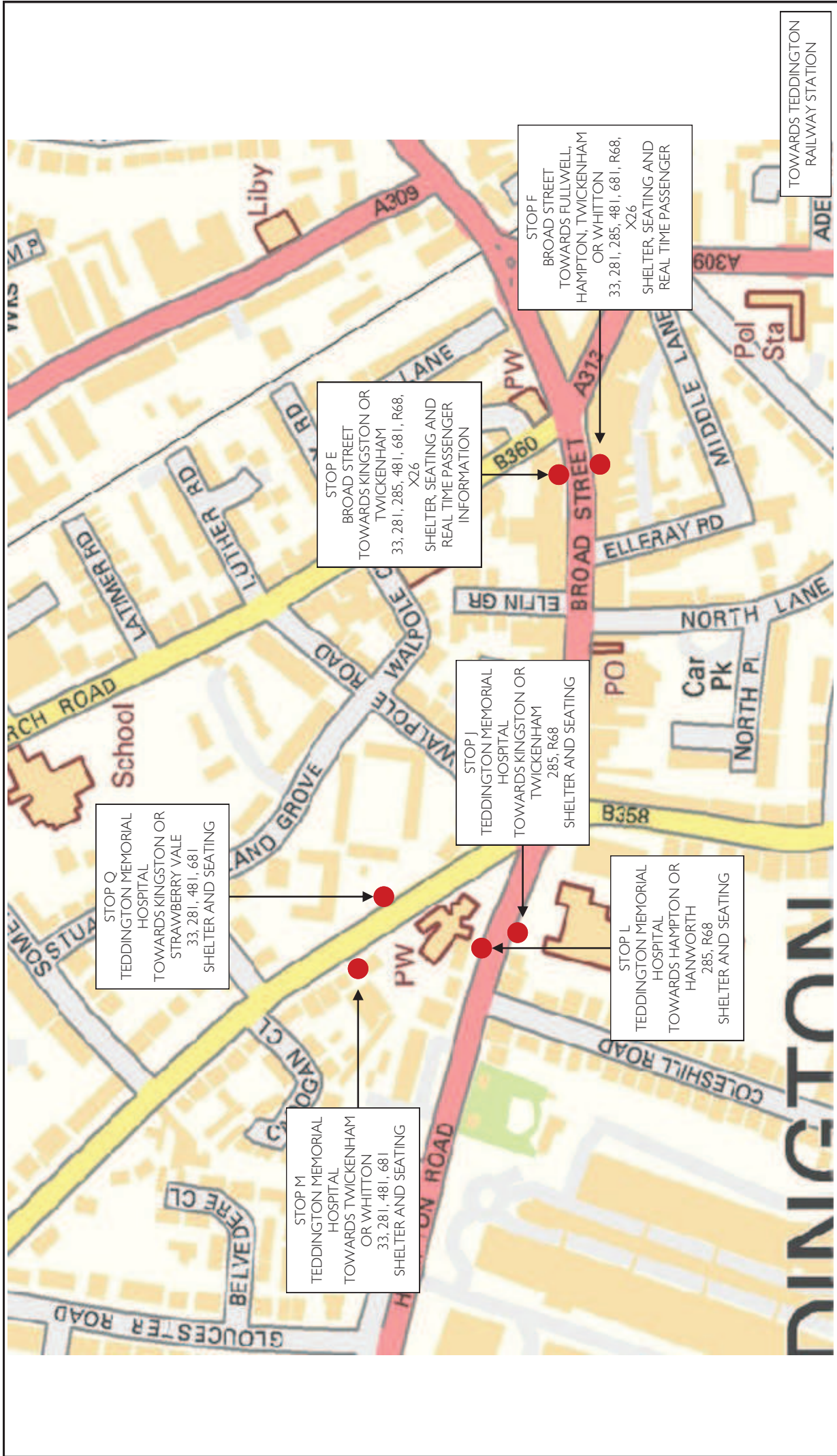
FIGURES



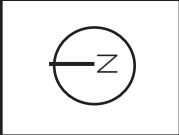
SITE LOCATION -
2 BROAD STREET,
TEDDINGTON, TW11 8RF

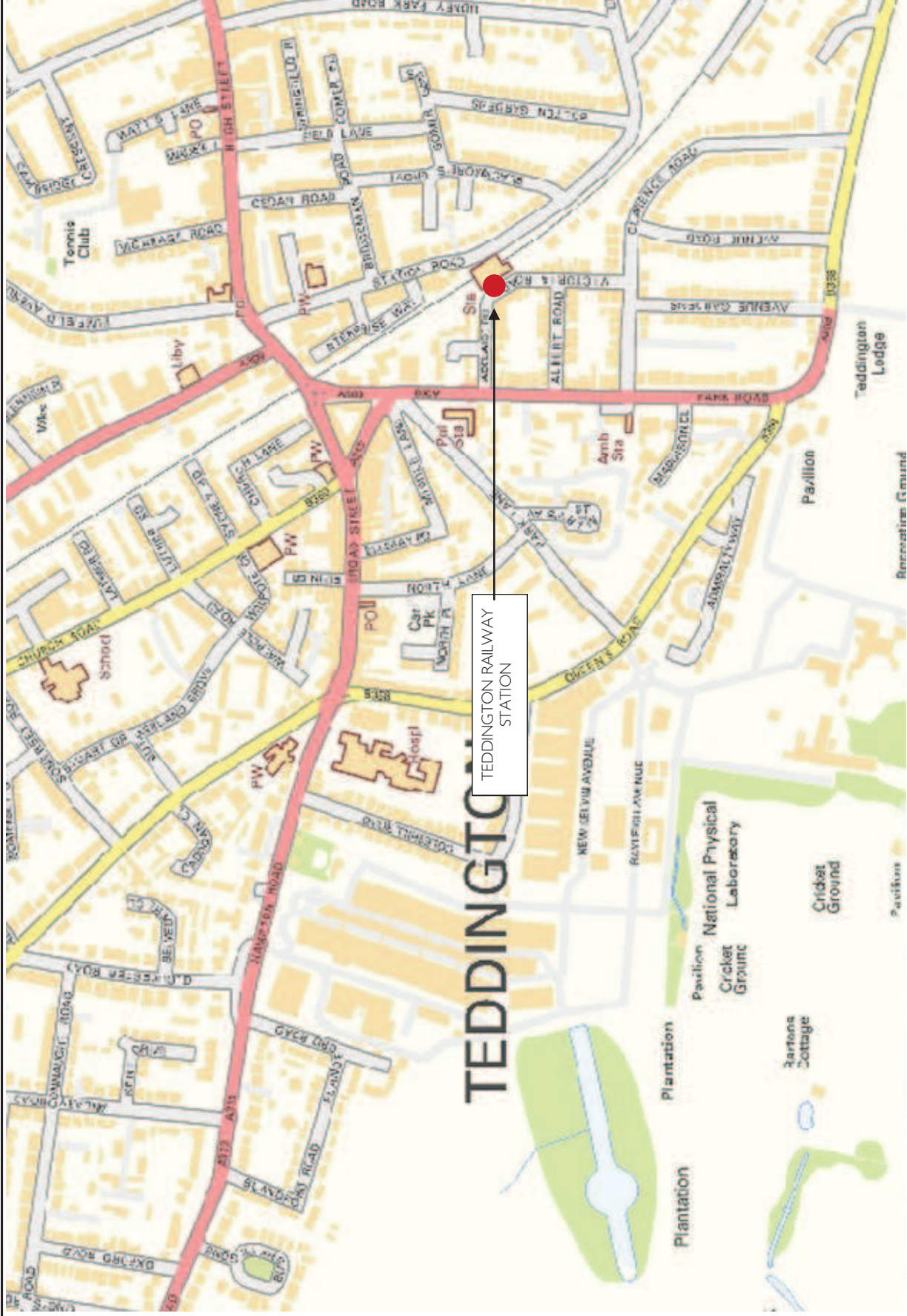
P1118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 1. Site location.





PI118:2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 2. Public transport plot - bus.



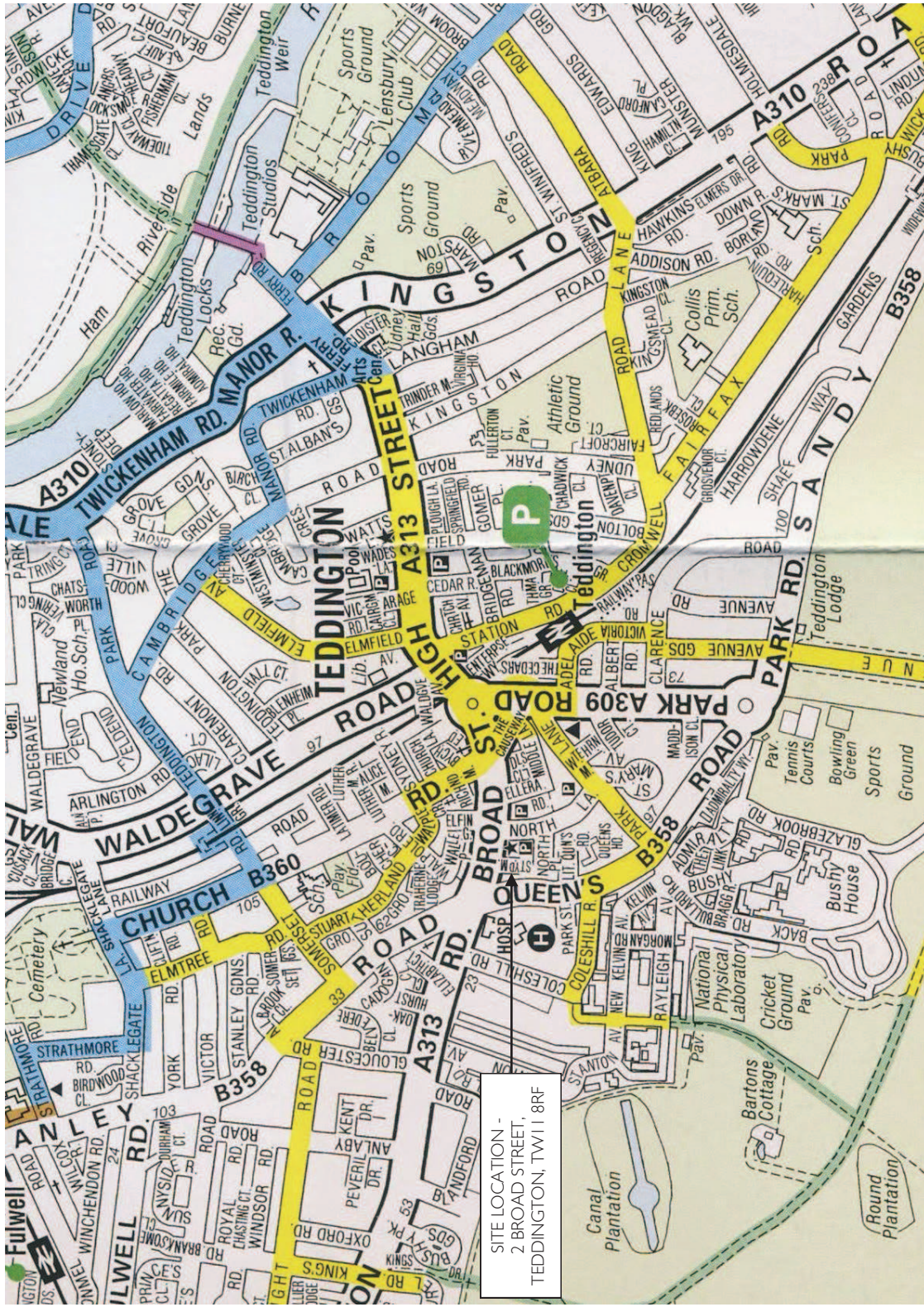


TEDDINGTON RAILWAY STATION

Date: October-2013
 Scale: NTS
 Source: transportdirect.info
 Drawing No. P1118_3



P1118:2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 3. Public transport plot - rail.



SITE LOCATION -
2 BROAD STREET,
TEDDINGTON, TW11 8RF

- YELLOW ROUTE - ROUTE ON QUIETER ROADS RECOMMENDED BY CYCLISTS
- BLUE ROUTE - ROUTE SIGNED FOR CYCLISTS THAT MAY BE ON BUSIER ROADS
- BROWN ROUTE - PROVISION FOR CYCLISTS ADJACENT TO BUSY ROADS. MAY BE SHARED WITH PEDESTRIANS
- GREEN ROUTE - ROUTES THROUGH PARKS FOR WALKING AND CYCLING. PEDESTRIANS HAVE PRIORITY BUT RESPONSIBLE CYCLING IS PERMITTED. MAY NOT BE AVAILABLE FOR USE AT ALL TIMES.
- PURPLE ROUTE - CYCLING IS NOT PERMITTED. THIS IS A PEDESTRIAN ONLY ROUTE.

Date: October-2013
Scale: NTS
Source: TfL
Drawing No. P1118_4



P1118; 2 BROAD STREET, TEDDINGTON, TW11 8RF
Figure 4. Transport for London Local Cycle Guide (scanned extract).



PI118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
Figure 5. Local services - education.











PI118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
Figure 6. Local services - health.





PI118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 7. Local services - public infrastructure.



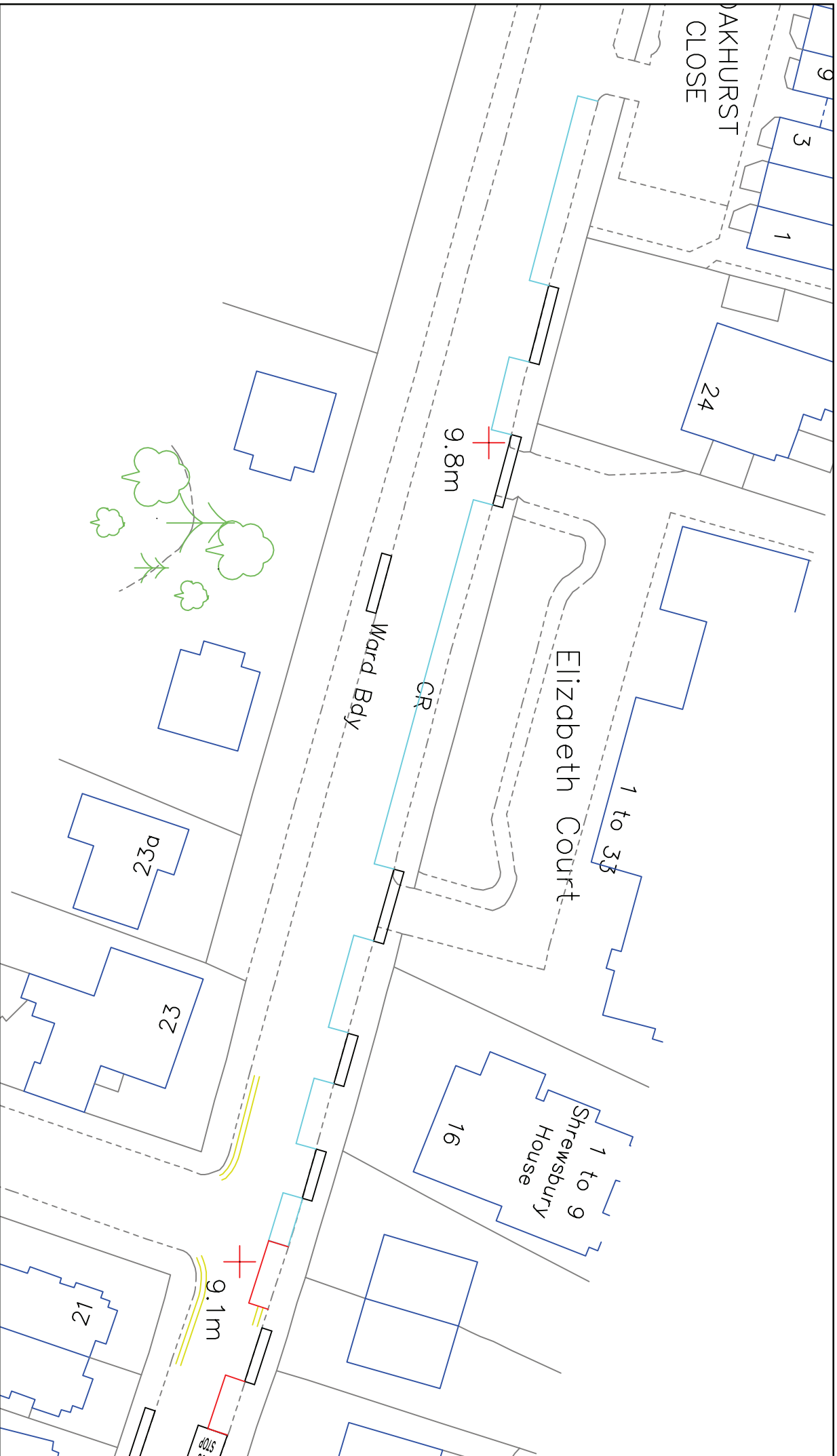
KEY	RESTRICTION
	Unrestricted kerb space
	Pay & Display kerb space
	Single Yellow Line kerb space
	Double Yellow Line kerb space
	Dropped kerb
	Disabled kerb space



Date: Sept-2013
 Scale: 1:3000@A4
 Source: Ordnance Survey
 Drawing No. P1118_8



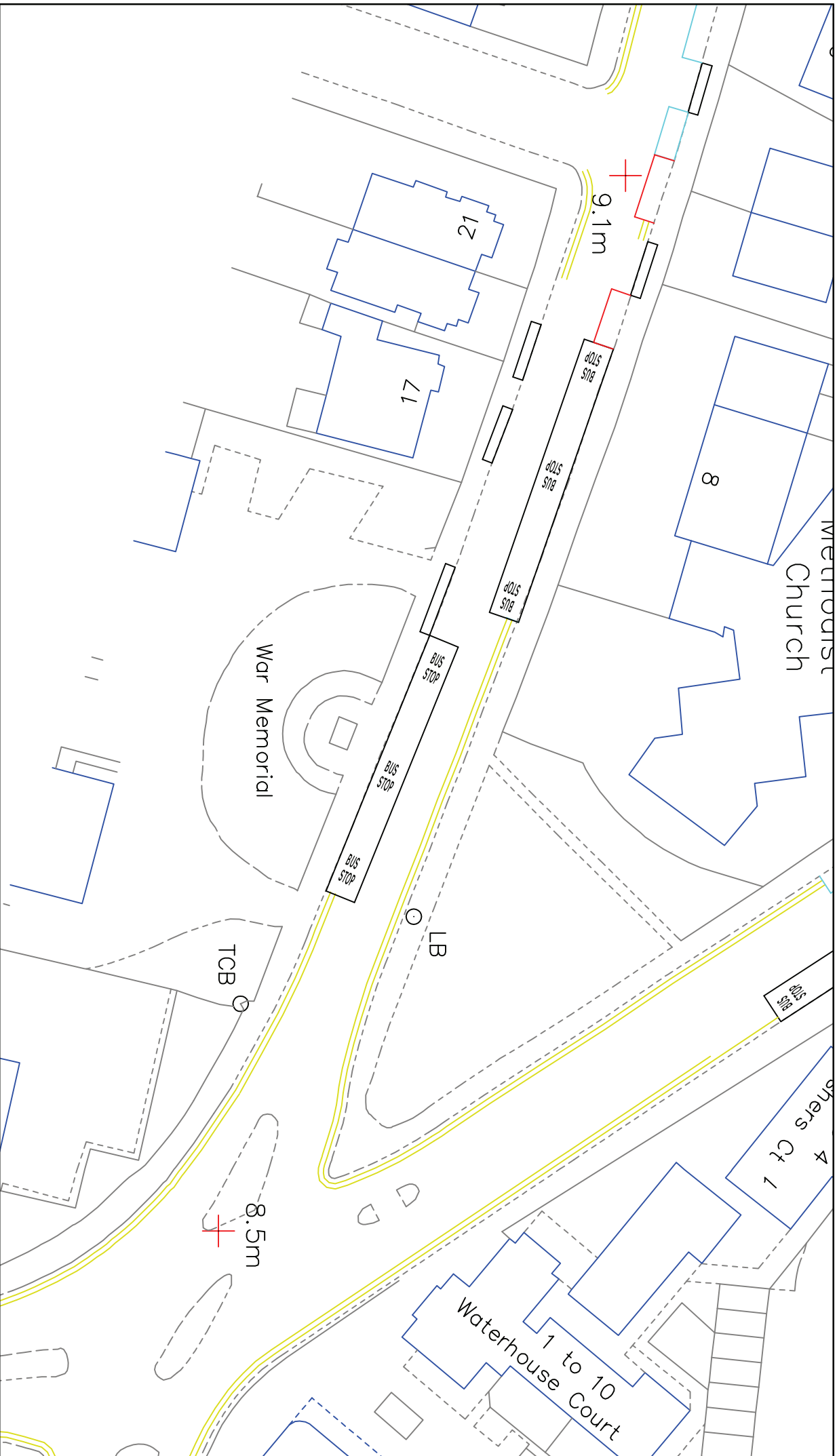
P1118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 8. Parking survey area overview



Date: Sept-2013
 Scale: 1:500@A4
 Source: Ordnance Survey
 Drawing No. P1118_9



P1118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 9. Parking survey area Hampton Road (1 of 2)

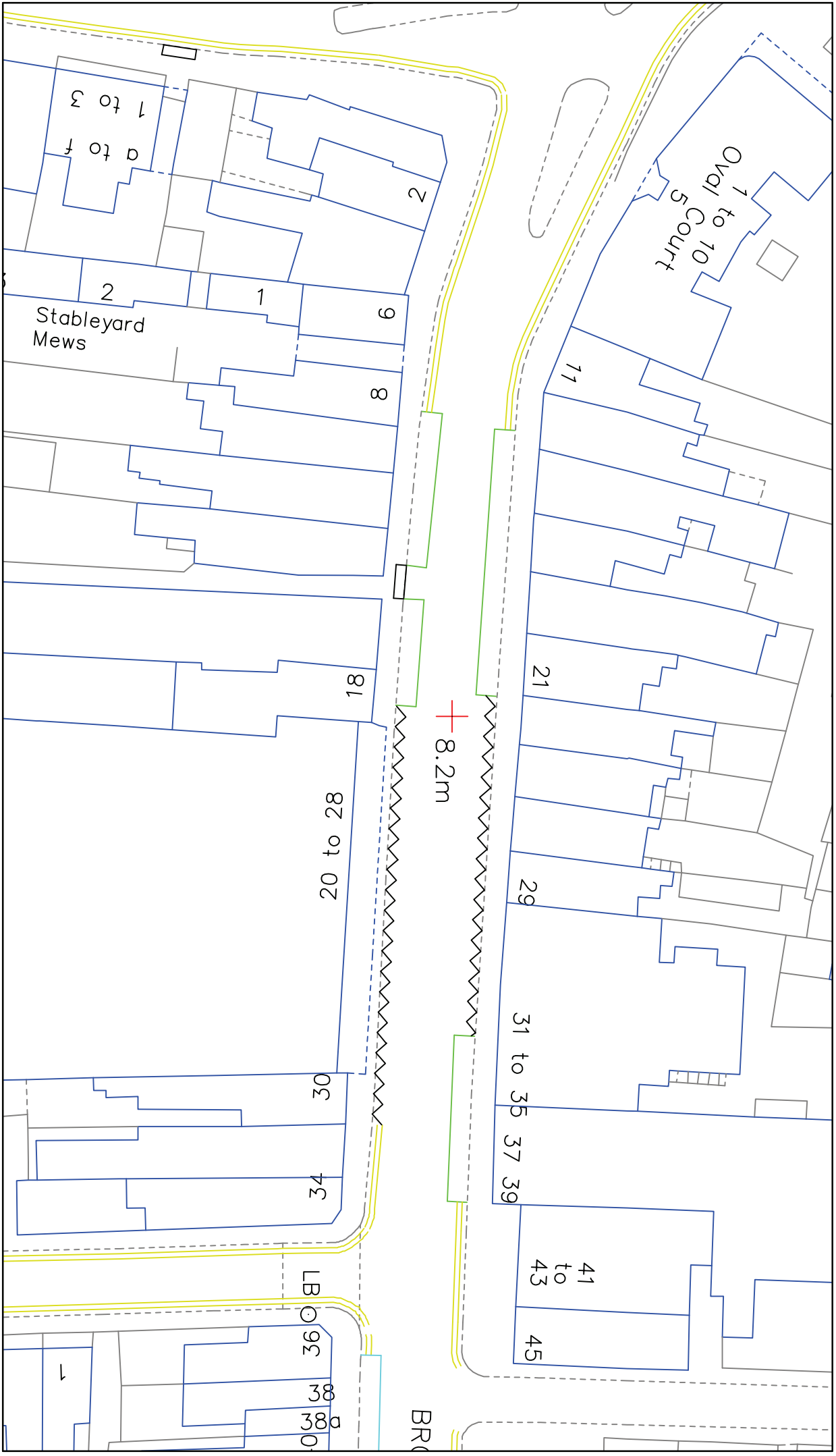


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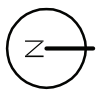


P1118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 10. Parking survey area Hampton Road (2 of 2)

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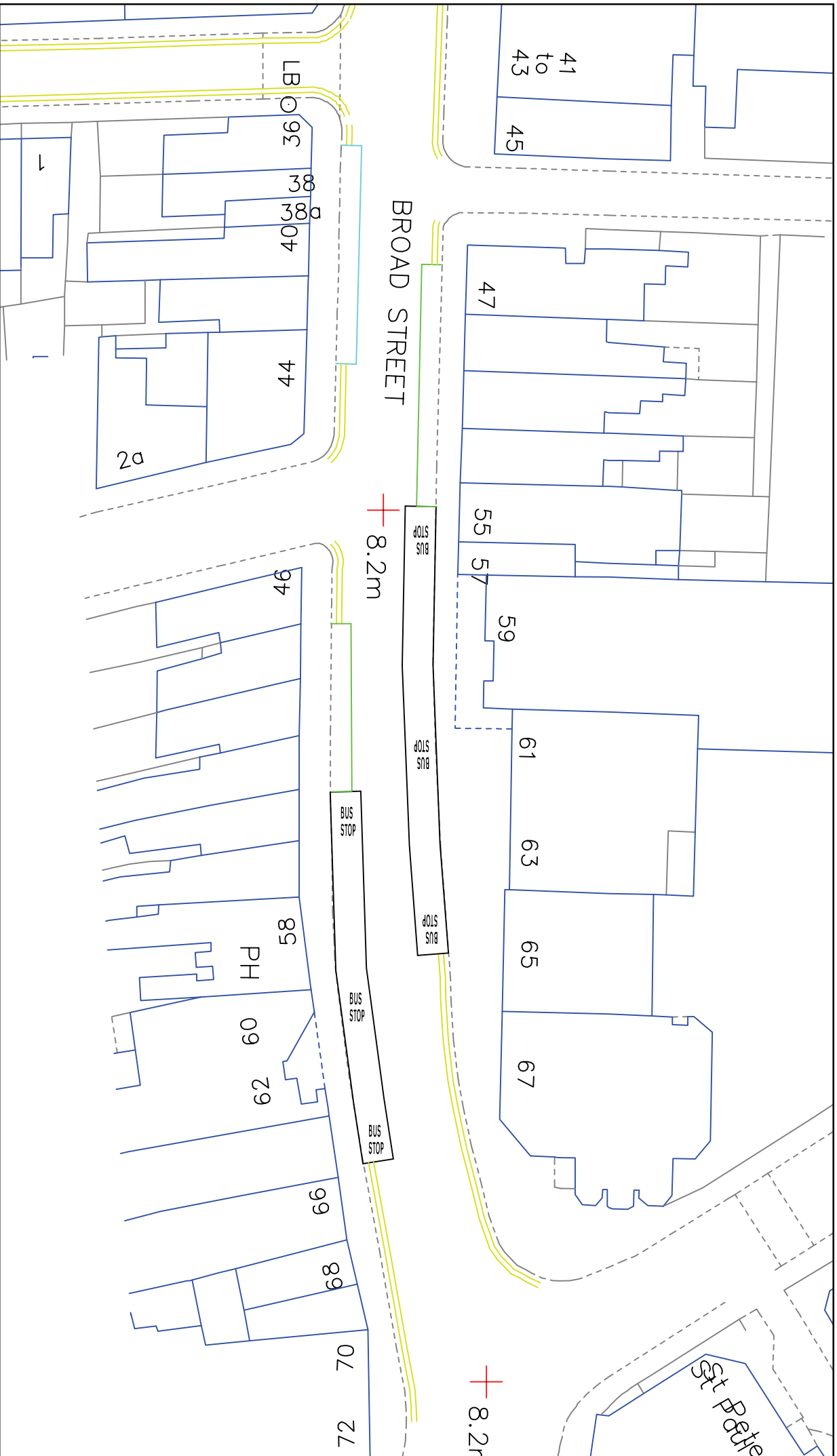
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P1118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 11. Parking survey area Broad Street (1 of 2)



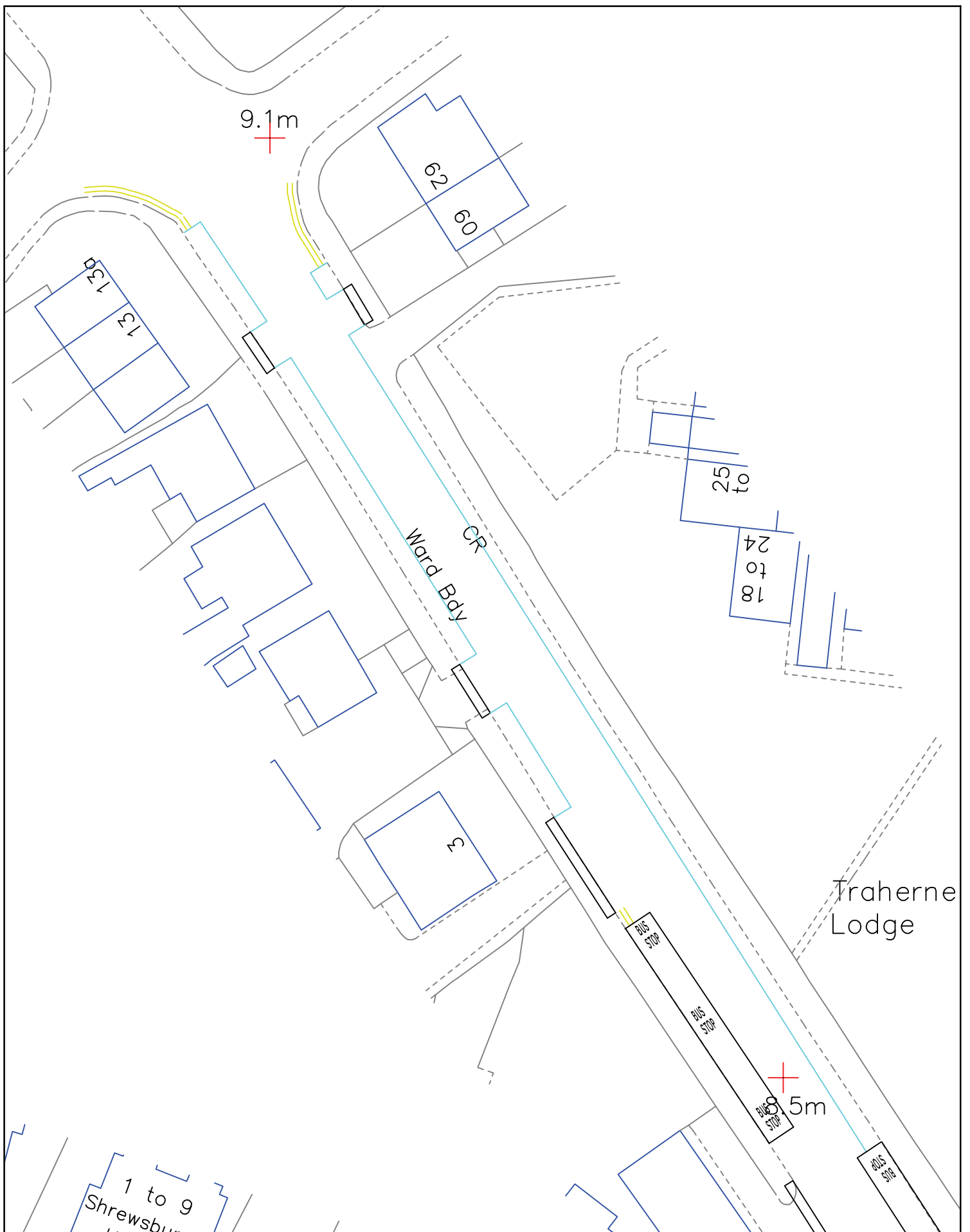
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Date: Sept-2013
 Scale: 1:500@A4
 Source: Ordnance Survey
 Drawing No. P1118_12



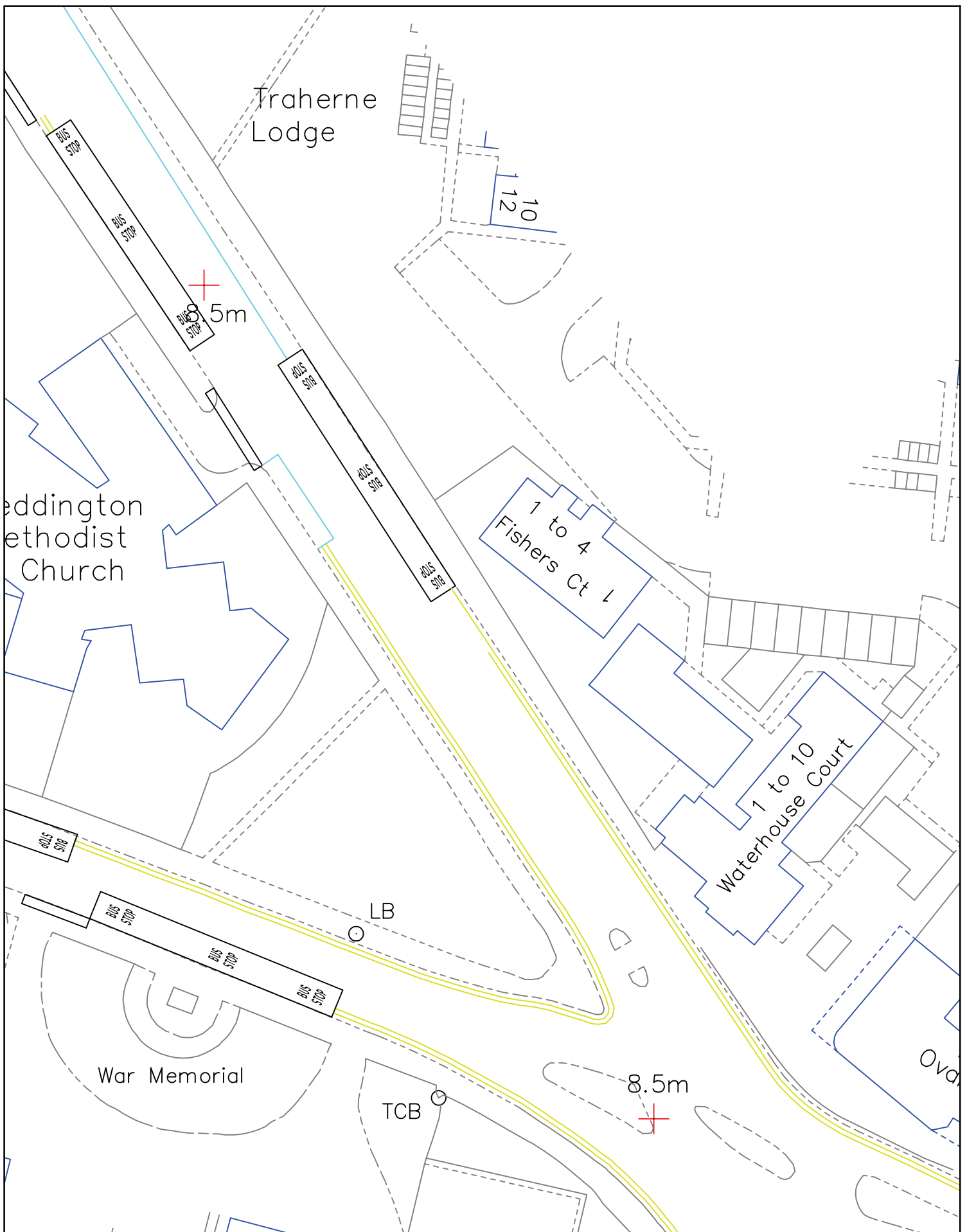
P1118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 12. Parking survey area Broad Street (2 of 2)



Date: September-2013
 Scale: 1:500@A4
 Source: Ordnance Survey
 Drawing No. P1118_13



P1118: 2 BROAD STREET, TW11 8RF
 Figure 13. Parking survey area Stanley Road (1 of 2)



Date: September-2013
 Scale: 1:500@A4
 Source: Ordnance Survey
 Drawing No. P1118_14



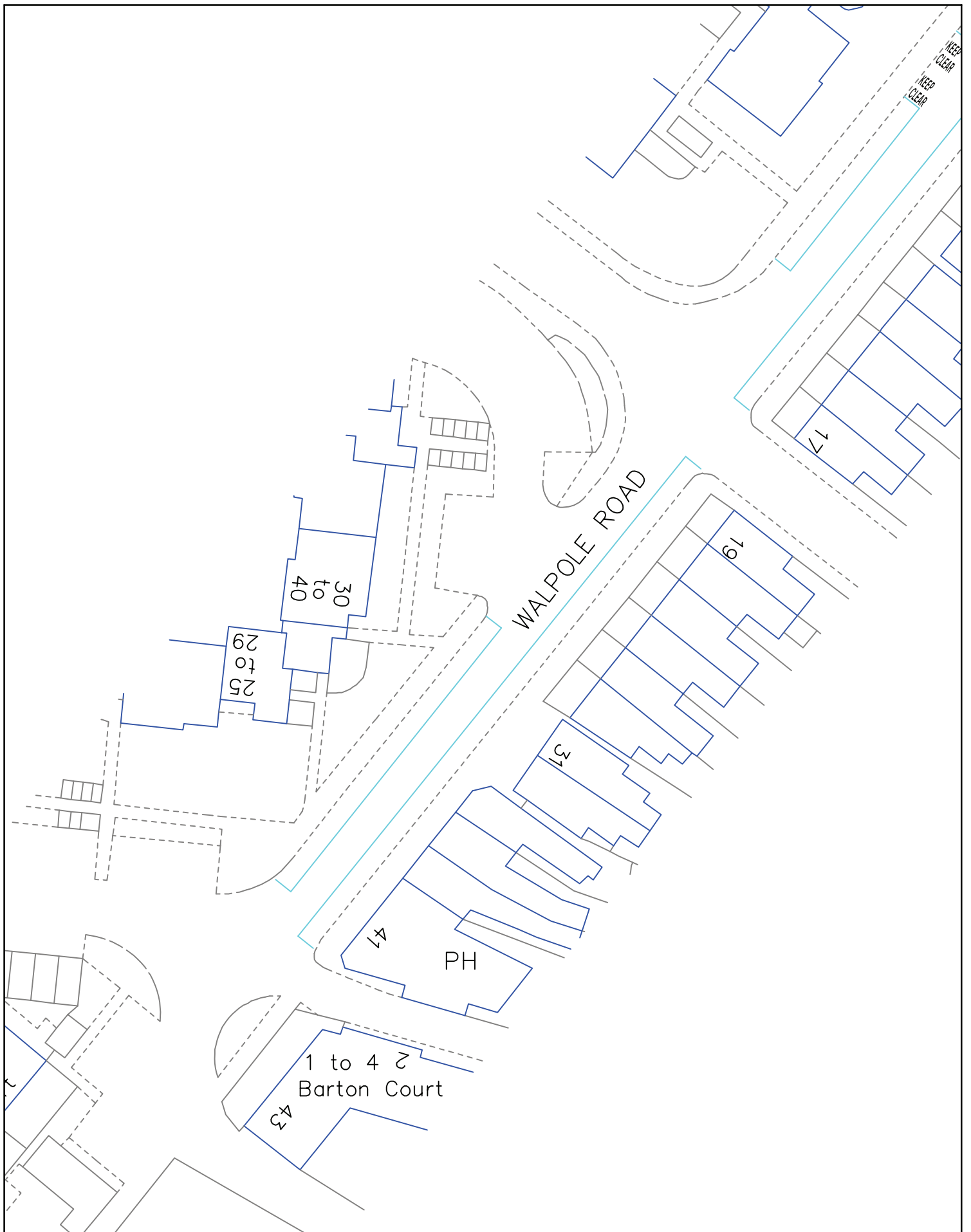
P1118: 2 BROAD STREET, TW11 8RF
 Figure 14. Parking survey area Stanley Road (2 of 2)



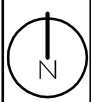
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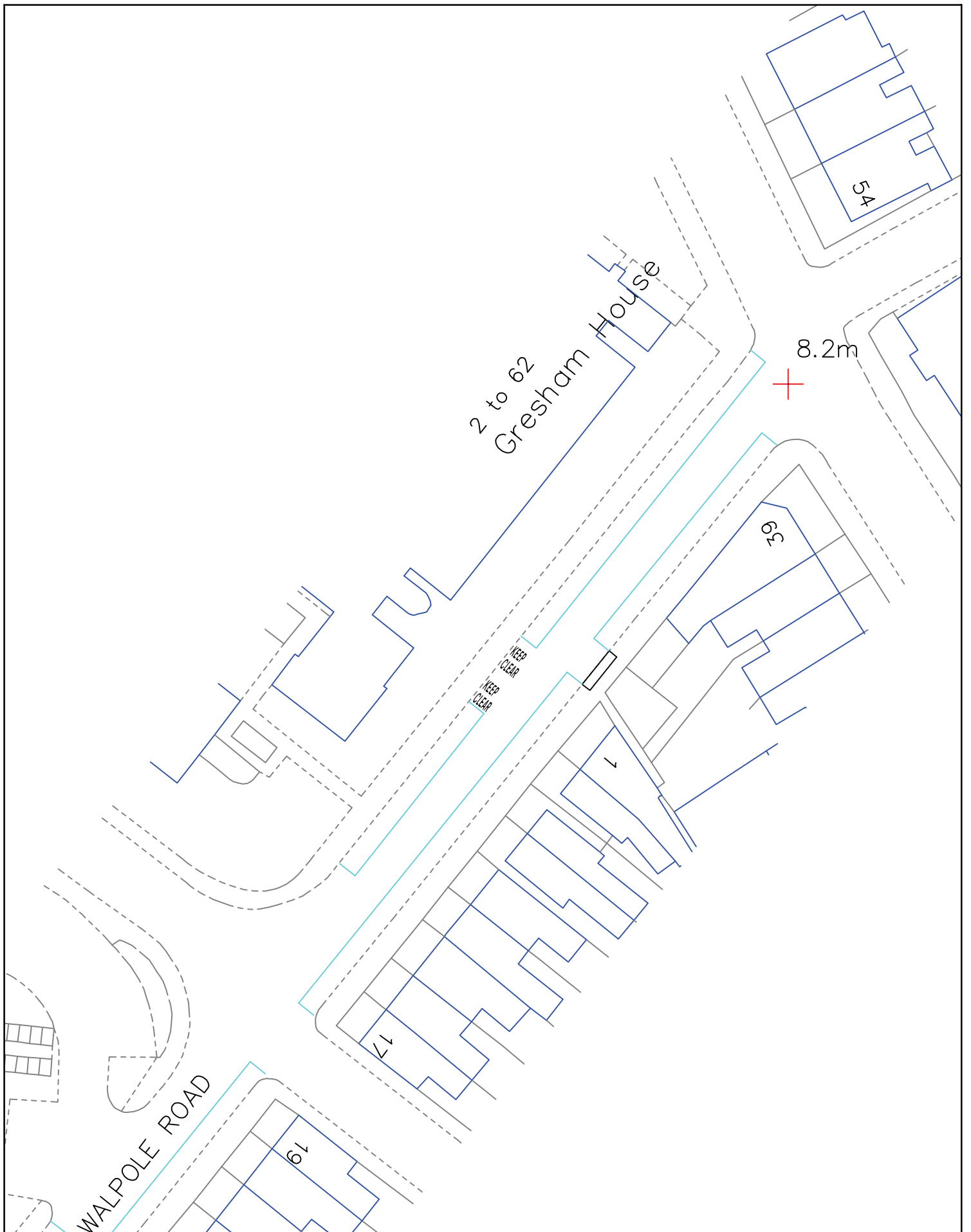


Date: September-2013
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 Source: Ordnance Survey
 Drawing No. P1118_15



P1118: 2 BROAD STREET, TW11 8RF
 Figure 15. Parking survey area Walpole Road (1 of 2)


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Date: September-2013
 Scale: 1:500@A4
 Source: Ordnance Survey
 Drawing No. P1118_16



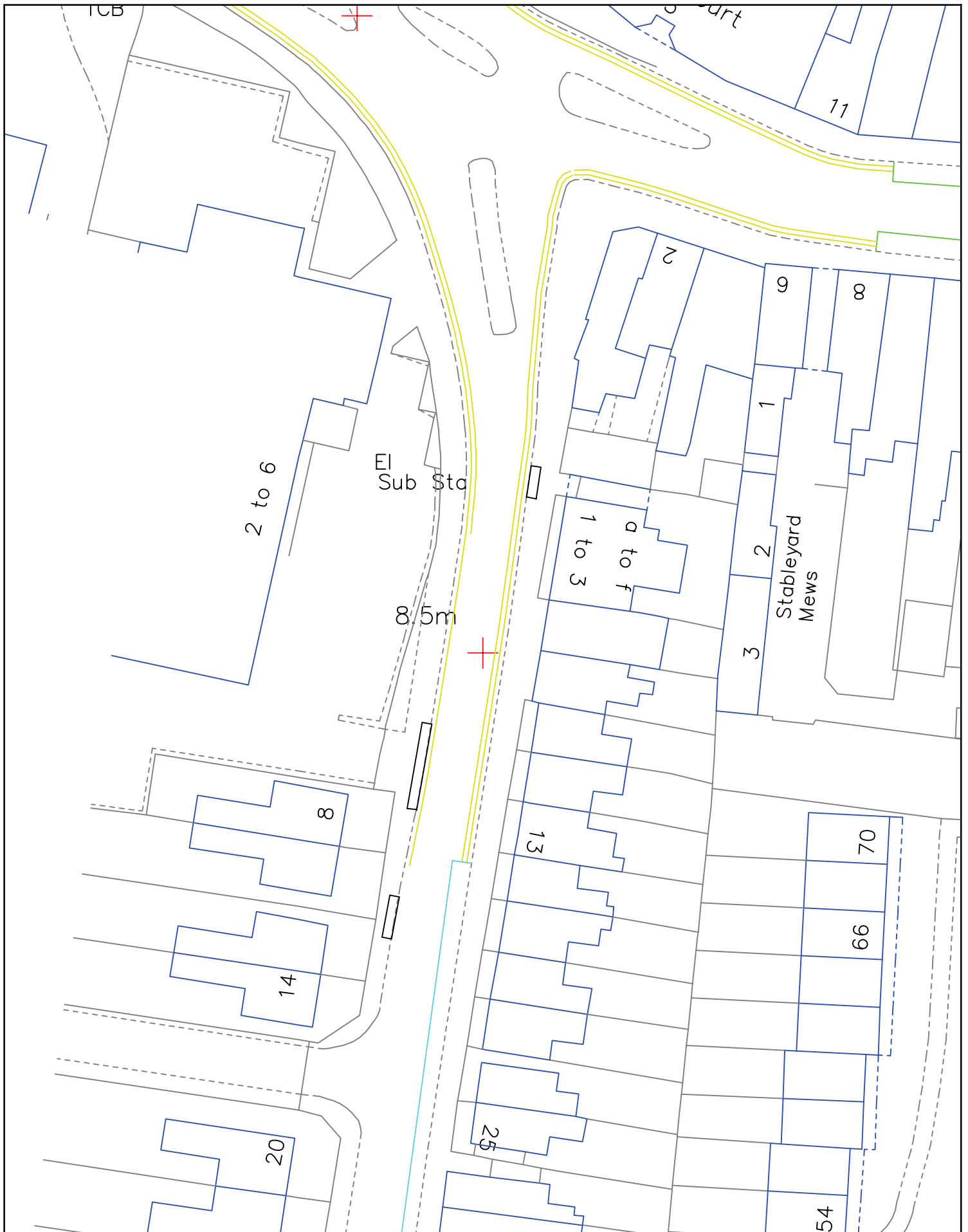
P1118: 2 BROAD STREET, TW11 8RF
 Figure 16. Parking survey area Walpole Road (2 of 2)



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Date: September-2013
 Scale: 1:500@A4
 Source: Ordnance Survey
 Drawing No. P1118_17



P1118: 2 BROAD STREET, TW11 8RF
 Figure 17. Parking survey area Queen's Road (1 of 2)

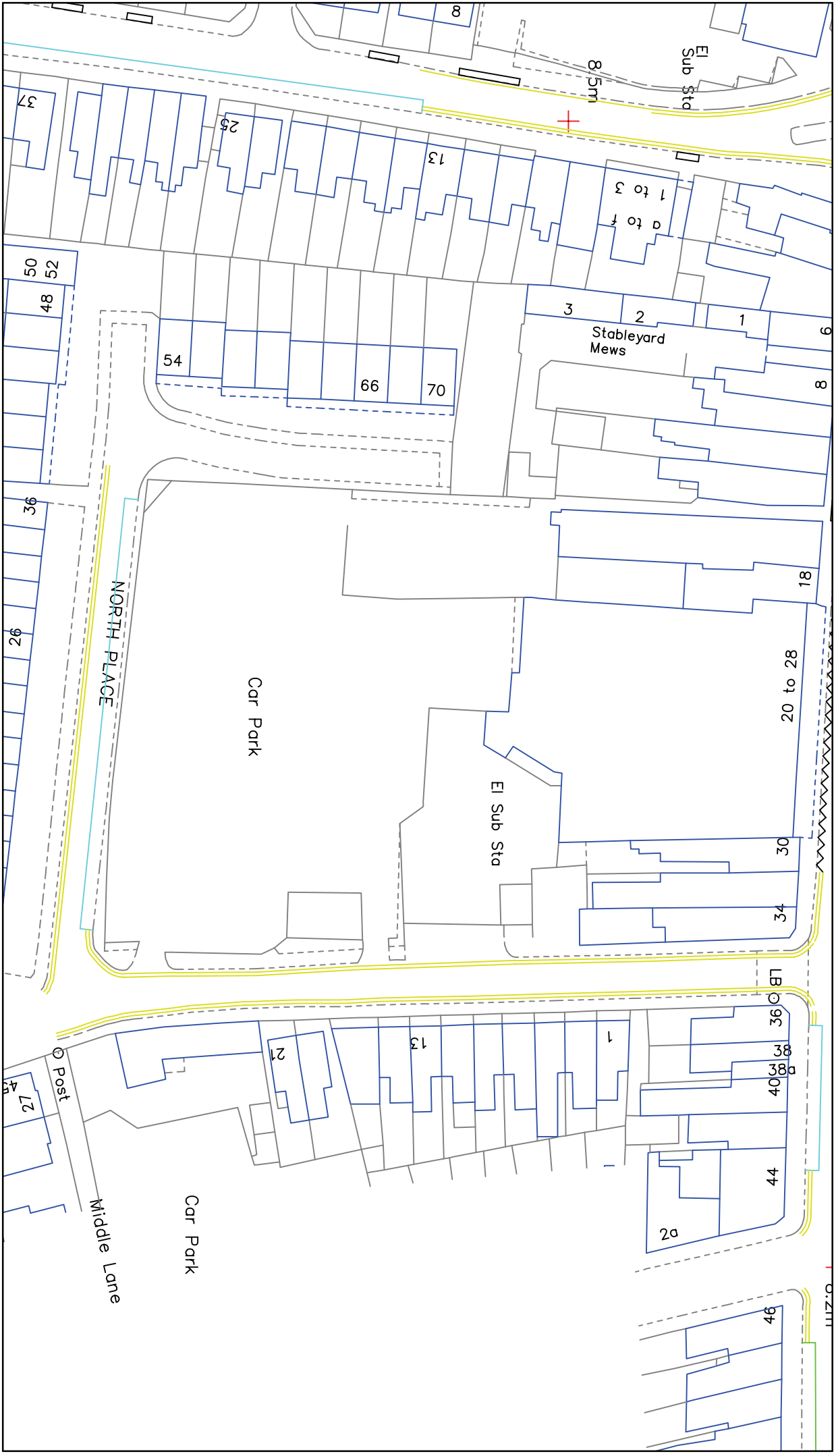

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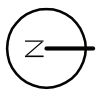
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 Source: Ordnance Survey
 Drawing No. P1118_18



P1118: 2 BROAD STREET, TW11 8RF
 Figure 18. Parking survey area Queen's Road (2 of 2)



Date: Sept-2013
 Scale: 1:750@A4
 Source: Ordnance Survey
 Drawing No. P1118_19



P1118: 2 BROAD STREET, TEDDINGTON, TW11 8RF
 Figure 19. Parking survey area North Lane / North Place