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Rail
Buildings
Infrastructure
Transport & Environment

Project Title
Heathgate House

Report Title
Transport Scoping Report

Document Reference:
5217/001/R02

Prepared For
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Date
July 2014

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Status	Details of Amendments	Date	Checked	Approved
-	First Issue	08/07/14	LB	AMS

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1.0 INTRODUCTION AND BACKGROUND

- 1.1 Robert West were appointed by the Jones Lang LaSalle (JLL) in May 2014 to provide transport planning advice in relation to the permanent change of use of Heathgate House, The Green, Twickenham TW2 6QF for a new two-form entry (2FE) primary school.
- 1.2 This scoping report provides a brief description of the project and lists the key methodologies proposed to be undertaken as part of the Transport Assessment (TA) supporting the change of use application. A School Travel Plan (STP) will also be prepared and submitted in support of the application. The site location is indicated below in Figure 1.

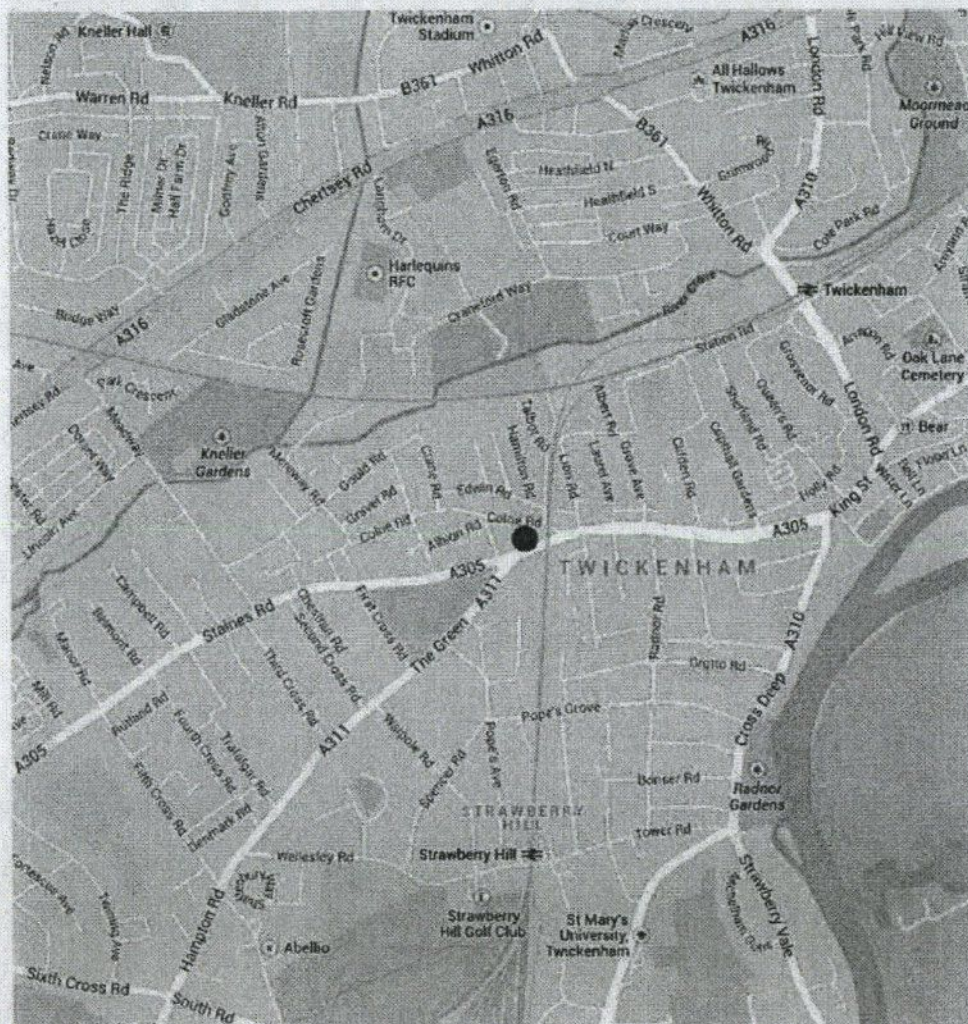


Figure 1: Site Location

Existing Site

- 1.3 The site consists of a single 3-storey building, known as Heathgate House, with a Gross Floor Area (GFA) of 2,316sqm located to the south of the site, and fronting The Green. It is understood that the building is currently vacant but has an extant permission to operate as commercial office space under use class B1.
- 1.4 The site has a car park located to the rear of the site which can be accessed via Colne Road. There is provision for approximately 25 employee cars to park within marked bays.
- 1.5 Pedestrian access can be achieved via an entrance from the car park accessed via Colne Road, and via front doors located on Heath Road.

Proposed Development

- 1.6 A change of use application is being submitted to London Borough of Richmond Upon Thames (LBRuT) in order to provide a 2FE Primary School with associated Nursery. The proposed Primary School would provide up to 420 pupil places, and 60 part time Nursery places in two 30 pupil sessions in the morning and afternoon.
- 1.7 The applicant site includes some space to the rear of the site, accessed from Colne Road, to be used for outdoor play space during the School day and for pupil pick-up and drop-off in the morning and afternoon peaks.
- 1.8 The development will be occupied on a phased or incremental basis. It is anticipated that this would occur over a 7 year period commencing September 2016 and concluding in September 2022.
- 1.9 Following this introduction, the remainder of this report is structured as follows:
 - i. Baseline traffic conditions inclusive of the accessibility of the site by non-car modes are outlined in Section 2.0;
 - ii. The development proposals subject of the change of use application are described in Section 3.0;
 - iii. The assessment methodology to be undertaken and reported within the TA is described within Section 4.0; and
 - iv. The content and chapter headings are described in Section 5.0.

2.0 BASELINE CONDITIONS

Parking

- 2.1 Although residential in nature it is noted that the roads in the vicinity of the site are not within a Controlled Parking Zone (CPZ). To the east of the site is the Zone D (Central Twickenham) Community Parking Zone (CPZ) which is in action Monday- Saturday 08.30-18.30. Zone E (South Twickenham) lies to the south east of the site and is active Monday-Friday 08.30-10.30 and 10.30-14.30.
- 2.2 It was noted that in areas where parking was unrestricted, for example on both branches of The Green, south and west of the site, vehicles were observed to be parked with very limited capacity for additional vehicle parking.

Pedestrian provision

- 2.3 The standard of footways around The Green are good and lighting is present. To the west of the front entrance to the site on The Green there is a large junction which has several pedestrian crossings. To the east of the site on Heath Road the footway is raised and separated from the carriageway by guard railings while the carriageway is in a trough to lower itself beneath a railway bridge.

Cycling provision

- 2.4 The Transport for London Local Cycle Guide (Volume 9) highlights a number of cycle routes in the area surrounding the site. Edwin Road, Lion Road, Station Road and a number of other streets which lie to the north of the site are marked as 'Blue cycle routes' which are signed or marked for cyclists and are on a mixture of quieter and busy roads. First Cross Road, Vicarage Road, Pope's Avenue and several other streets to the south of the site are marked as 'Yellow cycle routes' which are quieter routes recommended by other cyclists.

Public Transport

- 2.5 There are seven bus routes which serve the site and are accessible within less than a 2 minute walk. Routes H22, 110 and 490 are accessible from bus stops located on The Green approximately 115m west of the site. Routes R70, 267, 281, and 290 are accessible from bus stops located approximately 130m south of the site on The Green.
- 2.6 Table 2.1 (overleaf) indicates the frequency of services available during the morning and afternoon.

Route	Direction	AM Peak Frequency	PM Peak Frequency
H22	The Bell -Manor Road	10-12 minutes	10-12 minutes ¹
R70	Nurserylands Shopping Centre – Richmond / Manner Road	9-11 minutes	9-11 minutes
110	Arragon Road- West Middlesex Hospital	20-25 minutes	20 minutes
267	Hammersmith Bus Station- Fulwell Bus Garage	8-12 minutes	8-12 minutes
281	Tolworth Tower- Hounslow Bus Station	6-10 minutes	6-10 minutes
290	Staines Bus Station-Arragon	20 minutes	20 minutes
490	Pools on the Park- Heathrow Terminal 5	10-12 minutes	10-12 minutes

Table 2.1 – Am and PM Bus Frequencies

- 2.7 The site is also accessible by train from Strawberry Hill approximately 900m south of the site. The services which stop at this station provide links to larger stations such as London Waterloo which will provide interchange facilities.
- 2.8 There are not any London Underground stations in the immediate area, Richmond is the nearest underground station (3.8km) approximately 48 minutes' walk away, and is accessible by bus via either the H22, R70 or 490. This station is on the District Line and also has rail and London Overground facilities.
- 2.9 A site specific PTAL assessment of the site has been undertaken using the TfL database (www.webptals.org.uk). The output can be found in Appendix C of this report. It demonstrates that the site has a PTAL of 4, which is classified as being good accessibility and would be a reason to justify low parking provision at the School for staff.

Highway Conditions

- 2.10 Site visits were undertaken between 0800-0900 on 3rd February and 1500-1600 on 27th January 2014 to observe the existing highway conditions during the morning and afternoon periods a primary school might be expected to generate its peak trip and parking demand.

- 2.11 Traffic volumes in the AM peak hour were observed to be high and as a result significant queues formed at the signalised junction of The Green and Knowle Road on all approach arms. Knowle and Colne Road were heavily parked.
- 2.12 Traffic volumes and speeds in the PM peak hour were observed to be generally low although parking within in Knowle Road and Colne Road were heavily parked.

Accident Data

- 2.13 Personal injury accident data was collected from TfL for the most recent five year period available (to end January 2014) for an area comprising 400m radius from the School site. A total of 22 collisions were recorded in the past three years with a total of 25 casualties recorded in the collisions.
- 2.14 There were five pedestrians injured during the three year survey period, the incidents all occurred when the pedestrians chose to cross the road without using a crossing facility, thus indicating road user behaviour has a strong influence on a person's risk of being injured in an accident.

3.0 PROPOSED DEVELOPMENT

- 3.1 It is proposed to permanently change the use of Heathgate House, The Green, Twickenham TW2 6QF for a new two-form entry (2FE) primary school capable of catering for up to 420 pupils, with an affiliated nursery of 60 pupils attending across a morning and afternoon session each day.
- 3.2 The principal point of access to the school will be taken at the rear of the site from Colne Road, although there is potential for pedestrian access at the front of the site from The Green. Some modifications to the frontage on Colne Road will have to be made.
- 3.3 It is intended that the School will have an area of outside play space for pupils, using the existing car park. It is anticipated that the two existing disabled parking spaces will remain and the remainder of the parking will be lost.
- 3.4 No parking will be provided for staff, and all staff will be advised of the requirement to travel by non-car modes to the site. This is considered reasonable on the basis of the good accessibility to public transport given that the site has a PTAL of 4.
- 3.5 In order to reduce the impact of the scheme in relation to demand for on-street parking associated with drop-off and collection, it is anticipated that the outdoor play area will be used in the morning and afternoon as a drop-off facility on a first in last out basis, and will be supported by a car park management strategy.
- 3.6 Additionally, deliveries and other servicing (e.g. refuse collection) will be made from the outdoor play area, and will be managed such that these activities take place outside of times when the area is used for play or pupil drop-off and collection.

4.0 ASSESSMENT METHODOLOGY

Trip Generation and Distribution

- 4.1 It is proposed that the trip generation of the proposed primary school development be compared against that of the extant use of the site, which is for 2,316sqm GFA of B1 Office use. This analysis will provide a net increase or reduction in trips that would be generated by the site with the proposed development in place.
- 4.2 As the site is currently unoccupied the TRAVL database will be utilised to determine the trip generation of the extant B1 office use, with comparable sites identified to calculate likely representative trip rates for the AM and PM peak hour periods.
- 4.3 The expected generation of trips from the proposed development will be predicted on the basis of travel behaviour extracted from comparable schools in the Borough available from the 2011 School Census.
- 4.4 Postcode data from prospective students will be sought and used to interpret how pupils could travel to the School on the basis of the following criteria;
- i. Within 1km (Walking and Cycling);
 - ii. Within 640m of a bus stop on a route directly accessible to the site (Bus); and
 - iii. Balance of remaining trips to be distributed by car or car sharing.
- 4.5 It is acknowledged that long distance rail travel is unlikely to be popular amongst pupils / parents and as such this is not expected to feature within mode share projection.

Parking Surveys

- 4.6 As discussed in Paragraph 2.2, it was noted that in areas where parking was unrestricted on both branches of The Green south and west of the site and Colne Road, vehicles were observed to be parked with very limited capacity for additional vehicle parking.
- 4.7 In order to determine the amount of available capacity for parking it is proposed that a street inventory and parking beat surveys is undertaken on a suitable neutral weekday between 0745 and 0915 and 1445 and 1615 with beats every 15 minutes and number plates recorded. A single beat will be taken prior to these surveys at 0600 with number plates recorded in order to understand demand from residents. The surveys would be undertaken within the study area shown below on **Figure 4.1** (overleaf).

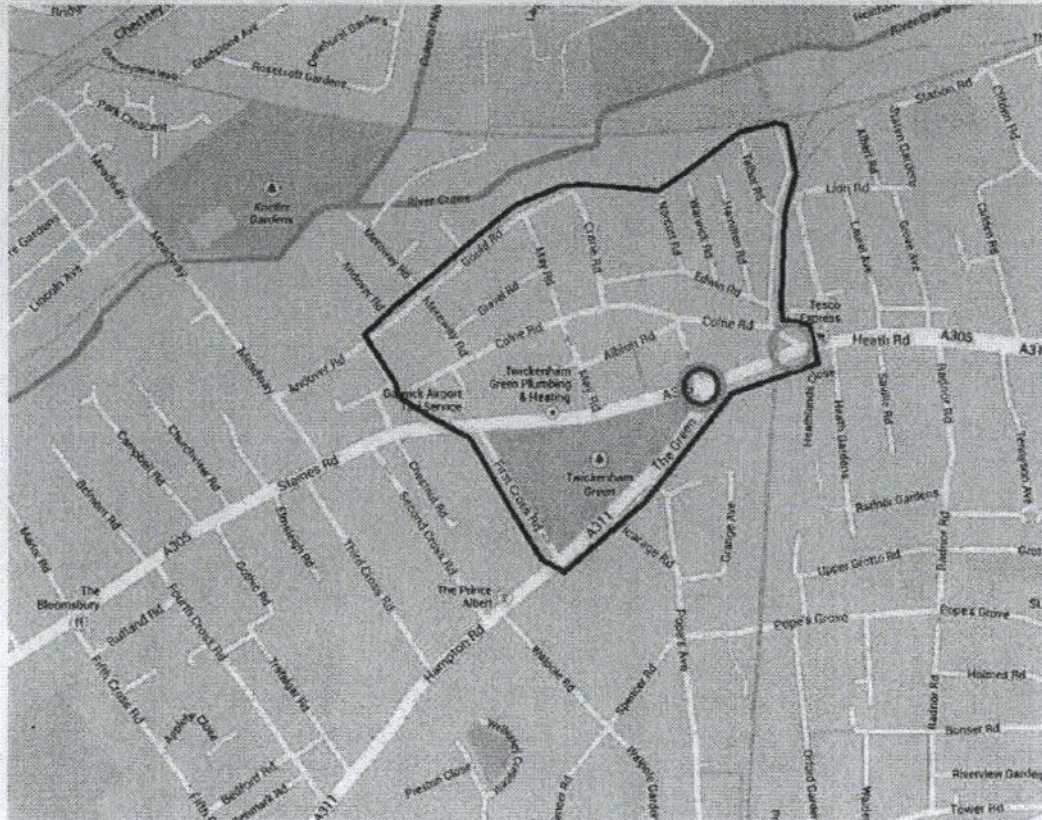


Figure 4.1: Parking beat survey study area

Junction & Speed Surveys

4.8 In terms of assessing the current operation of the key nearby junctions, it is proposed that the following junctions (as also circled in Figure 1) be surveyed and assessed:

- i. The Green / Heath Road / Knowle Road signalised junction
- ii. Heath Road / Colne Road priority junction

4.9 It is proposed that video surveys of the two junctions will be undertaken for a single day on either a Tuesday, Wednesday or Thursday between the hours of 0600 and 1800, with the classified vehicle counts extracted for 15 minute periods between 0730 and 0930 and 1430 and 1630.

4.10 With regard to assessing vehicle speeds in the immediate area, it is proposed that 85thile speed data be recorded on Heath Road via a 7 day ATC count for 24 hours each day.

Junction Modelling

4.11 Assessments of The Green / Heath Road / Knowle Road signalised junction will be undertaken in the Base and 2015 and 2021 assessment years using LinSig.

- 4.12 Assessments of the Heath Road / Colne Road priority junction will be undertaken in the Base and 2016 and 2022 assessment years using PICADY.

5.0 TRANSPORT ASSESSMENT STRUCTURE

5.1 Following the Introduction in Section 1.0 it is proposed that the content of the Transport Assessment will be as follows:

- i. Relevant transport planning policy at Government, Regional and Local levels will be reviewed in Section 2.0;
- ii. The existing site, operation of and conditions in the wider area, including the accessibility of the site by non-car modes will be outlined in Section 3.0;
- iii. The local highway network and road conditions in the surrounding area, including analysis of personal injury accident data, will be described in Section 4.0;
- iv. The existing site operations and travel behaviour of users will be examined in Section 5.0;
- v. The development proposals subject of the planning application will be described in Section 6.0;
- vi. The increase in parking demand and vehicular movement expected to occur as a result of the development will be identified in Section 7.0;
- vii. The transport and highways related impact of the development will be outlined in Section 8.0;
- viii. LBRuT Highways Officer comments related to highway impact will be addressed in Section 9.0
- ix. The mitigation strategy for the development proposals inclusive of physical and design measures, demand management measures and the School Travel Plan, will be outlined in Section 10.0; and
- x. This report will be concluded in Section 10.0.