



ttp consulting
transport planning specialists

Lulworth Homes

4 & 6 Manor Road, Teddington
London Borough of Richmond

Transport Statement

December 2015

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Contents

1	INTRODUCTION	1
2	EXISTING SITUATION	3
	The Site and Surrounding Area	3
	Local Highway Network	3
3	ACCESSIBILITY	4
	Walking	4
	Cycling	5
	Public Transport Accessibility	5
	Public Transport Accessibility Level (PTAL) Rating	6
	Car Club	6
4	THE PROPOSAL.....	7
	Access.....	7
	Car Parking.....	7
	Cycle Parking.....	7
	Refuse and Recycling	8
5	POLICY CONTEXT	9
	National Planning Policy Framework	9
	Regional Guidance	10
	Local Policy.....	11
	Section Summary	13
6	EFFECTS OF THE PROPOSALS.....	14
	Trip Generation	14
	Access.....	14
	Car Parking.....	15
	Cycle Parking.....	17
	Refuse and Recycling Collection	17
	Deliveries.....	17
7	SUMMARY AND CONCLUSION.....	19
	Summary	19
	Conclusion	20

Figures

Figure 1 – Site Location Plan

Appendices

Appendix A - TfL Bus Map
Appendix B - WebCAT PTAL Report
Appendix C - Architect's Layout Plans
Appendix D - TRICS Output

1 INTRODUCTION

- 1.1 TTP Consulting is retained by Lulworth Homes (“the Applicant”) to provide traffic and transport advice in relation to the proposal to provide a new residential development at 4&6 Manor Road, in Teddington, TW11 8BH, in the London Borough of Richmond upon Thames (LBRuT). The site location is shown on **Figure 1**.
- 1.2 The existing site comprises a 3 storey block of flats (ground plus 2 upper floors) at 4 Manor Road and cottages at 6 Manor Road. The site is located immediately north of Manor Road, close to the junction with Ferry Road. The site is approximately 750m to the northeast of Teddington High Street and is located within a short walk to local bus routes and a 10 minute walk to Teddington Station.
- 1.3 The development proposal seeks to provide an additional floor to the existing building at 4 Manor Road which will offer 3 x 2 bedroom units. The existing residential property on the site of 6 Manor Road will be demolished to provide an apartment building comprising 12 x 2 bedroom units. A new basement car park will be provided under 4 Manor Road which will offer 15 parking spaces. Pedestrian and vehicular access into the site will be from Manor Road, as existing. Cycle parking will also be provided in accordance with the Council’s minimum standards.

Recent Planning History

- 1.4 A planning application was submitted in February 2015 (Planning Ref: 15/0688/FUL) which sought the:
- “Demolition of building and erection of five, three storey townhouses plus semi-basement car parking at 6 Manor Road, and provision of an additional storey of residential accommodation comprising two flats to the existing building at 4 Manor Road, and ancillary development.”*
- 1.5 Transport related comments on the application were received from the Transport Officers at LBRuT in May 2015 which were successfully addressed within a Transport Note which was submitted to the Council.
- 1.6 Whilst the application was withdrawn in August 2015 there were ultimately no transport related concerns.
- 1.7 This report considers the effect of the proposed development in terms of accessibility, car and cycle parking provision and servicing arrangements.
- 1.8 The remainder of the report is structured as follows:

- Section 2 - sets out the existing situation;
- Section 3 - details the accessibility of the site;
- Section 4 - sets out the development proposals;
- Section 5 - details the relevant national, regional and local planning policy;
- Section 6 - considers the effects of the proposals; and,
- Section 7 - provides a summary and conclusion.

2 EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The site is located on Manor Road, northwest of the junction with Ferry Road. There is an existing block of flats on the southern section of the site and two residential dwellings on the northern section, with access taken from Manor Road. There is basement parking for the flats and off-street car parking is provided for the two houses.
- 2.2 The site is bound to the north by the car park of the properties located on Ferry Road and to the east and west by properties located on Manor Road.
- 2.3 Manor Road is predominately residential in nature with a mix of houses and large residential apartment blocks located close to the site. In the vicinity of the site, Ferry Road is characterised by the large converted church close to the Manor Road junction alongside a mixture of residential units. Ferry Road leads on to Teddington High Street to the south which provides a variety of facilities and amenities including a Tesco Express, a Marks and Spencer store, a fitness centre, a pub and a bank.
- 2.4 The predominant residential character of the surrounding roads subsequently lends the area to offer a variety of leisure, retail and other amenities / facilities located within a convenient distance of the site.

Local Highway Network

- 2.5 The A310 / Manor Road connects to Strawberry Hill to the north and Hampton Wick to the south. Manor Road offers two-way movement in a broadly north to south direction and is subject to a 30mph speed limit. For much of its length it has two lanes for general traffic and cycle lane markings. There are double yellow lines in the vicinity of the site. Permit holder bays are located on Ferry Road whilst unrestricted on-street parking is available on the western section of Manor Road and the surrounding area.
- 2.6 The A310 / Manor Road connects Kingston upon Thames to the south with Twickenham to the north. The A313 / Ferry Road provides an east to west route from Teddington to Hampton Hill.
- 2.7 The site is not located within a Controlled Parking Zone (CPZ) however Manor Road has double yellow-lines which restrict on-street parking in the immediate vicinity of the site.

3 ACCESSIBILITY

Walking

- 3.1 The site is accessible on foot, being within walking distance of day to day amenities promoting non-car modes of travel.
- 3.2 The local pedestrian environment provides well-maintained footways, street lighting and a number of crossings with dropped kerbs and tactile paving. In particular, just south of the site, a pedestrian refuge island provides the opportunity to cross the carriageway. There are push-button and green-man facilities incorporated at each of the approaches to the signal controlled junction of Manor Road / Ferry Road.
- 3.3 A person's willingness to walk is dependent on many factors including: access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips and this is set out in The Institution of Highways and Transportation (IHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.4 **Table 3.1** contains suggested acceptable walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 3.1 Suggested Acceptable Walking Distances			
Definition	Walking Distances (metres)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200
Source: Providing for Journeys on Foot, IHT, 2000			

- 3.5 **Table 3.2** sets out details of approximate distances between the development and local amenities. With an average walk speed of 80m per minute, the Table identifies a number of local amenities located within a 'desirable' and 'acceptable' walking distance of the site.

Table 3.2 Approximate Distances			
Amenity	Location	Distance	Approximate Walking Time
Public Transport Facilities			
Bus stops	Teddington Lock (Y)	95m	1-2 minutes
	Marston Road	320m	4 minutes
	Cambridge Road	320m	4 minutes
Teddington Railway Station	Station Road	1km	12-13 minutes
Facilities / Amenities			
Marks and Spencers	High Street	480m	6 minutes
Starbucks	High Street	480m	6 minutes
HSBC	High Street	640m	8 minutes
Convenience store	High Street	640m	8 minutes

- 3.6 In addition to the public transport options, facilities and amenities listed above there are also a number of coffee shops, pubs, and restaurants on Ferry Road (100m, 1-2 minutes walk).

Cycling

- 3.7 It is commonly accepted that cycling has the potential to substitute for driving for distances up to 5 miles. Much of southwest London including Richmond and Twickenham to the north, and Kingston-upon-Thames are within a 2-3 mile cycle ride from the site.
- 3.8 In the vicinity of the site, Manor Road and Twickenham Road have cycle lane markings on the road. The wider area is also well served by designated cycle routes. Manor Road is designated as a route '*signed or marked for use by cyclists on quieter or busier roads*' whilst extended sections of Teddington including High Street are recognised as '*quieter roads that have been recommended by other cyclists*'.

Public Transport Accessibility

- 3.9 The site is accessible by public transport with numerous bus services and rail services being within a reasonable walking distance.

Bus Services

- 3.10 A summary of the bus services available in the locality is provided in **Table 3.3**, on the following page. The bus route 'spider map' prepared by TfL is included at **Appendix A** and shows interchange opportunities available from these routes.

No.	Route	Weekday Frequency	Weekend Frequency	Bus Stop Location
281 / 681	Tolworth Tower / Hounslow Bus Station	7 – 10	9 - 12	Ferry Road (90m 1 minute walk)
285	Heathrow Central Bus Station / Cromwell Road Bus Station	8 – 12	10 - 13	
R68	Lebanon Court / Kew Retail Park	15 – 17	15 - 17	
33 24hr	Fulwell Station / Hammersmith Bus Station	6 – 10	10 - 15	Waldgrave Road (900m 11 – 12 minutes' walk)
371	Manor Road – Sainsbury's / Kingston Hall Road	7 – 10	8 - 10	Lock Road (1km 11- 12 minutes' walk)

Rail Network

- 3.11 Teddington Station, on Station Road, is located 1km to the west of the site (a 12 minutes walk). Teddington Station offers regular services to London Waterloo via Richmond / Kingston with an approximate journey time of 35 – 40 minutes'.

Public Transport Accessibility Level (PTAL) Rating

- 3.12 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.
- 3.13 The site has a PTAL Level of 2, which suggests that the site has a low level of accessibility by public transport, however Teddington station is located within 1km of the site (and is outside the PTAL walk distance threshold) but is still likely to be utilised by residents. **Appendix B** includes a copy of TfL's PTAL calculation for the site.

Car Club

- 3.14 There are a number of existing car clubs operating in the vicinity of the site. The nearest on-street car club bay (ZipCar) is located on Kingston Lane (TW11 9HL), approximately 500m south of the site, a 5-6 minutes' walk. The second closest car club vehicle (ZipCar) is located on Station Road (TW11 9AA), approximately 900m southwest of the site (10 -11 minutes walk).

4 THE PROPOSAL

- 4.1 The development proposal seeks to provide an additional floor to the existing apartment building at 4 Manor Road which will offer 3 x 2 bedroom units, and, the existing residential properties on the site of 6 Manor Road will be demolished to provide an apartment block comprising 12 x 2 bedroom units.

Access

- 4.2 It is proposed that the residential units are accessed via the existing access point on Manor Road. The existing internal route within the site is proposed to be formalised to provide a shared surface, providing a subtle material differentiation between the pedestrian footpath and road.
- 4.3 The access is discussed further in **Section 6** and the Architect's layout plans are included at **Appendix C**.

Car Parking

- 4.4 The existing basement car park for the existing units at 4 Manor Road is laid out with a row of 10 spaces.
- 4.5 A new 15 space car park will be provided for the development within the basement of the proposed 6 Manor Road apartment block. The layout of the 15 car parking spaces to be provided at basement level has been developed to accord with best practice, as described in **Section 6**.
- 4.6 Access to the proposed basement parking will be facilitated through the existing basement car park that is located under the existing apartment building at 4 Manor Road. The Architect's layout plans show the existing car park and the proposed car park. The access road through the existing basement car park is straight and allows good levels of visibility. For drivers exiting the existing car park, there is clear visibility of vehicles entering the site from Manor Road. Signage would be introduced indicating to exiting drivers that they are required to give way to incoming vehicles.

Cycle Parking

- 4.7 In total, 30 secure, sheltered cycle parking spaces will be provided for residential use, of which 10 spaces will be located within the basement and 20 will be within a store at ground level. The level of cycle parking provision is in accordance with London Plan minimum standards which require 2 cycle parking spaces for 2 bedroom units.

- 4.8 The cycle stores will comprise Sheffield style stands.

Refuse and Recycling

- 4.9 The 3 additional flats within the existing building will utilise the existing bin store in the same manner as the existing flats. A new bin store will be located at ground level adjacent to the cycle store for the 12 flats in the new building.

5 POLICY CONTEXT

5.1 This section summarises the relevant transport policies at national, regional and local level which will be considered.

National Planning Policy Framework

5.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

5.3 Chapter 4 – 'Promoting Sustainable Transport' sets out central government national transport policy:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

5.4 Chapter 4 – 'Promoting Sustainable Transport' continues by stating:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. 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."*

5.5 The location of the proposed development with its existing public transport facilities and real opportunities for the use of active modes of transport will allow residents to make good use of the opportunities available.

Regional Guidance

The London Plan (March 2015)

- 5.6 The London Plan (March 2015) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.
- 5.7 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:
- "Ensuring London is a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."*
- 5.8 Chapter 6 (Transport) states that:
- "The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effect – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport."*
- 5.9 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:
- a) *"encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
 - b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
 - c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
 - d) *promoting walking by ensuring an improved urban realm."*
- 5.10 Table 6.3 of the London Plan sets out the cycle parking minimum standards.

Table 6.3 (of the London Plan) Cycle Parking minimum standards

Use Class	Long-stay	Short-stay
C3 (Residential)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units

5.11 With regard to car parking, the London Plan provides the following maximum residential parking standards:

- 4 bedrooms or more = up to 2 spaces per unit.
- 3 bedrooms = up to 1.5 spaces per unit.
- 1 – 2 bedrooms = 0 – 1 space per unit.

Local Policy

The Local Plan

5.12 The Local Plan (previously known as the Local Development Framework) sets out the priorities for the development of the Borough and will be used for making decisions on planning applications. The Local Plan documents and guidance relevant to the proposal include the Core Strategy and Development Management Plan which the Council are currently reviewing. The revised Local Plan programme was agreed by Cabinet in July 2015. The revised timescales will be published once received, therefore the existing documents are still relevant.

Core Strategy

5.13 The Core Strategy, adopted in April 2009, is a key document within Richmond Upon Thames' Local Plan. It sets out Richmond Council's strategic vision for the Borough up to 2024. The Core Strategy is the key policy document in Richmond's LDF setting out the spatial strategy for the borough and the key elements of the planning framework.

5.14 The Core Strategy is supported by other Development Plan Documents (DPDs) which provide more guidance on specific details, and are discussed further within this section.

5.15 The Teddington sub area is highlighted in section 4.1.24:

'The proximity of Bushy Park and the Thames as well as good transport links makes Teddington a popular residential location'.

5.16 It is stated in Policy CP5 that:

- *'Reducing the need to travel by locating new development appropriately, the promotion of walking and cycling for shorter journeys and new and improved public transport provision for longer orbital and radial travel would be the most sustainable way to plan for the Borough's future travel needs.'*
- There should be a priority given to pedestrians particularly in district centres like Teddington.
- *'Prioritise the needs of pedestrians and cyclists in the design of new developments including links to existing networks and requiring the provision of adequate cycle parking.'*

Development Management Plan

5.17 The Development Management Plan (DMP) was adopted in November 2011, and includes the detailed policies which are used when new developments are considered.

5.18 The document's aim is to challenge climate change through sustainable development and protect the local character of Richmond.

5.19 Policy DMTP 3 conditions that all new developments must be designed to improve accessibility including:

'Maximise permeability, with safe, convenient, accessible and appropriate road, cycle and pedestrian routes within and in the immediate vicinity of the scheme, as well as accessible walking and cycling links to the wider transport network including to public transport nodes and key land uses, taking account of the need to connect people to jobs, to towns and to schools.'

5.20 Policy DMTP 7 states that:

'To maintain and improve conditions for cyclists, the council will ensure that new developments or schemes do not adversely impact on cycling networks or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities'

5.21 Policy DMTP 8 states that:

'Developments... 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'

- 5.22 Section 4.1.24 emphasises that around *24% of households in Richmond do not own a car*. The Council will seek to implement effective traffic management by adhering to a number of actions including providing car parking in accordance with the council's current maximum parking standards.
- 5.23 Richmond's car parking standards are set out in Appendix 4 of the DPD. For new residential developments outside of controlled parking zones 1 space is required for 1 – 2 bedroom units.

Section Summary

- 5.24 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be reduced.
- 5.25 It is evident that the site's location is sustainable, being accessible by a choice of travel modes, and is therefore considered appropriate for the land use proposed in accordance with the NPPF.

6 EFFECTS OF THE PROPOSALS

6.1 This section reviews the potential effects of the planning application proposal in terms of trip generation, access, car parking, cycle parking and servicing requirements for refuse / recycling and deliveries.

Trip Generation

6.2 The potential number of person trips and vehicular trips for the proposed residential use has been estimated using trip rate information from the TRICS database based on outer London sites with similar parking provision. The TRICS output files are included at **Appendix D**.

6.3 The results as summarised in **Table 6.1** illustrate that the proposed residential units would generate a low number of total person movements and vehicle movements and as such there would be no material impact on the local highway network associated with the proposed development.

Table 6.1: Summary of TRICS Trip Generation (Number of Trips)			
Trip Type	Time Period	Proposed Residential Dwellings (15 Units)	
		Arrive	Depart
Vehicle Trips	AM Peak	1	3
	PM Peak	4	2
Total Person Trips	AM Peak	5	8
	PM Peak	6	9

Access

6.4 The route which provides access to the existing flats at 4 Manor Road and to the existing residential properties at 6 Manor Road will be formalised to provide a shared surface, which has successfully provided a route for pedestrians and vehicles for a long period of time.

6.5 The sight lines at the access point onto Manor Road can be improved by cutting back the foliage to the south of the exit. Although there will be more spaces within the car park, there will still be a low number of vehicle arrival and departures during the peak periods. As noted in **Table 6.1** the proposed development will generate 4 two-way vehicle trips during the AM peak and 6 two-way vehicle trips during the PM peak. This low level of movement is equivalent to one vehicle trip every 10 – 15 minutes during each peak hour as a result of the development.

- 6.6 It is pertinent to note that it is an existing access point onto Manor Road which has worked without incident for many years. Inspection of the DfT's online accident data map indicates there has been no incident of collision recorded at the site access.
- 6.7 Furthermore, prior to the construction of the existing 4 Manor Road building there existed a narrower vehicular access point which was used successfully without incident since 1960.
- 6.8 There will be no change to the existing ramp which leads to the existing basement car park at 4 Manor Road. Access to the new basement car park located beneath the proposed apartment block at 6 Manor Road will be through the existing car park beneath the flats. This is considered appropriate due to the existing low level of vehicular movements and with consideration to the trip generation exercise carried out above, which indicates that there will be no material change in the number of movements generated by the site.
- 6.9 There is a ramp into the existing basement car park and there is currently space for an incoming vehicle to wait on-site for an exiting vehicle to move past. As noted previously, for drivers exiting the existing car park, there is clear visibility of vehicles entering the site from Manor Road. Signage would be introduced indicating to exiting drivers that they are required to give way to incoming vehicles.

Car Parking

Number of spaces

- 6.10 It is proposed that 15 car parking spaces are provided for the proposed 15 residential units within a new basement car park. The maximum parking standard set out in Richmond's DMP is 1 space per 2 bedroom residential unit for developments located outside of controlled parking zones. The provision of 15 spaces is therefore in accordance with the Council's maximum standards.
- 6.11 The provision also accords with the London Plan maximum standards which require 0 – 1 car parking space for 2 bedroom units.
- 6.12 Of the 15 proposed spaces, 2 will be disabled bays which is in accordance with London Plan policy which requires 10% of bays within new residential developments to be suitable for disabled users. Furthermore, 1 in 5 of the spaces will have electric car charge points which accords with London Plan policy.

Layout

- 6.13 The basement will be conventional in layout and has been designed in accordance with best practice. End bays are wider than standard at 2.7m wide and there is a 6.5m aisle between the parking bays.

Existing Car Park at 4 Manor Road

- 6.14 As noted previously, access into the proposed basement car park will be through the existing basement car park at 4 Manor Road. The provision in the new basement car park provides an allocation of parking for residents of the new development in accordance with the Council's maximum standards.
- 6.15 With reference to the trip generation exercise (ref. **Table 6.1**) it is envisaged that there will be in the region of 4 two-way vehicle trips generated by the proposed development during the morning and 6 two-way vehicle trips during the evening peak periods. This low level of additional traffic will not result in any material change to the operation of the existing basement car park at 4 Manor Road.
- 6.16 Notwithstanding this, a number of mitigation measures have been developed in order to ensure there will be no impact on existing parking conditions as a result of the development, as detailed below, including allocation of spaces and the introduction of signage.

Allocation of spaces

- 6.17 The existing residents of 4 Manor Road are currently entitled to park in the basement car park underneath the building which will continue to be the case in the future. The 10 existing spaces will continue to be allocated solely for their use and the existing visitor spaces will be protected.
- 6.18 The new parking spaces within the new basement car park will be allocated solely for use by the new flats above. The title documents for the new flats will set out that the residents of these new homes and their visitors may only park in their own reserved spaces and nowhere else on the estate.

Signage

- 6.19 In order to ensure that space allocation is clear within the existing car park, signs will be erected at the end of each existing parking space to say that this space is reserved for use by Flat 1 only (etc.) and signs will be erected adjacent the existing visitor spaces to say that they are reserved for the flats that presently have the right to use them.

Cycle Parking

- 6.20 The proposal seeks to provide Sheffield style parking stands for 30 bicycles in accordance with London Plan minimum standards.
- 6.21 As mentioned previously, the cycle storage areas will be located within the proposed basement car park which will be accessed through the existing basement car park from Manor Road and at ground level in a secure store.

Refuse and Recycling Collection

- 6.22 The existing refuse store at the site will be utilised as well as a new bin store which will be located close to the bicycle store. Arrangements will be made for the bins in the new bin store to be transported to the existing bin store area, on the day of collection. Once waste has been collected, the bins will be returned to the storage areas.
- 6.23 Refuse and recycling collection will be undertaken on-street from Manor Road in the same way as the existing properties in the area.

Deliveries

- 6.24 A review of the industry standard trip generation database, TRICS, indicates that as a general rule of thumb, residential units typically generate circa 8-9 deliveries per 100 units per day. As such it is our view that it is reasonable to suggest that the development will generate up to 1 delivery per day.
- 6.25 In the context of the likely background traffic levels it is considered that the increase in goods vehicle / delivery activity would be imperceptible.

Keep Clear Road Markings

- 6.26 Following the public consultation on the previous planning application, it was apparent that during commuter peak periods, existing residents travelling towards Twickenham are on occasion prevented from accessing 4 Manor Road without incurring some wait time, as other vehicles queueing at the Ferry Road traffic lights effectively block the entrance. In order to address this, the Applicant would be willing to work with the Council, if it is considered necessary and/or appropriate, to implement "Keep Clear" markings on the road in the vicinity of the site access, by providing a financial contribution.

- 6.27 The trip generation analysis detailed above demonstrates that the proposed development is likely to generate 4 additional vehicular movements during the morning and 6 during the evening peak periods, which is anticipated to have a negligible impact on the operation of the local highway network, however the introduction of "Keep Clear" markings will address an existing requirement and mitigate against any future impact from queueing on Manor Road.

7 SUMMARY AND CONCLUSION

- 7.1 TTP Consulting is retained by Lulworth Homes (“the Applicant”) to provide traffic and transport advice in relation to the proposal to provide a residential development at the site of 4 & 6 Manor Road in Teddington, Richmond.

Summary

- 7.2 The site is located on the east side of Manor Road close to the junction with Ferry Road. It is circa 750m to the east of Teddington High Street which offers a number of local amenities.
- 7.3 The site has a PTAL rating of 2, and is a short walk to local bus stops (circa 95m, 2 minutea walk) and rail services at Teddington Station (circa 1km, 12 minute walk). The local area is also well suited to pedestrians and cyclists with appropriate facilities and routes provided.
- 7.4 The development proposal seeks to provide an additional floor to the existing apartment building at 4 Manor Road offering 3 x 2 bedroom residential units and an apartment block at 6 Manor Road providing 15 x 2 bedroom units.
- 7.5 The development will provide 15 car parking spaces which will be located within a basement level car park under the proposed new units at 6 Manor Road. This level of provision is in accordance with Richmond Council’s maximum standards which require 1 space per 2 bedroom unit. There will also be 2 disabled parking bays and 1 in 5 of the bays will have an electric car charging point. Pedestrian and vehicular access will be provided from Manor Road, as existing.
- 7.6 Cycle parking will be provided in accordance with the London Plan and LBRuT minimum standards for the residential use and will be located within the basement level car park.
- 7.7 The relatively small scale of the development would mean that there would be no noticeable change in the number of trips within the area and therefore would not impact the operation of local road or public transport networks.
- 7.8 A number of measures are proposed to be implemented in order to ensure there is no impact on the existing basement car park as a result of the proposed development, including space allocation signage and measures that will brighten the car park. Further to this, the Applicant is willing to work with the Council to introduce Keep Clear markings on Manor Road at the access into the site in order to reduce waiting times into the site.

- 7.9 The refuse and recycling needs of future residents will be accommodated within the existing provision for the current residents, located close to the access to Manor Road and, a new bin store will be located on-site close to the new bike store. Arrangements will be made to ensure bins are brought forward to Manor Road prior to collection. Servicing will continue to be undertaken in the same manner as the existing properties on Manor Road. The number of deliveries that are expected to be generated by the residential development will not have a material impact on the local highway network.

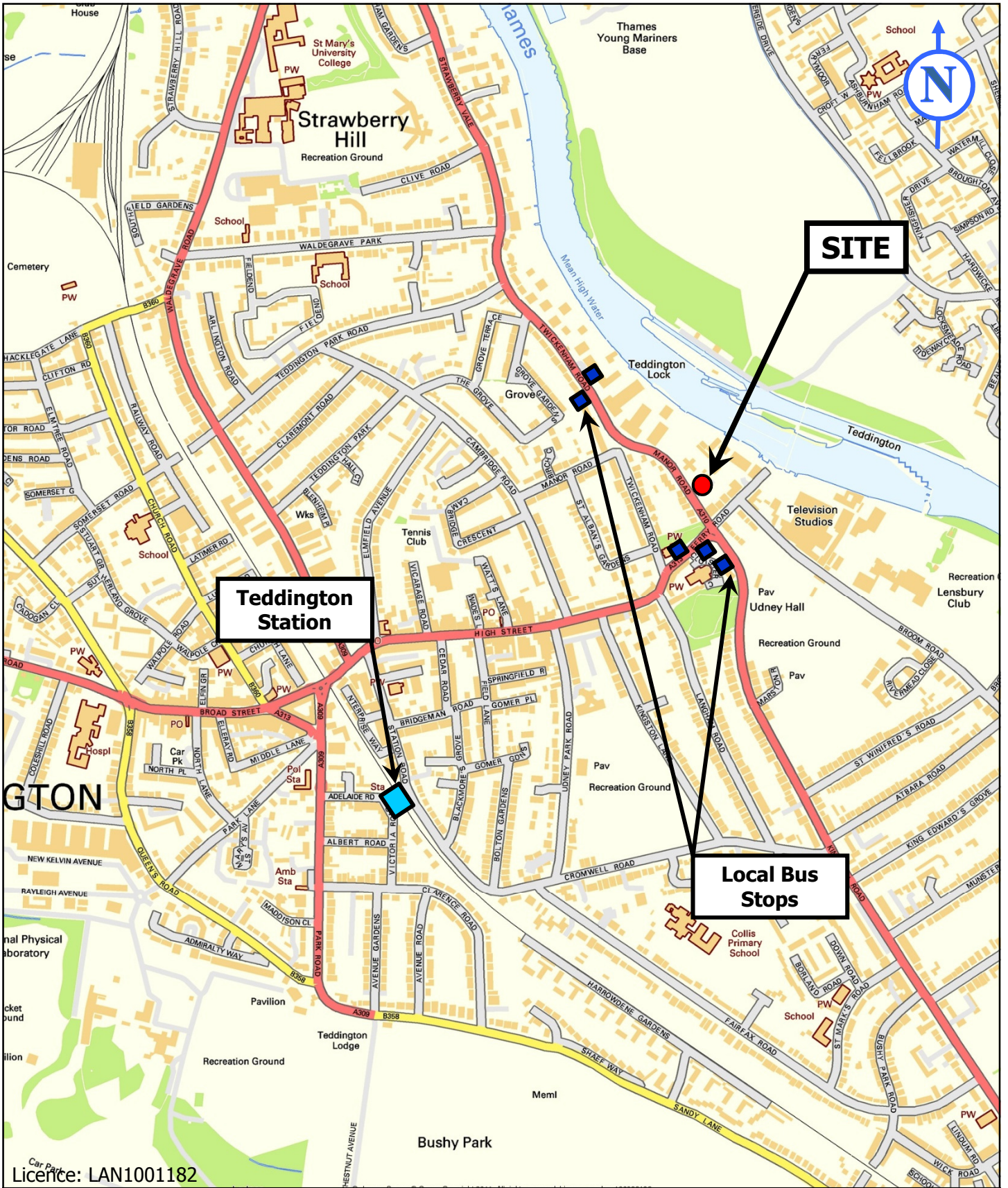
Conclusion

- 7.10 In light of the above, the proposed scheme is consistent with relevant transport policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 32, which states that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

- 7.11 We therefore conclude that the planning application proposal is acceptable in traffic and transport terms.

Figures



Licence: LAN1001182

TITLE:
Site Location Plan

PROJECT:
4&6 Manor Road

CLIENT:
Lulworth Homes

DRAWN: J.P. CHECKED: P.C. DATE: 08.10.14 SCALE: NTS



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DRAWING REFERENCE: **Figure 1**

REVISION: .