CANEPARO ASSOCIATES
Transport Planning & Highway Design

Eden Luxe Ltd

149 – 151 Heath Road, Twickenham

Transport Statement

August 2016

Caneparo Associates Limited
131-151 Great Titchfield Street
London W1W 5BB
Tel: 020 3542 4840

www.caneparoassociates.com

Registered in England: 9930032

Contents

Figures

Appendices

1 INTRODUCTION

1.1 Caneparo Associates has been appointed by Eden Luxe Ltd ('the Applicant') to provide traffic and transport advice in relation to their development proposals for 149 – 151 Heath Road, Twickenham which is located in the London Borough of Richmond upon Thames (LBRuT).

1.2 The application site, which is listed as an 'Opportunity Site' for possible redevelopment within the Twickenham Area Action Plan, currently consists of vacant land and a vacant two-storey former retail unit.

1.3 The development proposal seeks the demolition of the existing vacant two-storey former retail unit and the redevelopment of the site to provide 10 residential units and of 110sqm of ground floor flexible commercial floorspace.

1.4 This Transport Statement examines the transport related effects of the proposed development. It considers practical matters such as trip generation, accessibility, car parking provision, waste collection, and delivery arrangements associated with the development.

1.5 The remainder of this report is structured as follows:

- Section 2 summarises the existing situation
- Section 3 sets out the site's accessibility
- Section 4 reviews the relevant planning policies
- Section 5 considers the effects of the development
- Section 6 presents a summary and conclusion.

2 EXISTING SITUATION

Background

2.1 The site is located in central Twickenham, within a 13-minute walk of both Twickenham and Strawberry Hill railway stations, and is bound by Heath Road to the north, Saville Road to the east and residential properties to the south. The location of the site is shown at **Figure 1**.

2.2 The site currently consists of an area of vacant land that is currently used for car parking and a vacant two storey retail unit.

2.3 Existing vehicular access to / from the area of vacant land is provided via a footway crossover on Saville Road.

2.4 A public recycling store that fronts onto Heath Road on what is currently public footway is located within the curtilage of the site.

Local Highway Network

2.5 Heath Road is a two-way single carriageway road located between The Green to the west and King Street to the east. In the vicinity of the site, Heath Road contains a loading bay, pay & display parking bays and single yellow line parking / waiting restrictions.

2.6 Heath Road benefits from having good quality footways on both sides of the carriageway, street lighting, and dropped kerbs at informal and formal crossing points.

2.7 Saville Road is a residential cul-de-sac that connects to Heath Road to the east of the site. Saville Road contains both permit holder only parking bays and shared use permit holder and pay & display bays.

Controlled Parking Zone

2.8 The site is located within Controlled Parking Zone (CPZ) D – Central Twickenham. The CPZ is operational Monday to Saturday between 08:30 and18:30.

Car Clubs

2.9 There are several car club bays in the vicinity of the site, the closest bays are as follows:

- Lion Road – City Car Club (200m northwest from the site)
- First Cross Road - Zipcar (700m west from the site)

2.10 Car clubs offer a viable alternative to owning a car for people living / working in the vicinity, particularly for those that require the use of a car infrequently.

3 ACCESSIBILITY

Walking

3.1 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.

3.2 In the vicinity of the site, there is a good network of footpaths that benefit from having street lighting columns that are located at regular intervals. **Table 3.1**, below, 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			

3.3 **Table 3.2** sets out details of approximate distances between the development site and local amenities. The Table illustrates that there are 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
M&S Food	Heath Road	450m	6 minutes
St Richard Reynolds College	Clifden Road	550m	7 minutes
Bank	London Road	700m	9 minutes
Post Office	London Road	850m	11 minutes

Cycling

3.4 It is generally accepted that 8km (or 5 miles) is an acceptable cycling distance, representing a journey time on average of 30 minutes ("TfL Analysis of Cycling Potential" 2010), although in London, longer journeys are commonplace. Much of southwest London is located within 5 miles of the site, including Richmond, Teddington, Kingston upon Thames and Hampton Court.

3.5 Transport for London (TfL) provides cycle route guidance in the form of cycle maps for different areas. Local Cycling Guide 9 provides information on the cycle routes in the vicinity of the site. Radnor Road / Grove Avenue, King Street / London Road and Station Road are identified by TfL as 'routes signed for use by cyclists on a mixture of quiet and busier roads; some have cycle lanes marked on the road surface'. In addition, Heath Road and Radnor Gardens are routes designated by TfL as 'quieter routes that have been recommended by other cyclists and may connect with other signed routes'.

Public Transport

Bus Services

3.6 The nearest westbound bus stop to the site (Stop GS) is located on Heath Road, approximately 30m to the east and the nearest eastbound bus stop (Stop GP) is also located on Heath Road, approximately 60m east of the site. Bus routes accessible from Stop GS and Stop GP include the 110, 267, 281, 290, 490, 681, H22, N22 and the R70.

3.7 Bus routes located within walking distance of the site are summarised in **Table 3.3**. In addition, the bus route 'spider map' is provided at **Appendix A**.

Table 3.3: Bus Services Operating in Proximity of the Site

Service Number	Route	Bus Stop	Frequency (minutes)		
			Mon-Fri	Saturday	Sunday
110	Arragon Road / West Middlesex Hospital	Heath Road	18 – 20	18 – 20	30
267	Hammersmith Bus Station / Fulwell Bus Garage	Heath Road	8 – 12	10 – 14	15 – 16
281	Tolworth Tower / Hounslow Bus Station	Heath Road	7 – 9	7 – 11	10 – 14
290	Stained Bus Station / Arragon Road	Heath Road	19 – 20	19 – 20	20

490	Pools on The Park / Heathrow Terminal 5	Heath Road	8 – 13	10 – 12	19 – 20
H22	The Bell / Manor Road	Heath Road	10 – 13	12 – 13	20
R70	Nurserylands Shopping Centre / Richmond	Heath Road	9 – 11	9 – 13	14 – 15
33	Fulwell Station / Hammersmith Bus Station	King Street	6 – 10	6 – 10	14 – 16
R68	Kew Retail Park / Hampton Court Station	King Street	14 – 15	14 – 15	15 – 17

Rail Services

3.8 Twickenham railway station is located approximately 1.1km from the site (an approximate 13-minute walk). The station is located in Travelcard Zone 5. The typical off-peak service from the station in trains per hour is:

- 12 to London Waterloo, of which:
  - 8 run direct via Richmond and Clapham Junction
  - 2 run via the Kingston Loop and Wimbledon
  - 2 run via the Hounslow Loop line calling at all stations
- 2 to Reading,
- 2 to Windsor and Eton Riverside,

3.9 Strawberry Hill railway station is also located approximately 1.1km from the site (an approximate 13-minute walk) and is located in Travelcard Zone 5. The typical off-peak service from the station in trains per hour is:

- two to London Waterloo via Richmond
- two to London Waterloo via Wimbledon.

Public Transport Accessibility Level (PTAL)

3.10 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.

3.11 According to TfL's web based PTAL calculator, the site has a PTAL of 4 meaning it has a 'good' accessibility to public transport, however it is pertinent to note that Heath Road to the east of

Saville Road achieves a PTAL of 5 indicating a 'very good' accessibility to public transport. The TfL WebCAT Output is provided at **Appendix B**.

4 DEVELOPMENT PROPOSAL

4.1 The proposal envisages the demolition of the existing vacant two-storey former retail unit and the redevelopment of the site to provide 10 residential units and 110sqm of ground floor commercial floorspace.

4.2 **Table 4.1** sets out the type of residential unit.

Table 4.1 Residential Units Summary	
No. of Beds	**Units**
1 bed	3
2 bed	7
Total	10

4.3 A copy of the architect's ground floor layout plan has been included at **Appendix C**.

Car Parking

4.4 A total of 10 on-site car parking spaces (including one disabled space) will be provided on-site; eight spaces for the residential units and two spaces for the commercial units.

4.5 Car parking is discussed further within Section 6.

Cycle Parking

4.6 Eleven cycle storage lockers will be provided for the residential element, in accordance with RBRuT cycle parking guidance which requires one cycle space for each residential unit. The cycle storage lockers are illustrated on the ground floor layout plan at **Appendix C**.

4.7 Each commercial unit will contain two cycle storage lockers (four spaces in total).

4.8 In addition, it is pertinent to note that there are two Sheffield stands located on Heath Road adjacent to the site.

Access

4.9 The rear car parking area will be accessed via an existing footway crossover on Saville Road. Swept path analysis illustrating vehicles entering and exiting the site in forward gear is provided at **Appendix D**.

4.10 Pedestrian access to the proposed commercial floor space is proposed to be taken directly to/from Heath Road. Pedestrian access to the residential units will be via both Heath Road and the rear parking area.

5 POLICY CONTEXT

5.1 This Section provides a summary of the relevant transport policies at a national (Central Government), regional (London) and local (RBKuT) level.

National Guidance

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, with paragraph 29 setting out that:

"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.

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

5.4 Chapter 4 – 'Promoting Sustainable Transport' paragraph 32 continues by stating that:

"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."*

Regional Guidance

The London Plan (March 2015)

5.5 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. The transport aspects of the London Plan, relevant to the proposed development will be included in the Transport Assessment Report.

5.6 Paragraph 1.53 sets outs the Mayor's objectives and vision, with point 6 stating the following with regards to transport:

"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."

5.7 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."

5.8 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."*

Local Guidance

Richmond's Local Development Framework (LDF) Core Strategy (Adopted 2009)

5.9 The Core Strategy was formally adopted by the Council in April 2009 and sets out the Strategic Planning Framework for the Borough for the next 15 years, taking account of other plans and strategies and is the delivery mechanism for the spatial elements of the Community Plan.

5.10 Policy CP1 Sustainable Development: promotes the sustainability of the development and emphasises that any development must make the best use of the land.

5.11 CP5 Sustainable Travel: promotes safe, sustainable and accessible transport modes such as walking, cycling and public transport. To implement this policy, the Council requires *"developments which would generate significant amounts of travel to be located on site well served by public transport"*. Furthermore, it states that priority needs to be given to pedestrians and cyclists in the design of new developments, requiring the provision of adequate cycle parking.

Development Management Plan (DMP) (November 2011)

5.12 The DMP includes the detailed policies which will be used when new developments are considered. The DMP takes forward the Core Strategy's three inter-related themes:

- A Sustainable Future;
- Protecting Local Character; and
- Meeting People's Needs.

5.13 Policy DM TP 2: Transport and New Development requires that the impact of new development on the transport network is assessed against other plan policies and transport standards. Planning applications for smaller developments should be accompanied by a Transport Statement and prepared using DfT and TfL guidance.

5.14 Policy DM TP 8: Off Street Parking, notes 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.

5.15 Appendix Four sets out Richmond's car and cycle parking standards. **Table 4.1** summarises the car and cycle parking guidelines for residential developments.

Table 4.1: RBRuT Car and Cycle Parking Standards		
Land Use	**Car Parking (within CPZ)**	**Cycle Parking**
Use Class C3 Standard Residential	1-2 bedroom unit: 1 space	1 space per unit
	3 bedroom unit: 2 spaces	

6 EFFECTS OF DEVELOPMENT

Trip Generation

6.1 Given the scale and nature of the planning application proposal, the level of traffic likely to be generated by the proposed residential units will be low and will not have any material impact on the operation of the public highway or public transport network.

6.2 Additionally, given the scale of the proposed commercial floor space the level of traffic likely to be generated will be low and would be similar to the number of trips that the existing commercial floor space could generate.

Car Parking

6.3 A total of 10 on-site car parking spaces (including one disabled space) will be provided on-site; eight spaces for the residential units and two spaces for the commercial units. The ground floor plan is provided at **Appendix C**.

6.4 The level of on-site parking complies with the London Plan (2015), which post-dates the LBRuT's Development Management Plan (2011) and therefore should be given the greatest weight in the consideration of the quantum of car parking that will be provided for the site. The London Plan (2015) notes that residential development in areas of good public transport should aim for less than one space per unit with adequate parking spaces provided for disabled people, preferably on-site.

6.5 As previously detailed, the surrounding roads form part of an existing CPZ and consequently to ensure that the development doesn't result in additional demand for on-street parking, the applicant confirms that it is willing to accept a legal agreement to restrict future residents from applying for an on-street parking permit to park a vehicle on the public highway.

6.6 However, as discussed and agreed during pre-application discussions, the existing residential unit on the site can apply for a parking permit and consequently one of the proposed residential units will be exempt from the permit free agreement and will be able to apply for an on-street parking permit. In addition, as each of the existing (two) commercial units are currently able to apply for a parking permit, the applicant is seeking the right for the two commercial units to also be exempt from the permit free agreement.

6.7 It is acknowledged that future residents may on occasion need to use a car even if they don't own one. Consequently, the applicant confirms that it would be willing to provide car club membership for each residential unit for a period of two years. The provision of car club membership for future residents will reduce the need for ownership of a private car, which further supports the proposed level of parking.

6.8 There are several car club bays in the vicinity of the site. The closest bays are as follows:

- Lion Road – City Car Club (200m northwest from the site)
- First Cross Road - Zipcar (700m west from the site)

Deliveries and Servicing

6.9 The residential units would have a limited demand for servicing; the 10 residential units could be expected to generate approximately 1 delivery per day, based on a "rule of thumb" of 8-9 deliveries per 100 residential units derived from a review of the TRICS (incorporating TRAVL) database.

6.10 With regards the commercial floor space, the number of deliveries will be dependent on both the land use and the nature of the occupier, however, research suggests that offices (B1) generate approximately 0.25 servicing movements per 100m2 GEA of floor space and that retail units (A1, A2, A3, A4, A5) generate approximately 1.35 servicing movements per 100sqm GEA of floor space. Consequently, the 110sqm of ground floor commercial floor space could be expected to generate between 1 and 2 deliveries a day.

6.11 All servicing activity will be accommodated on-street, either using the existing on-street loading bay that abuts the site on Heath Road or from the single yellow line located adjacent to the site on Saville Road, as per the existing situation.

6.12 The loading bay is operational Monday to Saturday between 06:30 and 18:30. Loading activity is limited to 20 minutes with no return within one hour.

Refuse Collection

6.13 Residential refuse would be stored within a dedicated waste storage area located within the rear parking area. Residential recycling would be stored within the relocated public recycling bins that

are located along the eastern perimeter of the site, as discussed and agreed with the local planning authority. Commercial refuse and recycling would be stored within each unit.

6.14 Refuse collection would take place on-street, either using the existing on-street loading bay that abuts the site on Heath Road or from the single yellow line located adjacent to the site on Saville Road, as per the existing situation.

6.15 The ground floor plan at **Appendix C** illustrates the location of the refuse and recycling storage areas.

7 SUMMARY AND CONCLUSION

7.1 Caneparo Associates has been appointed by Eden Luxe Ltd ('the Applicant') to provide traffic and transport advice in relation to their development proposals for 149 – 151 Heath Road, Twickenham which is located in the London Borough of Richmond upon Thames (LBRuT).

7.2 The application site, which is listed as an 'Opportunity Site' for possible redevelopment within the Twickenham Area Action Plan, currently consists of vacant land and a vacant two-storey former retail unit. The development proposal seeks the demolition of the existing vacant two-storey former retail unit and the redevelopment of the site to provide 10 residential units and the reprovision of 110sqm of ground floor commercial floorspace.

7.3 According to TfL's web based PTAL calculator, the site has a PTAL of 4 meaning it has a 'good' accessibility to public transport, however it is pertinent to note that Heath Road to the east of Saville Road achieves a PTAL of 5 indicating a 'very good' accessibility to public transport.

7.4 A total of 10 on-site car parking spaces (including one disabled space) will be provided on-site; eight spaces for the residential units and two spaces for the commercial units. The car parking area would be accessed via an existing footway crossover on Saville Road. The level of on-site parking complies with the London Plan (2015), which post-dates the LBRuT's Development Management Plan (2011) and therefore should be given the greatest weight in the consideration of the quantum of car parking that will be provided for the site. The London Plan (2015) notes that residential development in areas of good public transport should aim for less than one space per unit with adequate parking spaces provided for disabled people, preferably on-site.

7.5 The surrounding roads form part of an existing CPZ and consequently to ensure that the development doesn't result in additional demand for on-street parking, the applicant confirms that it is willing to accept a legal agreement to restrict future occupiers (residents) from applying for an on-street parking permit to park a vehicle on the public highway.

7.6 However, as discussed and agreed during pre-application discussions, the existing residential unit on the site can apply for a parking permit and consequently one of the proposed residential units will be exempt from the permit free agreement. In addition, as each of the existing (two) commercial units are currently able to apply for a parking permit, the applicant is seeking the right for the two commercial units to also be exempt from the permit free agreement.

7.7 Cycle Parking will be provided in accordance with RBRuT policy requirements.

7.8 In conclusion, it is considered that the development proposals are reasonable and appropriate for the location and that there are no reasons why the development proposals should not be granted planning permission on traffic and transport grounds.

Figures

TITLE:

Site Location Plan

PROJECT:

18-22 Heath Road, Twickenham

CLIENT:

Eden Luxe Ltd

CANEPARO ASSOCIATES
Transport Planning & Highway Design
131 – 151 Great Titchfield Street
London W1W 5BB
Tel: 020 3542 4840
www.caneparoassociates.com
Registered in England: 9930032

DRAWN:	CHECKED:	DATE:	SCALE:	DRAWING REFERENCE:	REVISION:
D.B	M.T	29.04.2016	N.T.S.	Figure 1	.

Appendix A

TfL Bus Spider Map

Buses from Twickenham Green

Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail

Red discs show the bus stop you need for your chosen bus service. The disc (A) appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

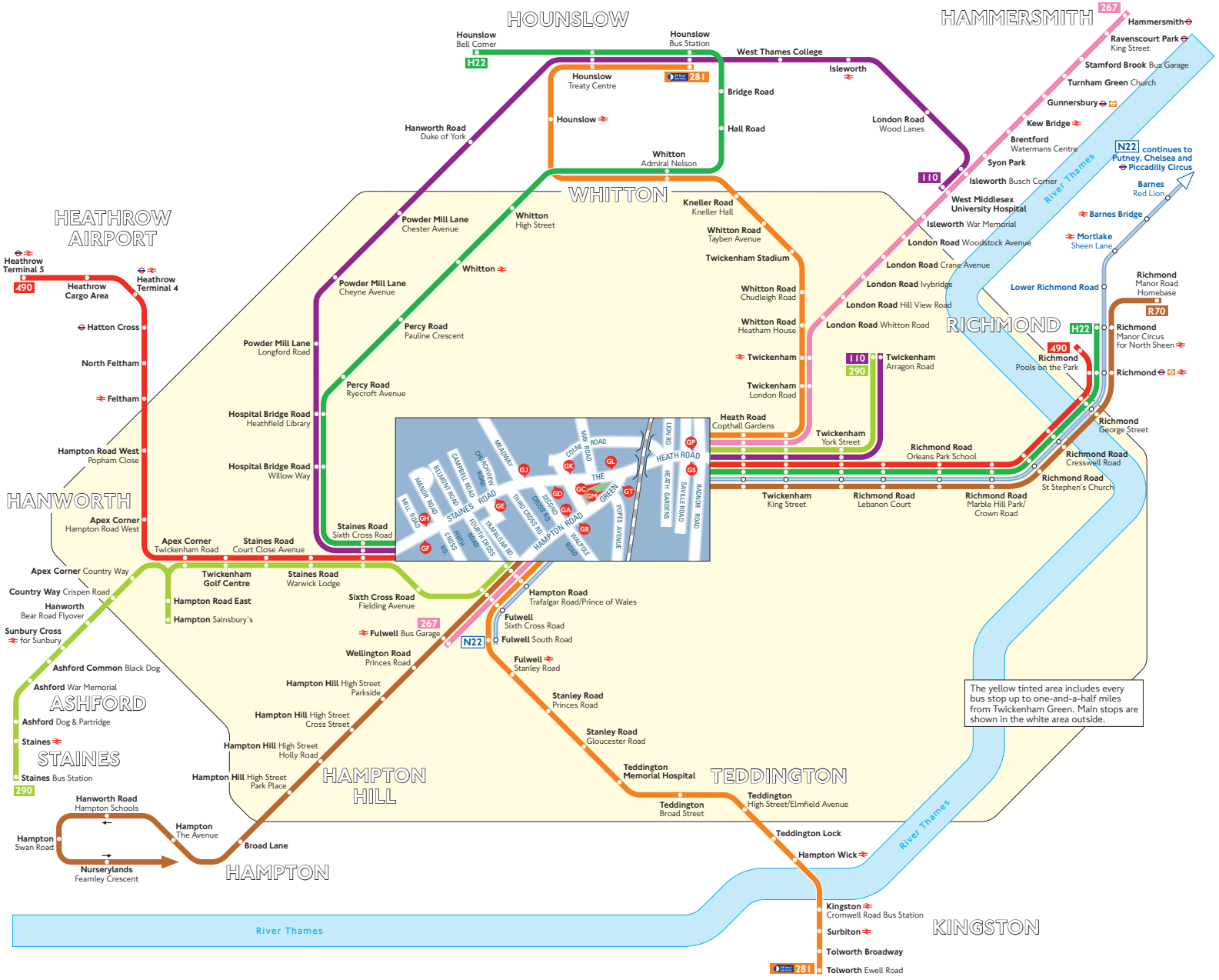
Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
110	Twickenham	GH GJ GK GL GP
	West Middlesex University Hospital	GC GD GE GF GS
267	Fulwell	GB GS GT
	Hammersmith	GA GM GP
281 (24 hour service)	Hounslow	GA GM GP
	Tolworth	GB GS GT
290	Staines	GB GS GT
	Twickenham	GA GM GP
490	Heathrow Terminal 5	GC GD GE GF GS
	Richmond	GH GJ GK GL GP
H22	Hounslow	GC GD GE GF GS
	Richmond	GH GJ GK GL GP
R70	Nurserylands	GB GS GT
	Richmond	GA GM GP

Night buses

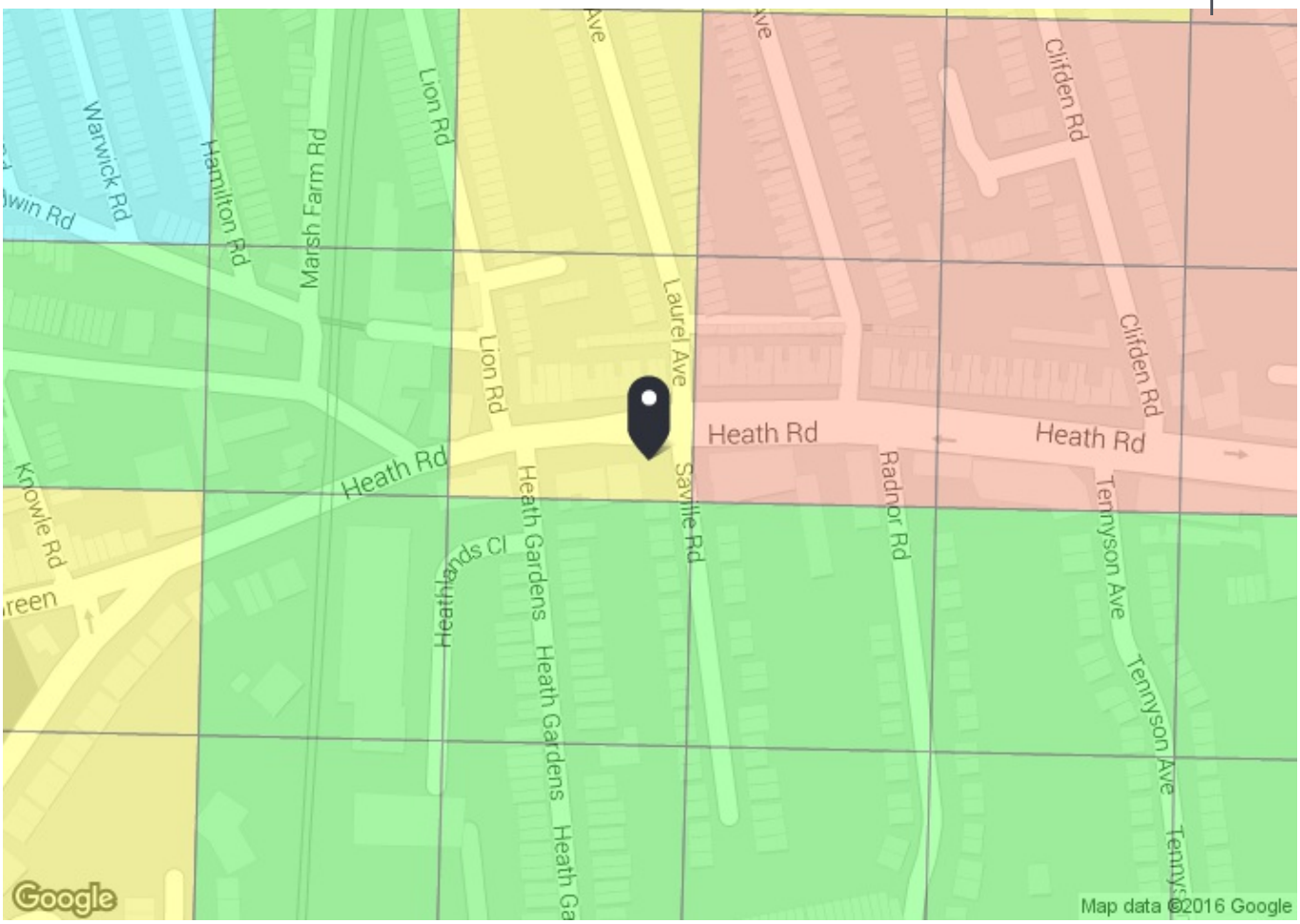
Bus route	Towards	Bus stops
N22	Fulwell	GB GS GT
	Piccadilly Circus	GA GM GP



Appendix B

TfL PTAL WebCAT Output

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
4

153A Heath Rd, Twickenham, Greater London TW1 4BH, UK

Easting: 515679, Northing: 173111

Grid Cell: 44965

Report generated: 29/04/2016

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

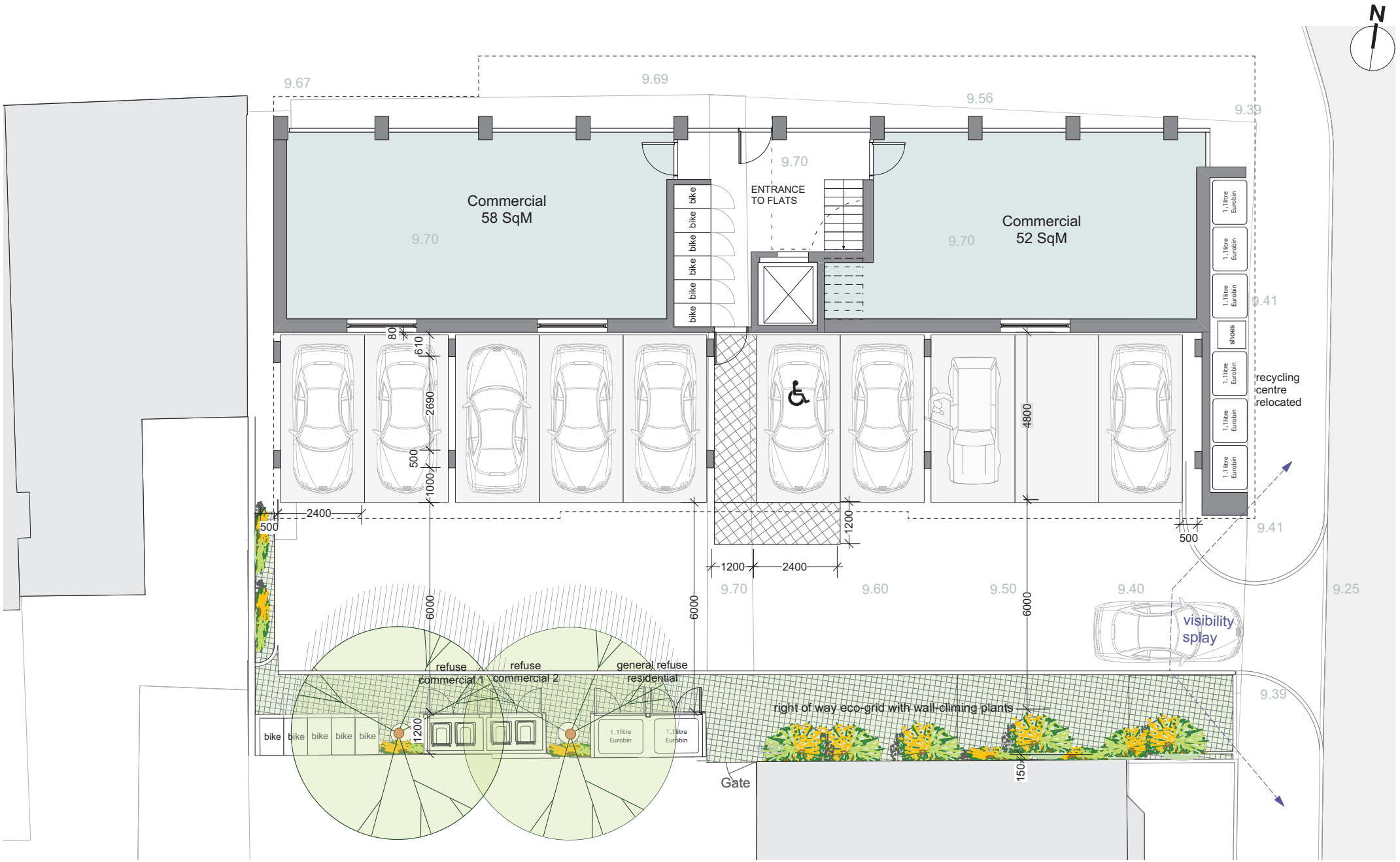
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HEATH ROAD RADNOR ROAD	110	110.45	3	1.38	12	13.38	2.24	0.5	1.12
Bus	HEATH ROAD RADNOR ROAD	290	110.45	3	1.38	12	13.38	2.24	0.5	1.12
Bus	HEATH ROAD RADNOR ROAD	281	110.45	7.5	1.38	6	7.38	4.06	1	4.06
Bus	HEATH ROAD RADNOR ROAD	490	110.45	5	1.38	8	9.38	3.2	0.5	1.6
Bus	HEATH ROAD RADNOR ROAD	R70	110.45	6	1.38	7	8.38	3.58	0.5	1.79
Bus	HEATH ROAD RADNOR ROAD	H22	110.45	5	1.38	8	9.38	3.2	0.5	1.6
Bus	HEATH ROAD RADNOR ROAD	267	110.45	6	1.38	7	8.38	3.58	0.5	1.79
Bus	TWICKENHAM KING STREET	33	619.74	7.5	7.75	6	13.75	2.18	0.5	1.09
Bus	TWICKENHAM KING STREET	R68	619.74	4	7.75	9.5	17.25	1.74	0.5	0.87
									Total Grid Cell AI:	**15.05**

Appendix C

Layout Plans



9.50 = levels in metres AOD

0 2 4 6 8 M

CHASSAY studio

149 - 151 Heath Road Twickenham TW1 4BN

Project no.1517

GROUND FLOOR PLAN

SCALE 1:100

drwg no. 1517- 22a

version 10