SOLUM REGENERATION (TWICKENHAM) LLP
STATION YARD
TWICKENHAM

TRANSPORT STATEMENT

NOVEMBER 2019

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Solum Regeneration (Twickenham) LLP

Station Yard

Twickenham

Transport Statement

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1 Introduction

1.1 This Transport Statement has been prepared on behalf of Solum Regeneration (Twickenham) LLP, to support an application for the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The scheme is a car free scheme excepting the provision of 2 disabled bays.

1.2 The location of the proposed development is shown in **Figure 1.1**

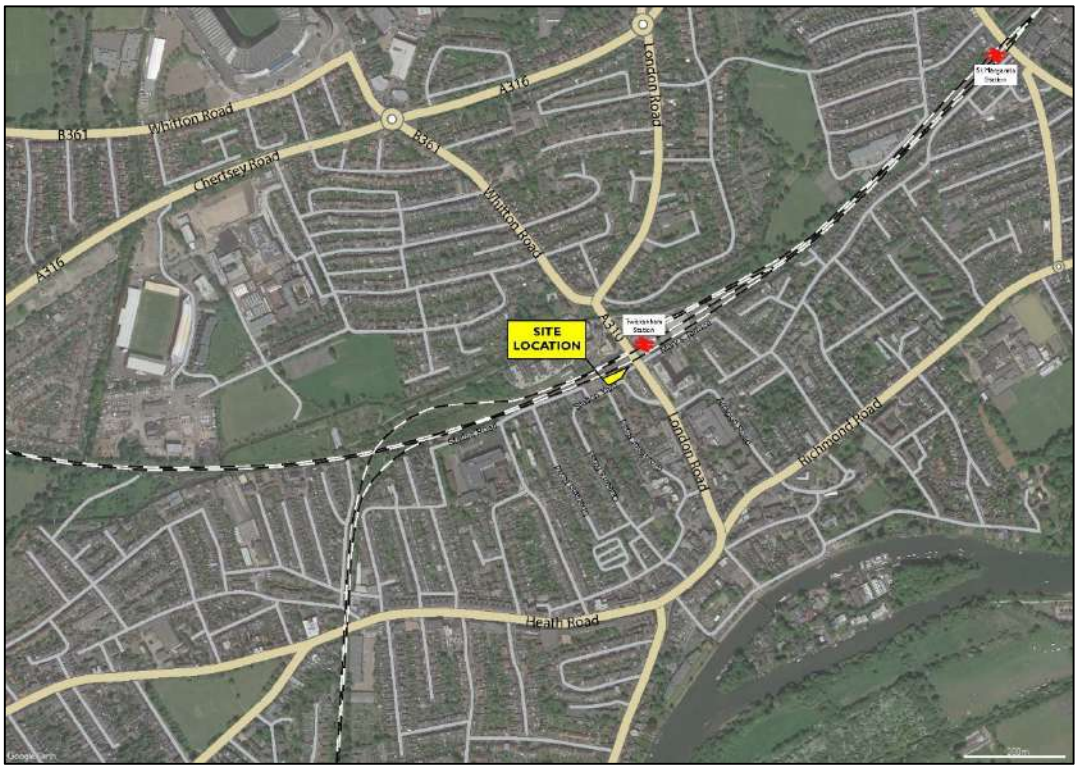

Figure 1.1: Site Location

1.3 This report has been prepared in accordance with the Transport for London's (TfL) *'Healthy Streets TA Format*. Therefore, this report considers the following:

- In Section 2: the relevant transport Policy Framework in relation to the proposed development
- In Section 3: the existing transport conditions in the area surrounding the site and Healthy Streets indicators
- In Section 4: the details of the proposed development including the parking and servicing proposals

- In Section 5: the existing and projected development movements
- In Section 6: the proposed mitigation and Travel Plan measures
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Executive Summary

1.4 This Transport Statement has been prepared on behalf of Solum Regeneration (Twickenham) LLP, to support an application for the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The scheme is a car free scheme excepting the provision of 2 disabled bays.

1.5 The site has a PTAL level of 5 and is in an excellent location for people to travel by means other than the private car. The site is well located in relation to public transport, with bus stops approximately 180m from the development, with around 30 buses in the peak period and the railway station approximately 200m from the development, with around 25 trains in the peak period, providing access to a variety of destinations.

1.6 The existing street in the vicinity of the site have been considered against the 10 Healthy Streets Indicators, and no improvement requirements have been identified.

1.7 Improvements are proposed for the public realm in the vicinity of the site by the London Borough of Richmond upon Thames (LBRuT), providing pedestrian and cyclist friendly routes to and from the town centre, railway station and bus stops.

1.8 The proposals are for a car free development, excepting 2 on-street disabled parking bays provided adjacent to the site and for 55 cycle parking spaces for the scheme, which is in accordance with the current London Plan.

1.9 The development will be supported by a Travel Plan in accordance with TfL's Best Practice Guidelines and Mayer Brown's own experience, including the implementation of the Plough Lane Travel Plan, which features in the DfT and TfL Best Practice Guidelines.

1.10 We have considered the impacts of the development in accordance with the National Planning Policy Framework test, set out in paragraph 109, which states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." (NPPF, Paragraph 109)

1.11 It is considered that there will be minimal the impacts of the development, and therefore the development should not be refused or prevented on transport grounds, in line with the NPPF.

2 Policy

2.1 This Section will set out the relevant transport policies, including:

- National Planning Policy Framework (NPPF)
- Planning Practice Guidance (PPG)
- The Current London Plan
- The Draft London Plan
- London Borough of Richmond upon Thames (LBRuT) Local Plan

National Planning Policy Framework (NPPF)

2.2 The revised National Planning Policy Framework was published on 19 February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012 and July 2018.

2.3 In respect of Transport, Section 9 of the NPPF relates to 'Promoting sustainable transport' and 'Considering development proposals'. In particular paragraphs 108-111 state:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. (NPPF 2018, paragraph 108)

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. (NPPF 2018, paragraph 109)

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus

or other public transport services, and appropriate facilities that encourage public transport use;

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.* (NPPF 2018, paragraph 110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed". (NPPF 2018, paragraph 111)

2.4 As set out in Section 4 of this report, the site is in an excellent location for trips to be made by sustainable means. The proposed development is car free, therefore there would be no severe residual impacts as a result of the development proposals.

Planning Practice Guidance (March 2014)

2.5 On the 6th March 2014, the Department for Communities and Local Government (DCLG) launched a web-based planning practice guidance resource. The PPG replaces the Department for Transport (DfT) Guidance on Transport Assessments.

2.6 In particular relation to this scheme, this Transport Assessment has been prepared in accordance with '*Travel Plans, Transport Assessments and Statements in Decision-taking'* section of the PPG, which sets out the key principles that should be taken into account when preparing Travel Plans and TA's:

"Travel Plans, Transport Assessments and Statements should be:

- *proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be*

considered in these studies provided there is robust evidence for doing so locally); and

- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).*

In order to make these documents as useful and accessible as possible any information or assumptions should be set out in a clear and publicly accessible form:

- *the timeframes over which they are conducted or operate should be appropriate in relation to the nature of developments to which they relate (and planned changed to transport infrastructure and management in the area); and*
- *Local Planning Authorities should advise qualifying bodies for the purposes of Neighbourhood Planning on whether Travel Plans, Transport Assessments and Statements should be prepared, and the benefits of doing so, as part of the duty to support.*

Local Planning Authorities may wish to consult the relevant bodies on planning applications likely to affect transport infrastructure, such as Rail Network Operators where a development is likely to impact on the operation of level crossings."

2.7 Furthermore, paragraph 15 of PPG sets out the information that should be included in Transport Assessments and Statements:

"The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:

- *information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport);*
- *information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;*
- *data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;*
- *a qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;*

- *an assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);*
- *data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;*
- *an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area;*
- *an assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);*
- *measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;*
- *a description of parking facilities in the area and the parking strategy of the development;*
- *ways of encouraging environmental sustainability by reducing the need to travel; and*
- *measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.*

In general, assessments should be based on normal traffic flow and usage conditions (e.g. non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.

The timeframe that the assessment covers should be agreed with the local planning authority in consultation with the relevant transport network operators and service providers. However, in circumstances where there will be an impact on a national transport network, this period will be set out in the relevant Government policy."

2.8 It is considered that the proposed development satisfies the relevant guidance of the PPG, and that this Transport Assessment and accompanying Travel Plans have been prepared in accordance with the above criteria.

The Current London Plan (March 2016)

2.9 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.10 The London Plan sets out the framework for the development and use of land in London, linking in improvements to infrastructure (especially transport); setting out proposals for implementation, coordination and resourcing; and helping to ensure joined-up policy delivery by the GLA Group of organisations including Transport for London.

2.11 In relation to the strategic vision and objective for London, Policy 1.1 of The London Plan states that:

"Strategic

A. Growth and change in London will be managed in order to realise the Mayor's vision for London's sustainable development to 2036 and his commitment to ensuring all Londoners enjoy a good, and improving quality of life sustainable over the life of this Plan and into the future.

B. Growth will be supported and managed across all parts of London to ensure it takes place within the current boundaries of Greater London without:

a. Encroaching on the Green Belt, or on London's protected open spaces

b. Having unacceptable impact on the environment

The development of east London will be a particular priority to address existing need for development, regeneration and promotion of social and economic convergence with other parts of London and as the location of the largest opportunities for new homes and jobs.

C. Other mayoral plans and strategies, decisions on development proposals and investment priorities, and borough DPDs and development decisions should aim to realise the objective so that London should be:

a. A city that meets the challenges of economic and population growth

b. An internationally competitive and successful city

c. A city of diverse, strong, secure and accessible neighbourhoods

d. A city that delights the senses

e. A city that becomes a world leader in improving the environment

f. A city where is easy, safety and convenient for everyone to access jobs, opportunities and facilities."

2.12 Policy 2.8 Outer London: Transport in relation to major transport strategies relative to Transport and location of the site states that:

"Strategic

A. The Mayor will, and boroughs and other stakeholders should, recognise and address the distinct orbital, radial and qualitative transport needs of outer London in the context of those of the city region as a whole by:

a. enhancing accessibility by improving links to and between town centres and other key locations by different modes and promoting and realising the improvements to the rail network set out in Policy 6.4 and the Mayor's Transport Strategy

b. integrating land use and transport planning in outer London to ensure the use of vacant and under-used land is optimised

c. ensuring that the rail, bus and other transport networks function better as integrated systems and better cater for both orbital and radial trips, for example through the provision of strategic interchanges

d. improving the quality, lighting and security of stations to agreed quality standards

e. supporting park and ride schemes where appropriate

f. working to improve public transport access to job opportunities in the Outer Metropolitan Area, supporting reverse commuting, and enhancing the key role played by efficient bus services in outer London

g. encouraging greater use of cycling and walking as modes of choice in outer London

h. more active traffic management, including demand management measures; road improvements to address local congestion; car parking policy and guidance which reflects greater dependence on the private car; closer co-ordination of transport policy and investment with neighbouring authorities beyond London; and greater recognition of the relationship between office development and car use

i. maximising the development opportunities supported by Crossrail."

2.13 Chapter Six of the London Plan contains transport policies and strategy. In particular:

Policy 6.1 Strategic Approach

"Strategic

A. *The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:*

   a. *encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs*

   b. *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs*

   c. *supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2).*

   d. *improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3)*

   e. *seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use*

   f. *facilitating the efficient distribution of freight whilst minimising its impacts on the transport network*

   g. *supporting measures that encourage shifts to more sustainable modes and appropriate demand management*

   h. *promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced*

   i. *promoting walking by ensuring an improved urban realm*

   j. *seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.*

B. *The Mayor will, and boroughs should, take an approach to the management of streetspace that takes account of the different roles of roads for neighbourhoods and*

road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated."

2.14 The proposed development is in a highly accessible location, with a PTAL of 5, and is car free in accordance with the Parking Addendum. The proposed development mitigation package will be heavily focussed on encouraging sustainable travel to and from the development.

Policy 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport

"Strategic

A. The Mayor will work with strategic partners to:

a. improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system

b. co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable

c. increase the capacity of public transport in London over the Plan period by securing funding for and implementing the schemes and improvements set out in Table 6.1.

Planning decisions

B. Development proposals that do not provide adequate safeguarding for the schemes outlined in Table 6.1 should be refused.

2.15 Section 5 of this report has considered the impact on the public transport network as a result of the development. This shows that there would be a maximum of 2 additional persons per peak train and less than one additional person per bus in the peak period. Therefore, it is not considered the proposed development will have any impact on the public transport network.

Policy 6.3 Assessing Effects of Development on Transport Capacity

"Planning decisions

A. Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

B. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

C. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan1 and should be co-ordinated with travel plans.

2.16 As set out above, we have considered the impact on the public transport network as a result of the development. This shows that there would be a maximum of 2 additional persons per peak train and less than one additional person per bus in the peak period. Therefore, it is not considered the proposed development will have any impact on the public transport network.

2.17 In relation to vehicle trips, the scheme is car free and therefore there are no anticipated vehicle movements. The site is currently used as a temporary car park for the station and has previously been used as a private car park and therefore there will be an overall reduction in vehicle movements.

Policy 6.7 Better Streets and Surface Transport

"Strategic

A. The Mayor will work with TfL and boroughs to implement London wide improvements to the quality of bus, bus transit and tram services.

Policy 6.9 Cycling

"Strategic

A. The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026. He will:

a. identify, promote and implement a network of cycle routes across London which will include Cycle Superhighways and Quietway's

b. continue to operate and improve the cycle hire scheme

c. *fund the transformation of up to four outer London borough town centres into cycle friendly 'mini-Hollands'. Planning decisions*

B. *Developments should:*

a. *provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)*

b. *provide on-site changing facilities and showers for cyclists*

c. *contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)*

d. *provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the 'mini-Hollands' e facilitate the Mayor's cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity.*

2.18 The proposed development provides 55 safe and secure cycle parking in accordance with standards.

Policy 6.10 Walking

"Strategic

A. The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles, – promoting simplified streetscape, decluttering and access for all.

Planning decisions

B. Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance.

2.19 Improvements are proposed for the public realm in the immediate vicinity of the site as set out in Section 3. Walking will be encouraged to residents through the Travel Packs, as a mode of travel to and from the development.

Policy 6.11 Smoothing Traffic Flow and Tackling Congestion

"Strategic

A. The Mayor wishes to see DPDs and Local Implementation Plans (LIPs) take a coordinated approach to smoothing traffic flow and tackling congestion through implementation of the recommendations of the Roads Task Force report. The Mayor will use his powers where appropriate.

2.20 In relation to vehicle trips, the scheme is car free and therefore there are no anticipated vehicle movements. The site is currently being used as a temporary car park for the station and has previously been used as a private car park and therefore there will be an overall reduction in vehicle movements.

Policy 6.12 Road Network Capacity

"Strategic

A. The Mayor supports the need for limited improvements to London's road network, whether in improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs.

Planning decisions

B. In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:

a. the contribution to London's sustainable development and regeneration including improved connectivity

b. the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion is reduced

c. how net benefit to London's environment can be provided

d. how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved

e. how safety for all is improved.

C. Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated."

2.21 As set out above, in relation to vehicle trips, the scheme is car free and therefore there are no anticipated vehicle movements. The site is currently being used as a temporary car park for the station and has previously been used as a private car park and therefore there will be an overall reduction in vehicle movements.

Policy 6.13 Parking

"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 the basis for considering planning applications (also see Policy 2.8), informed by policy and guidance below on their application for housing in parts of Outer London with low public transport accessibility (generally PTALs 0-1).

D. In addition, developments in all parts of London 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.

2.22 As set out in the introduction to this report, the proposed development is car free, excepting two on-street blue badge parking bays.

The Draft London Plan

2.23 A draft new London Plan was published by the Mayor for consultation in December 2017. An Examination in Public was undertaken, and a Draft Consolidated London Plan was published in July 2019.

2.24 Chapter 10 of the draft London Plan sets out the transport policies and we have considered the relevant policies against the proposed development in the following paragraphs.

Policy T1 Strategic approach to transport

A. Development Plans should support and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

2.25 The development is in a highly accessible location for trips to be made by sustainable means, as set out in Section 4.

Policy T2 Healthy Streets

A. Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B. Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C. In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D. Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport

2.26 Section 4 of this report demonstrates the opportunities to travel to and from the development on foot, by cycle and by public transport. The railway station and bus stops are located within 200m of the development. The location has been assessed against the Healthy Streets Indicators, and it is concluded that the surrounding area supports Healthy Streets in line with TfL guidance. In addition, improvements for pedestrians and cyclists are coming forward as part of the adjacent station development as well as public realm improvements being brought forward by LBRuT in the immediate vicinity of the site.

Policy T3 Transport capacity, connectivity and safeguarding

A. Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.

B. Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:

1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)

2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing

3) safeguarding London's walking and cycling networks

C. Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.

D. In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.

E. Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.

2.27 Section 5 of this report sets out the anticipated movements from the site, which demonstrates that there would be minimal impact on existing walk, cycle and public transport networks.

Policy T4 Assessing and mitigating transport impacts

A. Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B. When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance

C. Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F. Development proposals should not increase road danger

2.28 Section 5 of this report sets out the anticipated movements from the site, which demonstrates that there would be minimal impact on existing walk, cycle and public transport networks.

Policy T5 Cycling

A. Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

AA. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards1. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

AB. Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

B. Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate onstreet location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

C. Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

E. Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

2.29 Cycle parking will be provided in accordance with the current London Plan standards.

Policy T6 Car parking

A. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part D of this policy. BA An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

C. The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

D. Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential disabled persons parking.

DA. Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

E. Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with policies T6.1, T6.2, T6.3 and T6.4. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

EA. Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

F. Adequate provision should be made for efficient deliveries and servicing and emergency access.

G. A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

H. Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other areabased car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

I. Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

AND

Policy T6.1 Residential parking

A. New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B. Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C. All residential car parking spaces must provide infrastructure for electric or UltraLow Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D. Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E. Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F. The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G. Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

All disabled persons parking bays associated with residential development must:

1) be for residents' use only (whether M4(2) or M4(3) dwellings)

2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling

3) be funded by the payment of a commuted sum by the applicant, if provided onstreet (this includes a requirement to fund provision of electric vehicle charging infrastructure) Draft London Plan – consolidated changes version – Clean July 2019

4) count towards the maximum parking provision for the development

5) be designed in accordance with the design guidance in BS8300vol.1

6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

2.30 As set out, the development is located in a PTAL of 5 and therefore it is proposed that the development is car free, excepting the provision of two on-street disabled bays, in accordance with the draft London Plan.

Policy T7 Deliveries, servicing and construction

A. *Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:*

   1) reduce freight trips to, from and within these areas

   2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level

   3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles. Such strategies should be developed through policy or through the formulation of a masterplan for a planning application.

B. *To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.*

C. *Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freighthandling. The factors to consider in assessing the viability of a railhead include:*
   - *Planning history, environmental impact and its relationship to surrounding land use context – recognising that the agent of change principle will apply*
   - *Location, proximity to the strategic road network and existing/potential markets*
   - *Existing and potential contribution the railhead can make towards catering for freight movements by non-road modes*
   - *The location and availability of capacity at alternate railheads, in light of current and projected capacity and market demands.*

D. *Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.*

E. *Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:*

   3) reduce road danger, noise and emissions from freight trips

   4) enable sustainable last-mile movements, including by cycle and electric vehicle.

   5) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services)

F. *Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.*

G. *Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.*

H. *At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.*

I. *Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.*

IA During the construction phase of development, inclusive, and safe access for people walking or cycling should be prioritised and maintained at all times.

2.31 Section 3 of this report sets out that the main servicing requirements for the development is for refuse collection, at the service area to the rear of the building with access continued to be taken via Mary's Terrace. A Delivery and Servicing Plan is contained in **Appendix A** and a Draft Construction Logistics Plan is contained in **Appendix B.**

London Borough of Richmond upon Thames Local Plan

2.32 The Local Plan was adopted by the Council on 3 July 2018 and sets out policies and guidance for the development of the borough up to 2033.

2.33 Section 11 of the Local Plan sets out the transport policies. We have considered the relevant transport policies in relation to the development in the following paragraphs.

Policy LP44 Sustainable Travel Choices

The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

"A. Location of development

Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

B. Walking and cycling

Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

C. Public transport

Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided. Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. The road network

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements. In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

E. River transport

Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

F. Safeguarding of routes and facilities

Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation. Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

G. Taxis and private hire vehicles

Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations."

2.34 As set out previously, the proposed development is in a highly accessible location with excellent connections to bus stops and the railway station, as well as the town centre for a range of facilities. This, along with the fact that the development is car free, provides a range of sustainable travel choices for residents and users of the development with limited impacts on the surrounding road network.

Policy LP45 Parking Standards and Servicing

Parking standards

1. *The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:*
2. *Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.*
3. *Resisting the provision of front garden car parking unless it can be demonstrated that:*
    a. *there would be no material impact on road or pedestrian safety;*
    b. *there would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and c. the existing on-street demand is less than available capacity.*
4. *Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:*
    a. *the provision of disabled parking;*

b. appropriate servicing arrangements; and

c. demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality.

All proposals for car free housing will need to be supported by the submission of a Travel Plan.

5. Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

Freight and Servicing

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents

2.35 As set out, the proposed development is car free excepting the provision of 2 disabled parking bays. The development will be supported by a Travel Plan.

Conclusions to this section

2.36 This section has demonstrated that the development is in accordance with the relevant national, regional and local transport policies.

3 Development Proposals

3.1 As set out in the introduction, the development proposals include the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The proposal involves clearance of the site and construction of a new residential building comprising 38 one bed and 8 two bed apartments to reflect the likely demographic of future occupiers given the site's location within the town centre.

3.2 The London Borough of Richmond upon Thames are consulting on improvements to the public realm along Station Yard. As part of the development proposals, additional public realm works will include the highway outside of the development and a section of Mary's Terrace.

3.3 An Architect's Plan showing the ground floor layout of the development along with the proposed public realm improvements is shown in **Figure 3.1**. Full details of the layout are contained in the Design and Access Statement that accompany the planning application.

Figure 3.1: Ground Floor Plan

Parking Proposals

3.4 In accordance with the objectives of the current and draft London Plans and the LBRuT Local Plan, the development is proposed to be car-free, meaning no on-site parking will be provided for the residential uses excepting the provision of 2 on-street disabled parking bays provided adjacent to the development.

3.5 The proposals include for 55 cycle parking spaces, plus 1 short stay space for visitors, in line with the current London Plan standards. Secure cycle storage facilities will be located at ground floor level and accessed via the rear of the building adjacent to the railway line.

Access Proposals

3.6 The main entrance will be via Station Yard and located centrally on the southern frontage of the building. There is a further secondary entrance located centrally at the rear of the building, accessed securely by gates from either side of the building.

Servicing Proposals

3.7 The principal servicing requirements for the development is for refuse collection for the residential uses.

3.8 Servicing for the site would take place from Mary's Terrace, adjacent to the 2 disabled parking bays. Refuse is stored at the rear of the building and can be accessed within the 20m maximum distance. The location of the refuse storage and refuse collection point is shown in **Figure 3.2.**

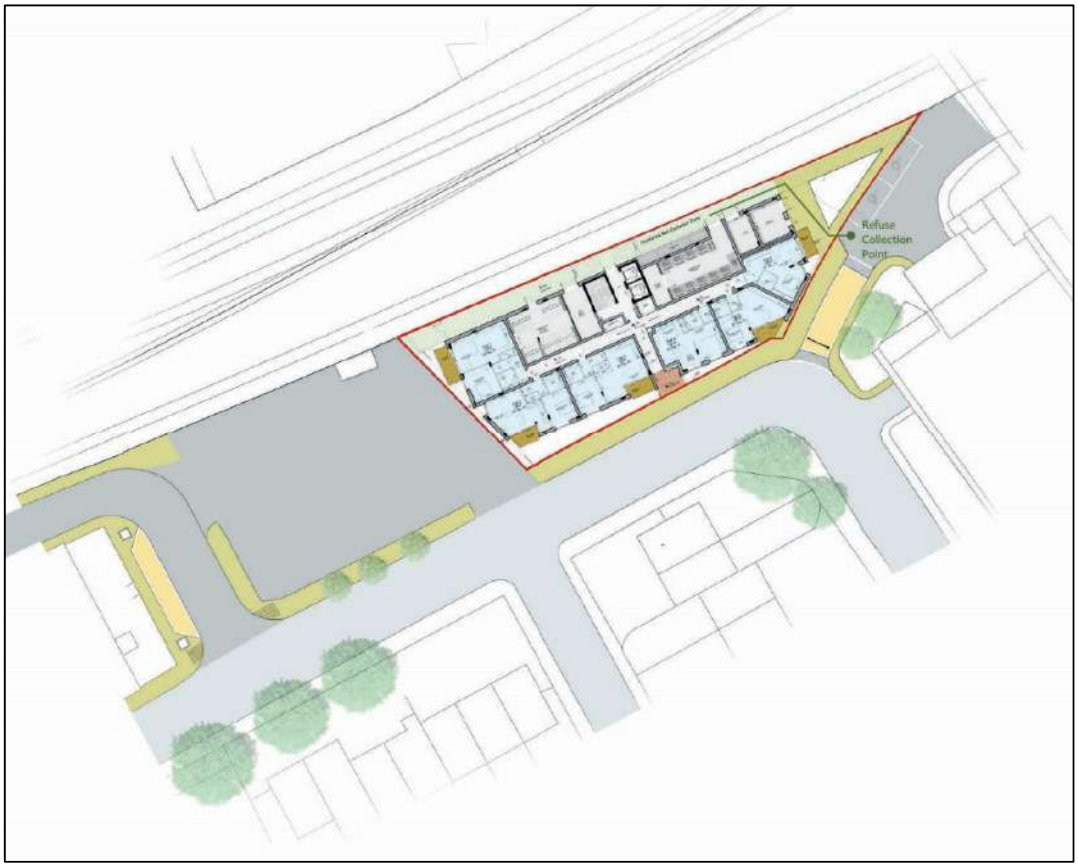

Figure 3.2: Refuse Storage and Collection

3.9 At present, the western end of Mary's Terrace is closed with controlled barriers allowing for emergency access only which would be maintained.

3.10 A Delivery and Servicing Plan is contained in **Appendix A**.

4 Site and Surroundings

4.1 This section of the report looks at the existing accessibility of the site it relation to:

- Existing land use
- Existing traffic and highways
- Existing bus routes and services
- Existing rail network
- Existing cycle
- Existing pedestrian network
- Existing taxis
- Existing car clubs
- Existing parking
- Existing PTAL
- Existing statistics
- Healthy Streets Indicators

4.2 These are discussed in the subsequent paragraphs.

Existing Land Use

4.3 The site is currently being used as a temporary car park for the station, as part of the construction for the Twickenham Station development. Previously, the site was used as a private park and is bound to the south by Station Yard and to the north by the railway.

Existing Traffic and Highways

4.4 The local highways network in relation to the proposed site is shown in **Figure 4.1**.

Figure 4.1: Existing Local Highway Network in relation to the Site

4.5 The site is located on Station Yard which connects to Railway Approach and then London Road, the A310. To the north, the A310 connects to the A316 which provides access to Central London to the north east and the M3 to the south west.

Existing Bus Routes and Services

4.6 The nearest existing bus stop to the site is approximately 180m from the site on London Road. The Twickenham Station Stops B and C serves the 110, 267 and the 281 bus routes, and there are a number of other bus stops and routes available in the vicinity of the site. The location of the nearest bus stops is shown in **Figure 4.2**.

4.7 Contained in **Figure 4.3** is a bus route map, and detailed bus route information is contained in **Table 4.1**.

Figure 4.2: Existing Bus Stops (Source: Traveline)

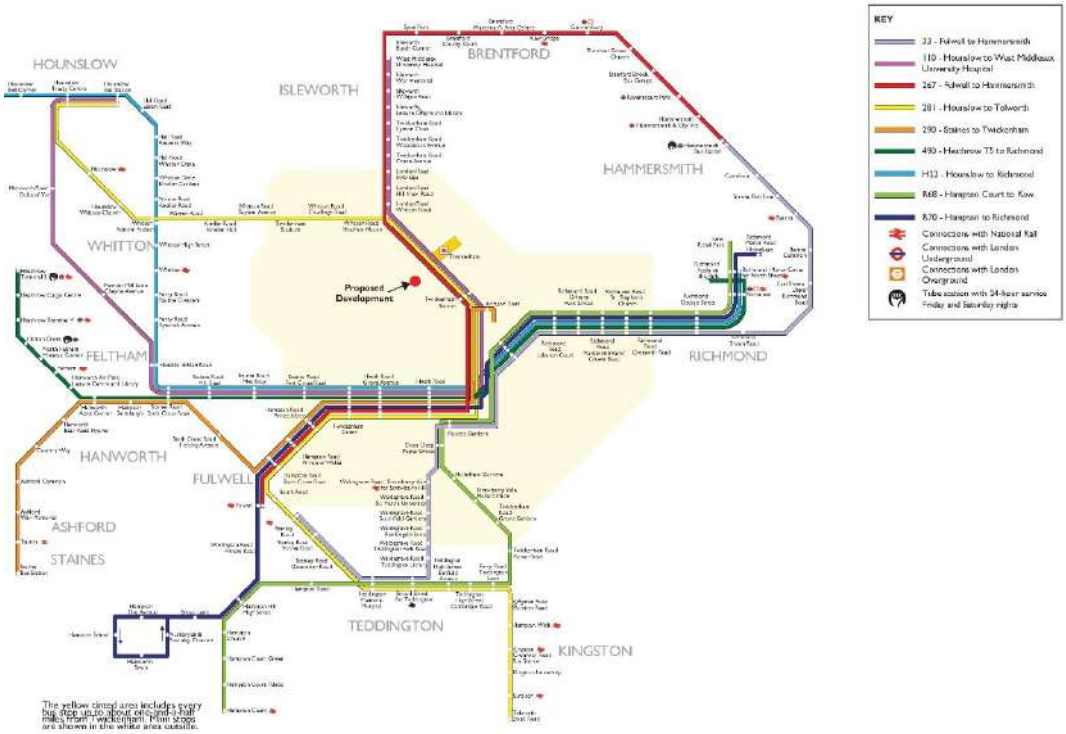

Figure 4.3: Existing Bus Routes within the Vicinity of the Site (Source: Traveline)

Bus No.	Bus Route	Weekday (approx.)
33	Fulwell – Hammersmith	Mon-Fri: Every 6 – 10 minutes Sat: Every 7-10 minutes Sun: Every 15 minutes
	Hammersmith – Fulwell	Mon-Fri: Every 7-10 minutes Sat: Every 7-10 minutes Sun: Every 15 minutes
110	Hounslow – West Middlesex Hospital	Mon-Fri: Every 15 minutes Sat: Every 20 minutes Sun: Ever 30 minutes
	West Middlesex Hospital - Hounslow	Mon-Fri: Every 20 minutes Sat: Every 20 minutes Sun: Every 30 minutes
267	Fulwell - Hammersmith	Mon-Fri: Every 9-13 minutes Sat: Every 10 – 14 minutes Sun: Every 15 minutes
	Hammersmith - Fulwell	Mon-Fri: Ever 9-12 minutes Sat: Every 11-12 minutes Sun: Every 14 minutes
281	Hounslow - Tolworth	Mon-Fri: Every 9-12 minutes Sat: Every 9-12 minutes Sun: Every 11-13 minutes
	Tolworth – Hounslow	Mon-Fri: Every 9-13 minutes Sat: Every 9-12 minutes Sun: Every 10-14 minutes
290	Stains - Twickenham	Mon-Fri: Every 20 minutes Sat & Sun: Every 20 minutes
	Twickenham – Stains	Mon-Fri: Every 20 minutes Sat & Sun: Every 20 minutes
490	Heathrow T5 – Richmond	Mon-Fri: Every 9 – 13 minutes Sat: Every 11-13 minutes Sun: Every 20 minutes
	Richmond – Heathrow T5	Mon-Fri: Every 10-14 minutes Sat: Every 12 minutes Sun: Every 20 minutes
H22	Hounslow – Richmond	Mon-Fri: Every 11-12 minutes Sat: Every 12-13 minutes Sun: Every 20 minutes
	Richmond – Hounslow	Mon-Fri: Every 11- 14 minutes Sat: Every 10-13 minutes Sun: Every 20 minutes
R68	Hampton Court – Kew	Mon-Fri: Every 15 minutes Sat: Every 15 minutes Sun: Every 15 minutes
	Key – Hampton Court	Mon-Fri: Every 15 minutes Sat: Every 15 minutes Sun: Every 15 minutes
R70	Hampton – Richmond	Mon-Fri: Every 6-10 minutes Sat: Every 6-10 minutes Sun: Every 15 minutes
	Richmond – Hampton	Mon-Fri: Every 8-10 minutes Sat: Every 8-10 minutes Sun: Every 15 minutes

Table 4.1: Existing Bus Service Information (Source: TfL/Traveline)

4.8 In addition, we have used the TfL WebCAT time mapping tool to understand the travel times by bus from the development. This is shown in **Figure 4.4**.

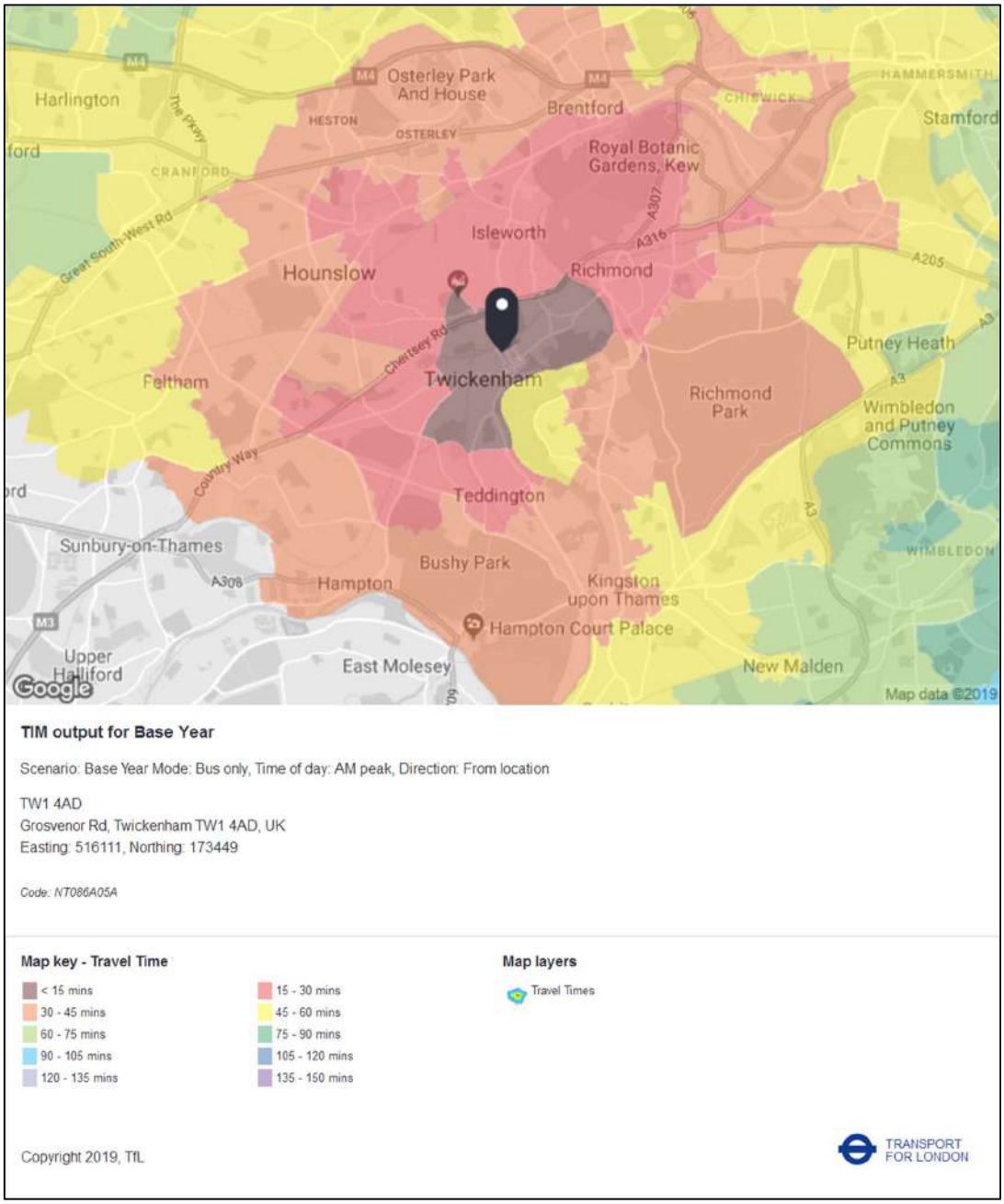

Figure 4.4: Bus Travel Time Map (Source: TfL WebCAT Database)

4.9 It can be seen that there are a number of existing bus services in the vicinity of the site, and that these bus services provide access to a variety of destinations.

Existing Rail Network

4.10 The site is located approximately 200m from Twickenham Railway Station, which is served by South Western Railway. The connections available from Twickenham Station is shown in **Figure 4.5**.

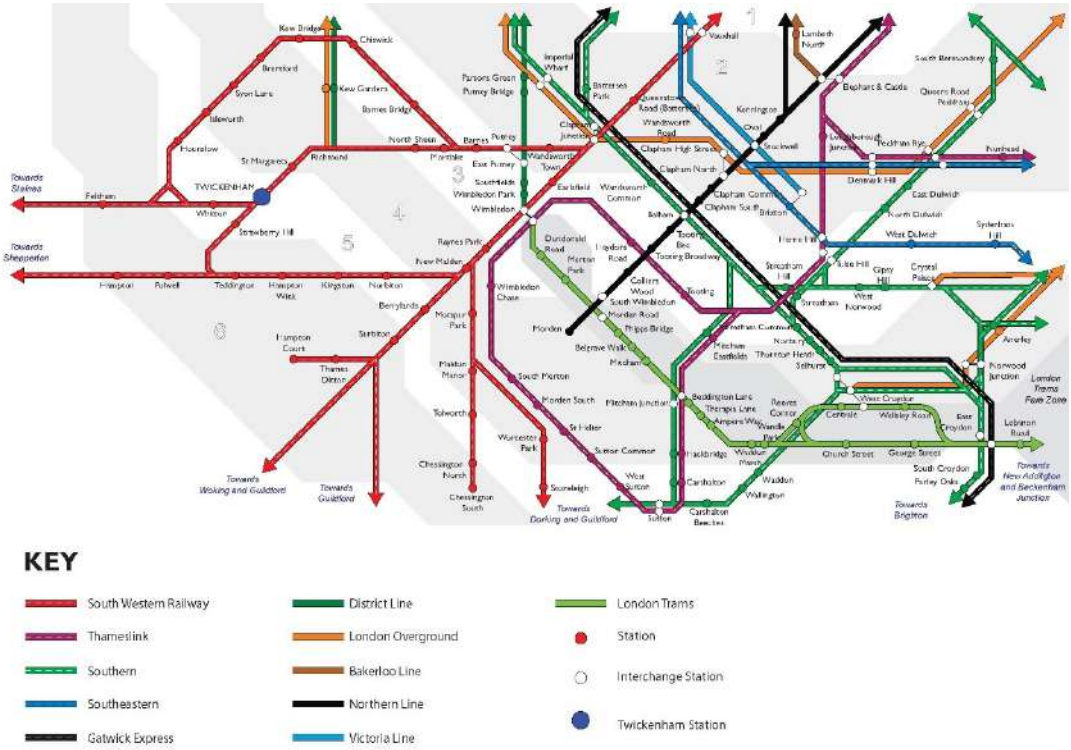

Figure 4.5: Existing Rail Connections in relation to the Site (Source: TfL)

4.11 **Figures 4.5** shows that numerous connections are available to Central London, as well as various wider destinations.

Existing Cycle Network

4.12 We have analysed the existing cycle network surrounding the site, and **Figure 4.6** illustrates the findings of this analysis.

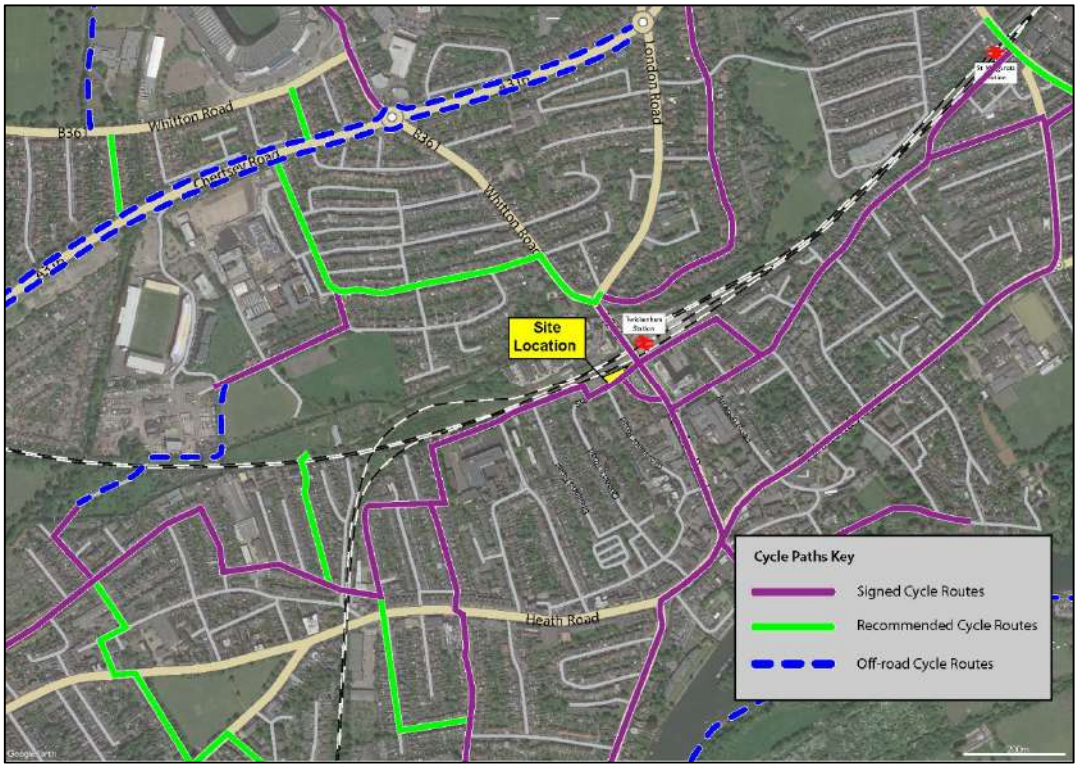

Figure 4.6: Existing Cycle Network in relation to the Site (Source: TfL)

4.13 In addition, we have used the TfL WebCAT time mapping tool to understand the travel times by cycle from the development. This is shown in **Figure 4.7**.

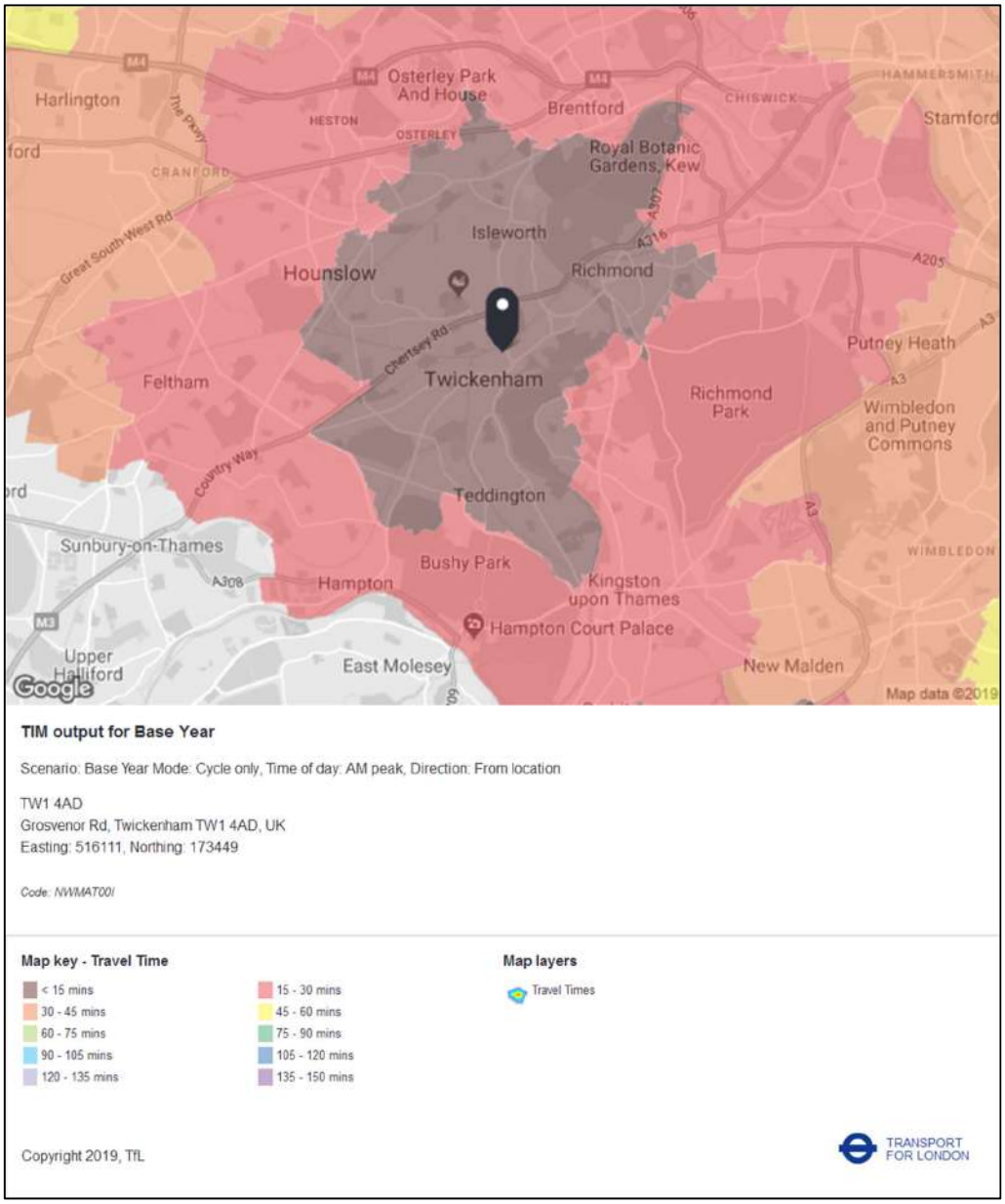

Figure 4.7: Cycle Travel Time Map (Source: TfL WebCAT Database)

4.14 It can be seen that the site lies within an existing cycle network, providing access to a number of facilities, including on-road, off-road and recommended cycle routes.

Existing Pedestrian Network

4.15 We have considered the existing walk routes that people take to access the development, and how the development proposals would affect the quality of the routes and the route choices. The main route to London Road from the development will be via the stairs on Mary's Terrace to the London Road Bridge, which are being improved as part of the station development.

4.16 In addition to this, the LBRUT are providing accessibility improvements to Station Yard and Station Road to the west of the development, which along with the improvements provided as part of this development and the station development, will provide a seamless pedestrian route to the station and town centre. The consultation plan for the improvements is shown in **Figure 4.8.**

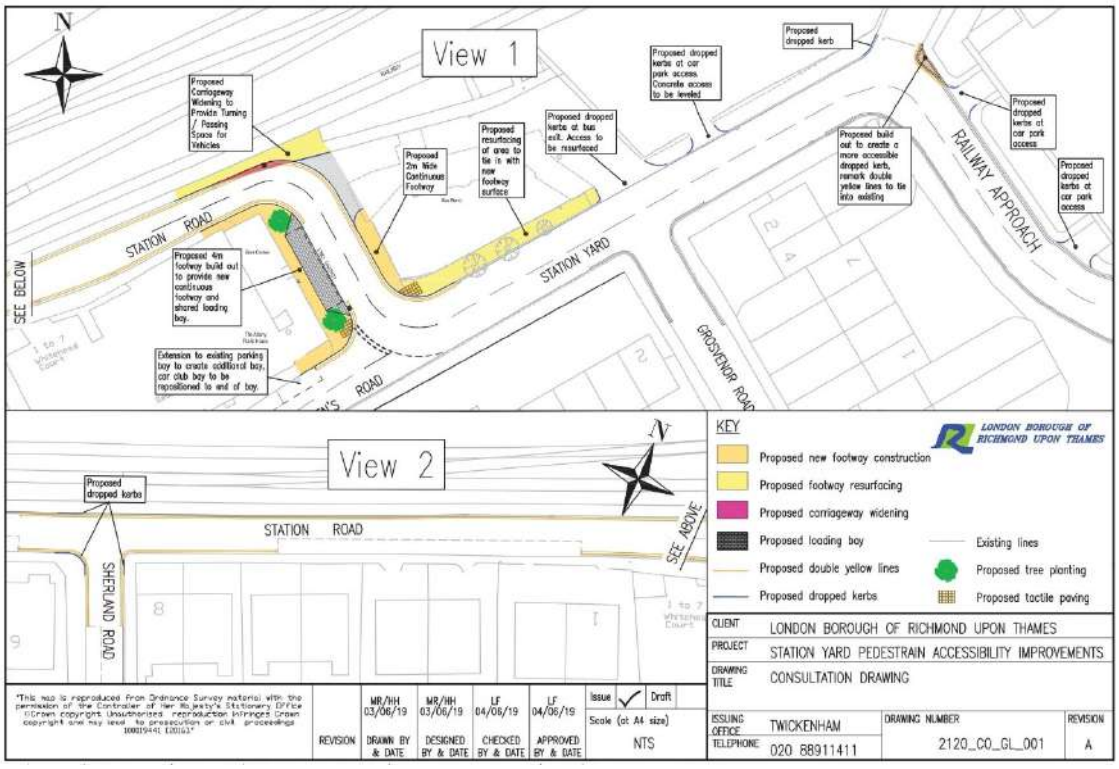

Figure 4.8: Proposed Improvements to Station Yard (LBRuT)

Existing Taxis

4.17 The nearest taxi rank is at Twickenham Station which has 7 taxi spaces.

Existing Car Clubs

4.18 There are a number of Car Club vehicles within the vicinity of the site, and these vehicles are from both Zipcar and Enterprise Car Club. The location of the car club vehicles is shown in **Figure 4.9**.

Figure 4.9: Existing Car Club Vehicles

4.19 It can be seen from **Figure 4.9** that a Car Club network exists within the local area.

Existing Parking

4.20 At present there are no car parking facilities available on the site.

4.21 In relation to parking in the surrounding area, we have looked at the parking controls that exist in the vicinity of the site. This is shown in **Figure 4.10**.

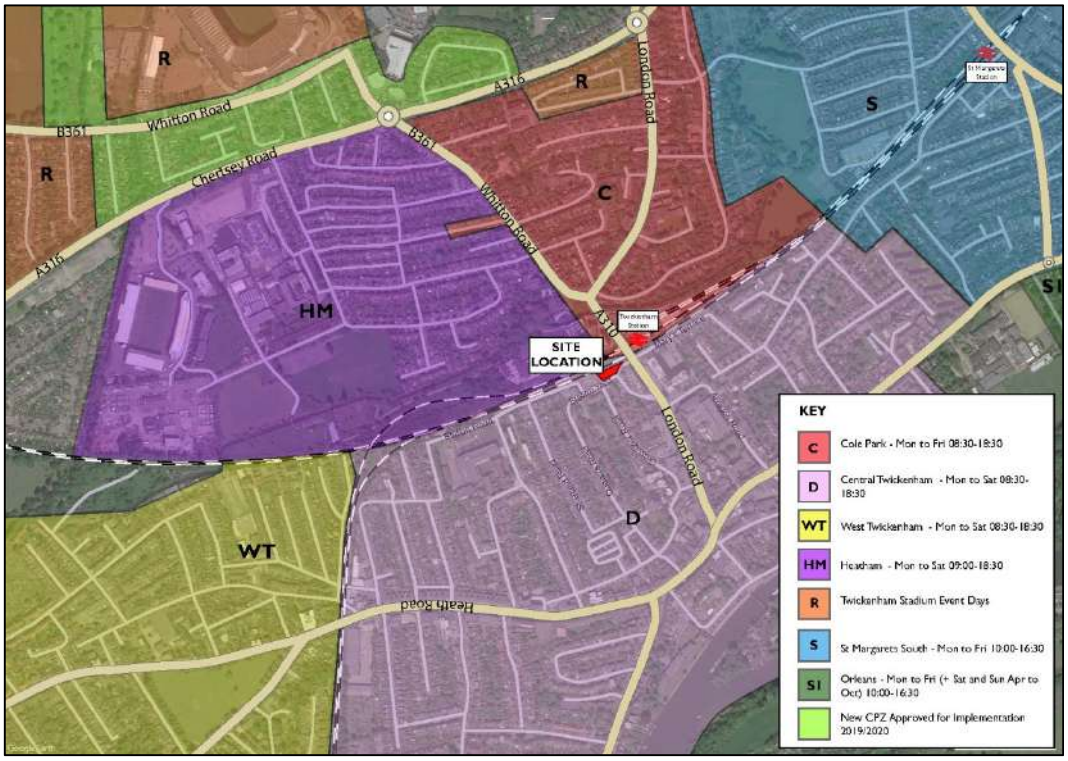

Figure 4.10: Existing Parking Zones in relation to the Site (Source: LBRuT)

4.22 **Figure 4.10** shows that the site lies within parking control zone D, which is restricted to permit holders only from 08:30 – 18:30 Monday to Saturday.

Existing PTAL

4.23 We have used the Transport for London (TfL) WebCAT database to obtain the PTAL rating for this site, which shows that the site lies within a PTAL of 5, with 6b being the highest. A summary report of the PTAL is contained in **Appendix C**.

Existing Statistics

4.24 We have obtained data from National Statistics 2011 Census Data, to understand the existing method of travel to work for residents in the area.

4.25 **Table 4.2** sets out the existing method of travel to work data from the 2011 Census. We have removed the “not in employment” category to provide a conservative assessment.

	Twickenham Riverside (Ward)		LBRuT (London Borough)		London (Region)		England (Country)	
Work mainly at or from home	606	9.9%	8,870	8.9%	202,679	5.1%	1,349,568	5.4%
Underground, metro, light rail, tram	667	10.9%	10,605	10.7%	902,263	22.6%	1,027,625	4.1%
Train	1,801	29.4%	21,768	21.9%	532,720	13.3%	1,343,684	5.3%
Bus, minibus or coach	356	5.8%	7,531	7.6%	561,605	14.0%	1,886,539	7.5%
Taxi	7	0.1%	237	0.2%	20,314	0.5%	131,465	0.5%
Motorcycle, scooter or moped	86	1.4%	1,654	1.7%	45,976	1.1%	206,550	0.8%
Driving a car or van	1,601	26.2%	32,271	32.5%	1,120,826	28.0%	14,345,882	57.0%
Passenger in a car or van	79	1.3%	1,341	1.4%	69,659	1.7%	1,264,553	5.0%
Bicycle	295	4.8%	6,062	6.1%	161,705	4.0%	742,675	3.0%
On foot	559	9.1%	8,138	8.2%	352,612	8.8%	2,701,453	10.7%
Other method of travel to work	65	1.1%	727	0.7%	28,538	0.7%	162,727	0.6%

Table 4.2: Existing Mode of Travel to Work Census Data (2011)

4.26 It can be seen that the Ward has the lowest level of residents travelling to work by car or van, and that the majority of resident's travel to work by rail, underground or on foot.

Healthy Streets Indicators

4.27 The Healthy Streets Approach puts people, and their health, at the heart of decision making. This results in a healthier, more inclusive city where people choose to walk, cycle and use public transport. The document states:

"The best way to get more people out walking, cycling and using public transport is to improve the quality of the experience of being on those streets. The Healthy Streets Approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly our most vulnerable people - from getting out and about."

4.28 We have considered the development proposals against the 10 Healthy Streets Indicators as set out in the TfL document '*Guide to Healthy Streets Indicators'* as set out in the following paragraphs.

Pedestrians from all walks of life

4.29 Station Yard and the surrounding roads are accessible to all on foot, and those with mobility issues. The pavements and road are smooth, wide and free of obstructions for the current users and future users of the area, promoting the use walking and cycling.

Any changes to the street will accommodate all users and further enhance the diversity of the streets.

People choose to walk, cycle and use public transport

4.30 The site is located less than 200m from bus stops and the railway station, providing competitive alternatives to the private car. Station Yard and the surrounding roads are accessible to all on foot, and those with mobility issues. The pavements and road are smooth, wide and free of obstructions for the current users and future users of the area, promoting the use walking and cycling. The site is in a residential area with lightly trafficked roads. Any changes to the street will accommodate all users and enhance the attractiveness of the streets.

Clean air

4.31 The development is located within the town centre, making trips to local facilities easy to be undertaken on foot and by cycle, reducing the need to travel by car. The proposals are for a car free scheme, assisting in improving the air quality from motor vehicles. The site is in a controlled parking zone, discouraging driving and parking to the local area.

People feel safe

4.32 The streets surrounding the development are residential roads which are overlooked by residential properties. The streets are well lit, with a low speed environment providing a safe environment day and night. The bus stops and railway station are located on London Road, which is a busier road with regular activity so the bus stops and waiting facilities are not intimidating for users.

Not too noisy

4.33 The site is in a residential area, which has appropriate noise levels of a town centre. The railway line runs to the north of the development, and appropriate noise mitigation will be provided for the development where required.

Easy to cross

4.34 As stated, the site is in a residential area with low vehicle movements. Improvements are proposed by LBRuT to the public realm in the vicinity of the site, providing adequate dropped kerbs for ease of crossing the roads where required to access the town centre, railway station and bus stops. There is limited parking on Station Yard providing good visibility for crossing. Entrances to non-signalised side streets off London Road have raised pavement level to give priority to people walking and make drivers slow down.

Places to stop and rest

4.35 The streets surrounding the site are of a reasonable size for people to stop and rest when required away from the main flow of pedestrians, with wider areas on some sections of the street. There are seats and shelters at the nearest bus stops, and there will be resting/seating areas for pedestrians at the new station once it is completed. Seating is also provided at the St James Development on London Road. Between the site and the town centre, the streets widen providing ample space for stopping away from the main flow of pedestrians and there are railings positioned along sections of the road. Seating is provided in the centre of the high street.

Shade and shelter

4.36 As set above out the nearest bus stops to the development provide shelters and seating, which would provide shade on warm days and shelter from adverse weather. There are also several buildings between the site and the town centre which have canopies and would provide shade and shelter.

People feel relaxed

4.37 The streets surrounding the development are well maintained, quiet residential roads. The roads and pavements are adequate for cyclists and pedestrians, with limited clutter to hinder walking and cycling. Cycle ways in the area are well signed, and there are Legible London signage along London Road. As set out previously, improvements are coming forward to the immediate footways and public realm in the vicinity of the site.

Things to see and do

4.38 The development site is located within a residential area of Twickenham Town Centre, providing a variety of shops, buildings, lighting and planting. In addition, the new station development has been designed to accommodate pedestrians and cyclists with a large pedestrian area outside of the station. The residential properties surrounding the development site have well maintained front gardens.

4.39 It is considered that the existing streets surrounding the development are in accordance with the Healthy Streets Indictors and no improvement requirements have been identified.

Conclusions to this Section

4.40 This section has demonstrated that the site is well located in relation to accessibility by means other than the private car, with regular bus routes, which link the site to a number of facilities. The site lies within an existing cycle network and there is a network of car

club vehicles available in the vicinity. The location of the site will encourage residents to travel by sustainable means, and to create a culture of sustainable travel from the outset.

5 Movements

5.1 This section of the Transport Statement sets out the anticipated movements from the development.

Existing Trips

5.2 As stated, the site is currently being used as a temporary car park for the station during the construction and has previously been used as a private car park, both of which would involve vehicle movements to and from the site.

5.3 As stated, the development will be car free excepting 2 on-street disabled bays. Therefore, there will be a reduction in vehicle movements to and from the site.

Projected Trips

5.4 Using the 2011 Census Data, we have calculated the number of residents anticipated to be on site, by calculating the average number of residents per household in the two Super Output Areas (Mid-Layer) where the site falls. This demonstrates that there are 2.27 persons per household.

5.5 The development proposals include for 46 residential units, it is anticipated that there would be 104 residents living at this development.

Vehicle Trips

5.6 As previously stated, the development is proposed to be car-free, meaning the development will not generate any vehicular trips. As stated, this would be a reduction against previous uses of the development.

Multi-Modal Trips

5.7 As discussed in paragraph 5.5, we have used the 2011 Census Data to calculate the number of residents anticipated to be on site and using the Method of Travel to Work data we have calculated the number of projected multi-modal trips from the development. This is set out in **Table 5.1**. It should be noted that the 'driving a car or van' category has been removed, as it is not anticipated that there would be any vehicle trips to the development.

Mode of Travel	%	Number
Underground, Metro, Light Rail, Tram	10%	11
Train	50%	52
Bus, Minibus or Coach	10%	11
Taxi	0%	0
Motorcycle, Scooter or Moped	2%	2
Passenger in a Car or Van	2%	2
Bicycle	9%	10
On Foot	15%	16
Other Method of Travel to Work	2%	1
Total Projected Residents	**100%**	**105**

Table 5.1: Projected Multi-Modal Trips

5.8 The projected movements shown in **Table 5.1** are based on daily trips. However, we have considered the impacts of these trips on the peak period.

5.9 **Table 5.1** shows that the highest method of travel to work is rail, which would generate 52 additional trips from the development.

5.10 There are approximately 25 trains per hour in the peak period from Twickenham Station, and the development would result in 2 additional persons per train in the peak period.

5.11 In relation to buses, there are approximately 30 two-way buses per hour in the peak period, therefore the proposed development would result in an additional 0.3 persons per bus in the peak period.

5.12 In relation to walking and cycling, the additional pedestrian and cyclists would equate to 0.4 pedestrians and cyclists per minute in the peak period on the surrounding streets.

5.13 Therefore, it is not considered that there would be any impact on the existing capacity of the public transport or footways and cycleways as a result of the development proposals.

Conclusions to this section

5.14 The proposed development is a car free development, excepting the provision of 2 disabled bays. The site is currently used as a temporary car park for the station and has been previously used as a private car park. Therefore, there will be an overall reduction in vehicle movements in the vicinity of the site.

5.15 In relation to the impact of trips by rail, bus, pedestrian and cyclists, it has been demonstrated that there would be no impacts on existing networks.

6 Mitigation

6.1 This section looks at the proposals which could be implemented to encourage trips to and from the site, to be made by sustainable means.

6.2 The proposed measures to encourage sustainable travel include:

- Travel Packs
- Provision of Cycle Parking
- Car-capping
- Travel Plan

Travel Packs

6.3 The provision of information is a key part of encouraging travel by non-car means and in accordance with best practice, Travel Packs would be provided for residents of the proposed development, to encourage sustainable travel from the outset. An example of a Travel Pack provided for Epsom Station is shown in **Figure 6.1**

Figure 6.1: Indicative Travel Packs for Residents

6.4 The content of the Travel Packs will be agreed with the London Borough of Southwark, and it is proposed that the following information will be included within the packs

- Location map, showing the sites relation to the surrounding areas

- Public Transport (bus and rail) maps, showing routes and nearest bus stops/ stations
- Site specific local public transport information (timetables), and how to obtain real time information
- Web site addresses and apps for travel information, including Journey Planner's
- Details of local cycle training, how much it costs and how residents can enrol
- Local cycle and walk routes, showing the types of routes available and local cycle shops
- Information on the local Car Clubs and how residents can sign up to them
- Information on car sharing, such as how it works, and reasons to use it, local car sharing facilities, such as www.london.liftshare.com and how residents enrol
- Maps and information, including addresses and telephone numbers of local amenities
- Information of Home Delivery Shopping Services available from supermarkets, including the web sites

6.5 The Travel Packs would be provided to residents when they first move into their homes.

Provision of Cycle Parking

6.6 Safe and Secure cycle parking is proposed for the development, in line with the standards set out in the current London Plan. The Cycle Parking Standards and proposed provision are shown in **Table 6.1**.

	Standard	Provision in Accordance with Standard	Proposed Provision
Studio or 1-bedroom dwelling	1 per unit	32	55
2+ bedroom dwellings	2 per unit	22	
Short Stay	1 per 40 units	1	
TOTAL	-	55	

Table 6.1: Cycle Parking Standards and Proposed Provision (The Current London Plan Cycle Standards)

6.7 As shown in **Table 6.1**, the proposals include for 55 cycle parking spaces, including one long stay space for the development.

Car-capping

6.8 As set out in Section 4, the site and the roads surrounding the site are within a Controlled Parking Zone. To ensure that the development does not impact the surrounding area, it is proposed that the development is Car Capped, meaning residents will not be able to apply for a parking permit to park in the surrounding streets.

Travel Plan

6.9 A bespoke comprehensive Travel Plan will be provided as part of the proposed development. This will include the details of:

- The aims and objectives
- The proposed initial and final targets
- More detailed information on the measures proposed
- How the Travel Plan will be managed
- The monitoring and reporting proposals

6.10 A Draft Travel Plan is contained in **Appendix D**.

Conclusions to this Section

6.11 This section of the report has demonstrated that a number of measures are proposed to encourage sustainable travel to and from the development, along with a commitment to monitor the effectiveness of the measures within the Travel Plan.

7 Construction

7.1 A draft Construction Logistics Plan has been prepared to set out the principals of the construction of the development and is contained in **Appendix B**.

7.2 It is anticipated that the submission of a Construction Method Statement including the traffic management proposals will be a pre-commencement condition. The basic elements are set out below:

- The Programme of Works
- The hours of operation and expected arrival and departure times of vehicles
- The proposed routes to be used by construction vehicles
- The types of vehicles expected
- Anticipated traffic management
- Mitigation Measures

7.3 Considering the headings in turn:

Programme of Works

7.4 The works will involve the following key stages:

- Deconstruction of the existing buildings on site and site clearance
- Construction and fit out of the main development buildings
- Construction of the pedestrian area outside of the station

7.5 The final programme will be established with detailed contractor involvement, but the principals of the project will involve;

- Pedestrian and Cycle Access will be retained at all times
- Any proposed closures will be restricted to periods of minimal vehicle activity

7.6 A specialist waste management plan will be provided with specific details of the coordination of the disposal of all surplus materials and the management of an effective document control system to track and confirm that the proper procedures have been followed.

7.7 There will be an objective to recycle materials where possible.

Hours of Work

7.8 It is anticipated that the core working hours for demolition and construction will be set out as follows:

- 0800 – 1800 hours Weekdays

- 0800 – 1300 hours Saturday
- And working on Sunday will be subject to reasonable notice

7.9 Work outside these hours will be subject to reasonable notice to the Council. The final hours of work will be confirmed in the Construction Method Statement.

7.10 There is not a fixed pattern for the arrival and departure of vehicles within that period, which is contingent upon progress on site, although typically more deliveries will take place during the morning.

The proposed routes to be used by construction vehicles

7.11 It is proposed that construction vehicles use the Strategic Road Network. Vehicle Routes will be confirmed in the Construction Method Statement.

Types and Numbers of Vehicles

7.12 It is not possible to accurately define the number of vehicles at this stage, in the different phases, but they will as stated above be restricted during the peak periods.

7.13 The Construction Method Statement wills set out the number, types and sizes of construction vehicles required for works on this site.

Any traffic management during construction

7.14 It is proposed that construction vehicles use the Strategic Road Network as shown in **Figure 7.1**. The main point of access which will be from the A316

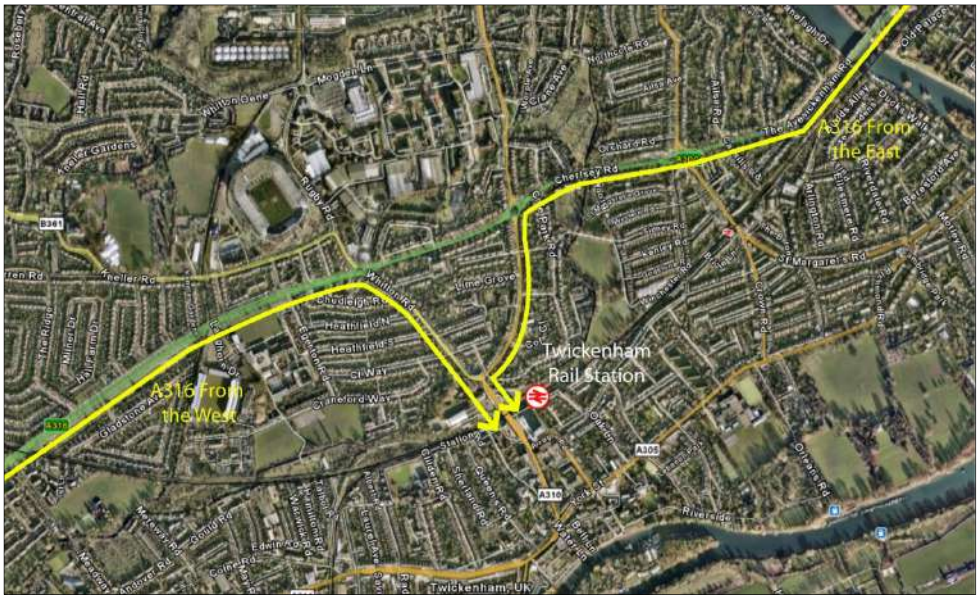

Figure 7.1: Anticipated Construction Traffic Routes

7.15 It is anticipated that some traffic management will be required during the construction of the Site. Applications for road closures if required will be outside of the peak period.

7.16 The Construction Method Statement will set out phased drawings indicating construction traffic management's layout with signs for the works.

7.17 The Construction Method Statement will follow guidance set out in Transport for London's '*Building a better future for Freight: Construction Logistics Plans'* Best practice guidance.

Mitigation Measures

7.18 In order to ensure that the impacts of movements to and from the site are properly managed then the following mitigation measures will be introduced;

- The in principal Site working hours have been defined in the CLP. If there is any requirement to alter the operating hours, notification to the LBRuT will be undertaken.
- Communication will be maintained with the local community through a newsletter which will advise in respect of the process for affected parties to register complaints and procedures for responding to complaints; and
- A designated Project Team member will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number, and will be identified to the LBRuT and community groups prior to the start of construction, and whenever a change of responsibility occurs.
- The site labour force will be encouraged to use public transport. Unapproved parking on public roads will not be allowed

8 Conclusions

8.1 This Transport Statement has been prepared on behalf of Solum Regeneration (Twickenham) LLP, to support an application for the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The scheme is a car free scheme excepting the provision of 2 disabled bays.

8.2 The site has a PTAL level of 5 and is in an excellent location for people to travel by means other than the private car. The site is well located in relation to public transport, with bus stops approximately 180m from the development, with around 30 buses in the peak period and the railway station approximately 200m from the development, with around 25 trains in the peak period, providing access to a variety of destinations.

8.3 The existing street in the vicinity of the site have been considered against the 10 Healthy Streets Indicators, and no improvement requirements have been identified.

8.4 Improvements are proposed for the public realm in the vicinity of the site by the London Borough of Richmond upon Thames (LBRuT), providing pedestrian and cyclist friendly routes to and from the town centre, railway station and bus stops.

8.5 The proposals are for a car free development, excepting 2 on-street disabled parking bays provided adjacent to the site and for 55 cycle parking spaces for the scheme, which is in accordance with the current London Plan.

8.6 The development will be supported by a Travel Plan in accordance with TfL's Best Practice Guidelines and Mayer Brown's own experience, including the implementation of the Plough Lane Travel Plan, which features in the DfT and TfL Best Practice Guidelines.

8.7 We have considered the impacts of the development in accordance with the National Planning Policy Framework test, set out in paragraph 109, which states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." (NPPF, Paragraph 109)

8.8 It is considered that there will be minimal the impacts of the development, and therefore the development should not be refused or prevented on transport grounds, in line with the NPPF.

APPENDIX A: Delivery and Servicing Plan

SOLUM REGENERATION (TWICKENHAM) LLP
STATION YARD
TWICKENHAM

DELIVERY AND SERVICING PLAN

NOVEMBER 2019

SOLUM REGENERATION (TWICKENHAM) LLP
STATION YARD
TWICKENHAM

DELIVERY AND SERVICING PLAN

NOVEMBER 2019

Project Code:	**SolumTwickenham.1**
Prepared by:	**RG**
Approved by:	**IM**
Issue Date:	**November 2019**
Status:	**FINAL**

Mayer Brown Limited, 10 Fitzroy Square, London W1T 5HP
Telephone 0207 874 1588 londonoffice@mayerbrown.co.uk www.mayerbrown.co.uk

Solum Regeneration (Twickenham) LLP

Station Yard

Twickenham

Delivery and Servicing Plan

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1 Introduction

1.1 This Delivery and Servicing Plan has been prepared on behalf of Solum Regeneration (Twickenham) LLP, to support an application for the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The scheme is a car free scheme excepting the provision of 2 disabled bays.

1.2 Servicing for the site would take place from Mary's Terrace, adjacent to the 2 disabled parking bays. Refuse is stored at the rear of the building and can be accessed within the 20m maximum distance. The location of the refuse storage and refuse collection point is shown in **Figure 1.1.**

Figure 1.1: Refuse Collection Point

2 Servicing Requirements

2.1 In this section we look at the arrangements for the proposed residential development.

Summary of Servicing Requirements

2.2 **Table 2.1** sets out the total weekly usage of the servicing for each of the uses of the proposed development.

Use	Delivery Requirements	Type of Vehicle	Duration of Stay	Total
Residential	2 per week	26 tonne bin lorry	10 minutes	2
TOTAL per week				2
Total per day (max)				2

Table 2.1: Servicing Requirements

3 Conclusions

3.1 A suitable are for refuse collection vehicles and adequate turning provision for them will be provided as part of the residential development.

APPENDIX B: Construction Logistics Plan

SOLUM REGENERATION (TWICKENHAM) LLP
STATION YARD
TWICKENHAM

DRAFT CONSTRUCTION LOGISTICS PLAN

NOVEMBER 2019

SOLUM REGENERATION (TWICKENHAM) LLP
STATION YARD
TWICKENHAM

DRAFT CONSTRUCTION LOGISTICS PLAN

NOVEMBER 2019

Project Code:	**SolumTwickenham.1**
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Solum Regeneration (Twickenham) LLP

Station Yard

Twickenham

Draft Construction Logistics Plan

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1 Introduction and Objectives

Introduction

1.1 This Construction Logistics Plan has been prepared on behalf of Solum Regeneration (Twickenham) LLP, to support an application for the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The scheme is a car free scheme excepting the provision of 2 disabled bays.

1.2 It is anticipated that there will be a pre-commencement condition, requiring the applicant to submit a detailed Demolition and Construction Method Statement (DCMS). That Statement would be developed with the nominated contractor and would provide details of phasing and traffic management during construction.

1.3 We have therefore considered;

- In Section 2 - the approximate details of the proposals and
- In Section 3 - the principals of the mitigation strategy that would be followed.

Objectives

1.4 The objectives of this draft Construction Logistics Plan (CLP) are:

- Reduced vehicle movements where possible
- Lower associated emissions
- Overall reduction of impacts on the local area

2 Details

2.1 As stated, it is anticipated that the submission of a Construction Method Statement including the traffic management proposals will be a pre-commencement condition. The basic elements are set out below:

- The Programme of Works
- The hours of operation and expected arrival and departure times of vehicles
- The proposed routes to be used by construction vehicles
- The types of vehicles expected
- Any traffic management during construction
- Emergency Access
- Mitigation Measures

Programme of Works

2.2 The works will involve the following key stages:

- Site clearance
- Construction and fit out of the main development buildings

2.3 The final programme will be established with detailed contractor involvement, but the principals of the project will involve:

- Due to the fact that the main development will be constructed from part of the interchange area, then the main construction of the buildings will take place in advance of finalising the interchange area
- Pedestrian and Cycle Access will be retained at all times
- Any vehicle closures will be restricted to periods of minimal vehicle activity

2.4 A specialist waste management organisation will be employed during the demolition and construction works with specific responsibility for the coordination of the disposal of all surplus materials and the management of an effective document control system to track and confirm that the proper procedures have been followed.

2.5 There will be an objective to recycle materials where possible.

Hours of Work

2.6 It is anticipated that the core working hours for demolition and construction will be set out as follows:

- 0800 – 1800 hours Weekdays;
- 0800 – 1300 hours Saturday;

- And working on Sunday will be subject to reasonable notice.

2.7 Work outside these hours will be subject to reasonable notice to the Council. It is anticipated that work will be minimal during event times at Twickenham Stadium to minimise impacts on pedestrian and traffic movements during these busy periods.

2.8 There is not a fixed pattern for the arrival and departure of vehicles within that period which is contingent upon progress on site, although typically more deliveries will take place during the morning.

2.9 The site does have storage capacity to ensure that deliveries can take place outside of the periods of peak movements to and from the station.

The proposed routes to be used by construction vehicles

2.10 It is proposed that construction vehicles use the Strategic Road Network as shown in **Figure 2.1**. The main point of access which will be from the A316.

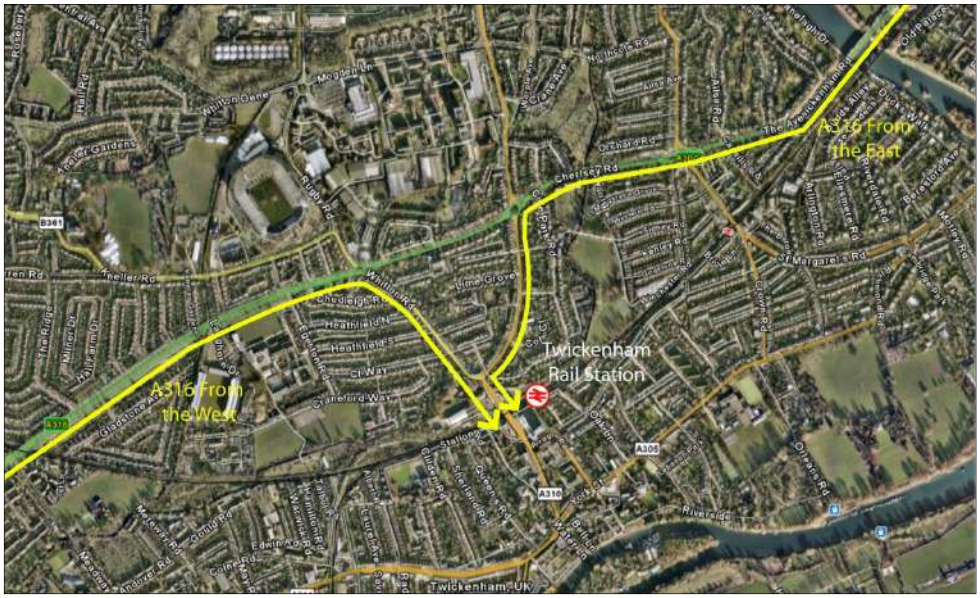


Figure 2.1: Construction Access Plan

Types and Numbers of Vehicles

2.11 It is not possible to accurately define the number of vehicles at this stage, in the different phases, but they will as stated above be restricted during the peak periods.

2.12 The Construction Method Statement wills set out the number, types and sizes of construction vehicles required for works on this site.

Any traffic management during construction

2.13 It is anticipated that some traffic management will be required during construction. Applications for lane closures if required will be outside of the peak period.

2.14 The Construction Method Statement will set out phased drawings indicating construction traffic management's layout with signs for the works.

2.15 The Construction Method Statement will follow guidance set out in Transport for London's '*Building a better future for Freight: Construction Logistics Plans'* Best practice guidance.

Emergency Access

2.16 Emergency vehicle access will be maintained throughout the construction period to allow emergency access to the tracks if necessary.

Mitigation Measures

2.17 The mitigation strategy is set out in the next section.

3 Conclusions and Mitigation Measures

3.1 This Construction Logistics Plan has been prepared on behalf of Solum Regeneration (Twickenham) LLP, to support an application for the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The scheme is a car free scheme excepting the provision of 2 disabled bays.

3.2 The proposals are well located in respect of the strategic road network, which will form the construction access to the development.

3.3 The construction of the development will adhere to the objectives of TfL's Construction and Logistics Plans, which includes utilising selected operators that are committed to best practice and are members of TfL's Freight Operator Recognition Scheme (FORS).

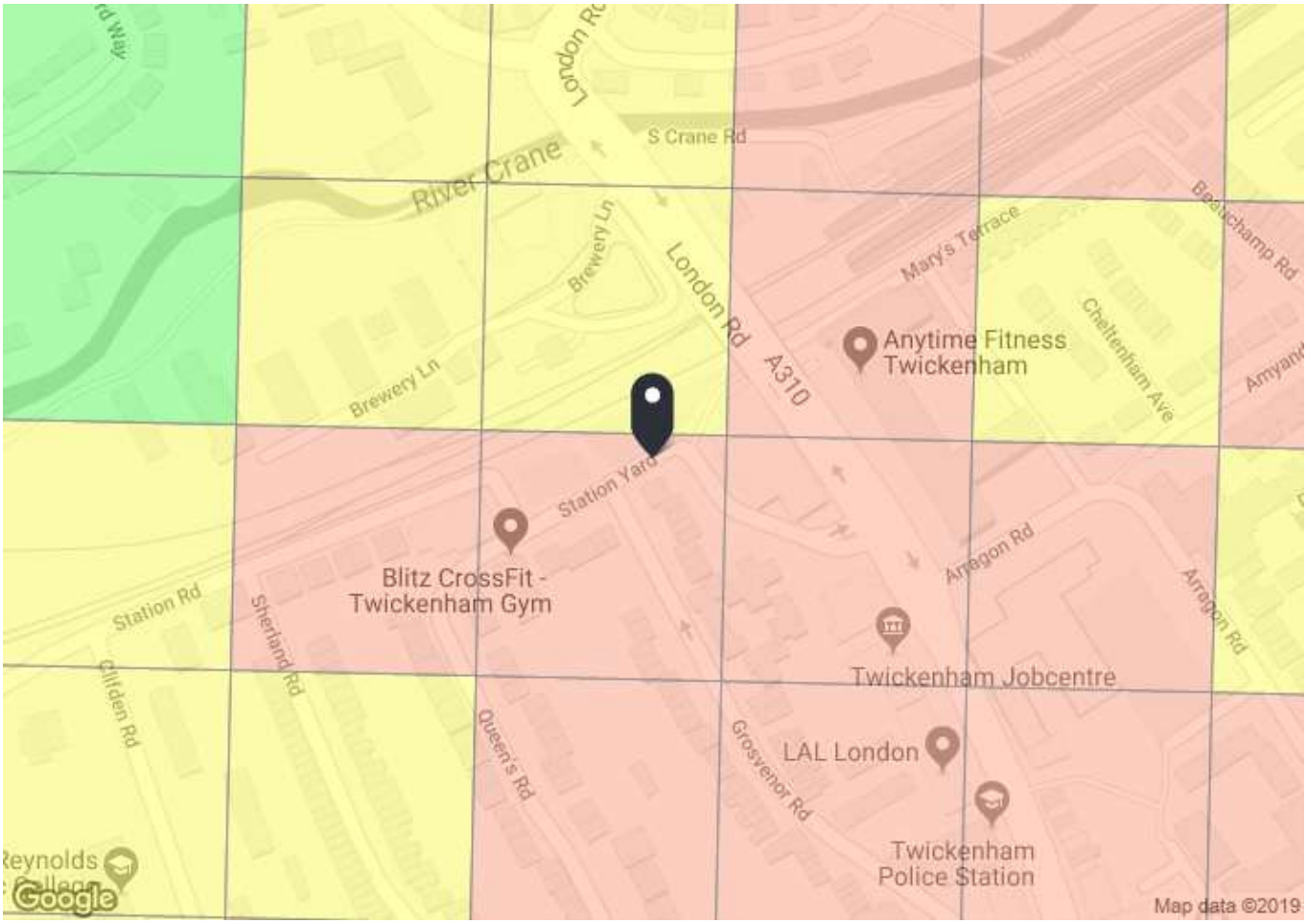
3.4 In order to ensure that the impacts of movements to and from the site are properly managed then the following mitigation measures will be introduced:

- The in principal Site working hours have been defined in this CLP. If there is any requirement to alter the operating hours, notification to the London Borough of Richmond upon Thames will be undertaken.
- Communication will be maintained with the local community through a newsletter which will advise in respect of the process for affected parties to register complaints and procedures for responding to complaints; and
- A designated Project Team member will deal with complaints and enquiries. This individual will be named at the site entrance, with a contact number, and will be identified to the London Borough of Richmond upon Thames and community groups prior to the start of construction, and whenever a change of responsibility occurs.
- An emergency access route will be maintained throughout the construction period.
- The site labour force will be encouraged to use public transport. Unapproved parking on public roads will not be allowed.

3.5 It is anticipated that there will be a pre-commencement condition, requiring the applicant to submit a detailed Construction Method Statement. That Statement would be developed with the nominated contractor and would provide details of phasing and traffic management during construction.

APPENDIX C: PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
5

2 Grosvenor Rd, Twickenham TW1 4AE, UK
Easting: 516066, Northing: 173584

Grid Cell: 46718

Report generated: 14/11/2019

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	TWICKENHAM KING STREET	33	495.29	7.5	6.19	6	12.19	2.46	0.5	1.23
Bus	TWICKENHAM KING STREET	490	495.29	5	6.19	8	14.19	2.11	0.5	1.06
Bus	TWICKENHAM KING STREET	R68	495.29	4	6.19	9.5	15.69	1.91	0.5	0.96
Bus	TWICKENHAM KING STREET	R70	495.29	6	6.19	7	13.19	2.27	0.5	1.14
Bus	TWICKENHAM KING STREET	H22	495.29	5	6.19	8	14.19	2.11	0.5	1.06
Bus	TWICKENHAM RUGBY TAVERN	281	159.63	7.5	2	6	8	3.75	1	3.75
Bus	TWICKENHAM RUGBY TAVERN	267	159.63	6	2	7	9	3.34	0.5	1.67
Bus	TWICKENHAM ARRAGON ROAD	110	239.4	3	2.99	12	14.99	2	0.5	1
Bus	TWICKENHAM ARRAGON ROAD	290	239.4	3	2.99	12	14.99	2	0.5	1
Rail	Twickenham	'RICHMND-GUILDFD 2N13'	187.27	0.33	2.34	91.66	94	0.32	0.5	0.16
Rail	Twickenham	'ALDRSHT-WATRLMN 1N90'	187.27	1	2.34	30.75	33.09	0.91	0.5	0.45
Rail	Twickenham	'RDNG4AB-WATRLMN 2C10'	187.27	0.67	2.34	45.53	47.87	0.63	0.5	0.31
Rail	Twickenham	'WATRLMN-RDNG4AB 2C13'	187.27	0.67	2.34	45.53	47.87	0.63	0.5	0.31
Rail	Twickenham	'RDNG4AB-WATRLMN 2C14'	187.27	0.33	2.34	91.66	94	0.32	0.5	0.16
Rail	Twickenham	'RDNG4AB-WATRLMN 2C16'	187.27	0.33	2.34	91.66	94	0.32	0.5	0.16
Rail	Twickenham	'WATRLMN-RDNG4AB 2C17'	187.27	1.33	2.34	23.31	25.65	1.17	0.5	0.58
Rail	Twickenham	'RDNG4AB-WATRLMN 2C18'	187.27	0.67	2.34	45.53	47.87	0.63	0.5	0.31
Rail	Twickenham	'WATRLMN-RDNG4AB 2C85'	187.27	0.33	2.34	91.66	94	0.32	0.5	0.16
Rail	Twickenham	'WATRLMN-RDNG4AB 2C87'	187.27	0.33	2.34	91.66	94	0.32	0.5	0.16
Rail	Twickenham	'RDNG4AB-WATRLMN 2C90'	187.27	0.33	2.34	91.66	94	0.32	0.5	0.16
Rail	Twickenham	'SHEPRTN-WATRLMN 2H92'	187.27	1	2.34	30.75	33.09	0.91	0.5	0.45
Rail	Twickenham	'WDON-WATRLMN 2K03 '	187.27	0.33	2.34	91.66	94	0.32	0.5	0.16
Rail	Twickenham	'WATRLMN-WATRLMN 2K09'	187.27	2	2.34	15.75	18.09	1.66	1	1.66
Rail	Twickenham	'WATRLMN-WATRLMN 2O09'	187.27	2	2.34	15.75	18.09	1.66	0.5	0.83
Rail	Twickenham	'TWCKNHM-WATRLMN 2O92'	187.27	0.67	2.34	45.53	47.87	0.63	0.5	0.31
Rail	Twickenham	'TWCKNHM-WATRLMN 2R03'	187.27	0.33	2.34	91.66	94	0.32	0.5	0.16
Rail	Twickenham	'WATRLMN-WATRLMN 2R09'	187.27	2	2.34	15.75	18.09	1.66	0.5	0.83
Rail	Twickenham	'WSORAER-WATRLMN 2U10'	187.27	2	2.34	15.75	18.09	1.66	0.5	0.83
Rail	Twickenham	'WATRLMN-WSORAER 2U13'	187.27	2	2.34	15.75	18.09	1.66	0.5	0.83
Rail	Twickenham	'HOUNSLW-WATRLMN 2V05'	187.27	0.33	2.34	91.66	94	0.32	0.5	0.16
									Total Grid Cell AI:	22

APPENDIX D: Draft Travel Plan

SOLUM REGENERATION (TWICKENHAM) LLP
STATION YARD
TWICKENHAM

RESIDENTIAL TRAVEL PLAN

NOVEMBER 2019

SOLUM REGENERATION (TWICKENHAM) LLP
STATION YARD
TWICKENHAM

RESIDENTIAL TRAVEL PLAN

NOVEMBER 2019

Project Code:	**SolumTwickenham.1**
Prepared by:	**RG**
Approved by:	**IM**
Issue Date:	**November 2019**
Status:	**FINAL**

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Solum Regeneration (Twickenham) LLP

Station Yard

Twickenham

Residential Travel Plan

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1 Introduction and Executive Summary

Introduction

1.1 This Travel Plan has been prepared on behalf of Solum Regeneration (Twickenham) LLP, to support an application for the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The scheme is a car free scheme excepting the provision of 2 disabled bays.

1.2 The location of the proposed development is shown in **Figure 1.1**

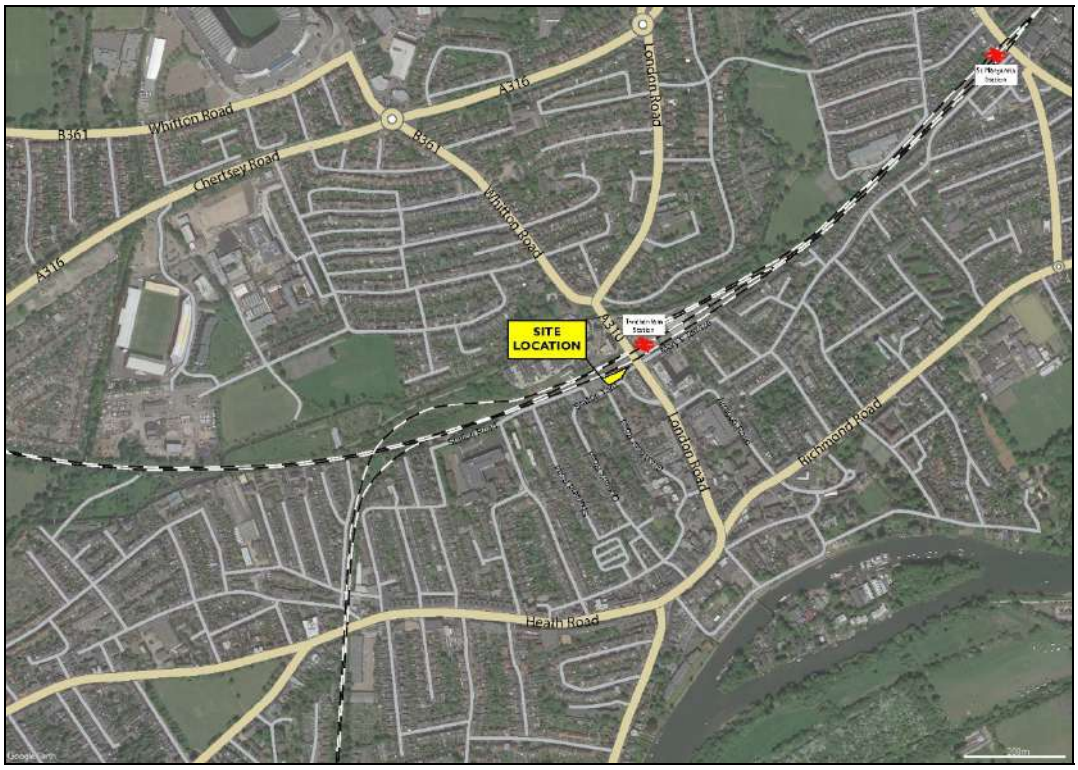

Figure 1.1: Site Location

1.3 Due to the excellent level of accessibility by means other than the private car, the proposals are for a car free development, excepting the provision of 2 disabled car parking bays. In line with the proposals for a car free scheme, the development will be car capped, meaning residents will not be able to obtain parking permits to park in the surrounding residential roads.

Executive Summary

1.4 This Travel Plan has been prepared on behalf of Solum Regeneration (Twickenham) LLP, to support an application for the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The scheme is a car free scheme excepting the provision of 2 disabled bays. Based upon census data, it is anticipated that there would be approximately 104 residents living at this development.

1.5 This Travel Plan has demonstrated that the proposed development is well located in relation to the ability for residents to travel by sustainable means, in particular the links from Twickenham Station, the existing bus routes and cycle and walk routes in the vicinity of the site. Furthermore, a Car Club network exists in the area.

1.6 This Travel Plan has set out aims, objectives and targets, which are SMART (Specific, Measureable, Achievable, Realistic and Time-related).

1.7 To enable the aims, objectives and targets to be met, a number of measures are proposed to be implemented at the development, which will encourage sustainable travel, which involve:

- Travel Packs
- Safe and Secure cycle parking
- Car-Capping

1.8 The Travel Plan also sets out a management and monitoring plan, to ensure the success of the Travel Plan.

2 Context

2.1 This Section of the Travel Plan provides details on the document itself, along with the background information and proposals for the development that this Travel Plan relates to.

2.2 This draft Travel Plan has been prepared in accordance with Transport for London Travel Plan Guidance (November 2013.

2.3 Therefore in this Travel Plan we consider the following:

- In Section 3: we summarise the existing location of the site, in respect of the ability to make movements by means other than the private car;
- In Section 4: we look at the existing travel patterns for the area, along with the projected movements used in the Transport Statement
- In Section 5: we set out the aims and objectives of this Travel Plan
- In Section 6: we set out the Travel Plan targets
- In Section 7: we set out the proposed package of measures which will be implemented to encourage sustainable travel
- In Section 8: we set out how the Travel Plan will be managed
- In Section 9: we set out the monitoring methodology for the Travel Plan
- In Section 10: we set out the action plan for how the Travel Plan will be implemented
- In Section 11: we set out how the Travel plan is to be funded and secured
- In Section 12: we set out the conclusions to this report.

2.4 As set out in the introduction, the development proposals include the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works.

2.5 In relation to cycle parking, it is proposed that the residential units will be provided with safe and secure cycle parking in line with the current London Plan standards.

3 Site Assessment

3.1 This section of the report looks at the existing accessibility of the site it relation to:

- Existing land use
- Existing traffic and highways
- Existing bus routes and services
- Existing rail network
- Existing cycle
- Existing pedestrian network
- Existing taxis
- Existing car clubs
- Existing parking
- Existing PTAL
- Existing statistics
- Healthy Streets Indicators

3.2 These are discussed in the subsequent paragraphs.

Existing Land Use

3.3 The site is currently being used as a temporary car park for the station, as part of the construction for the Twickenham Station development. Previously, the site was used as a private park and is bound to the south by Station Yard and to the north by the railway.

Existing Traffic and Highways

3.4 The local highways network in relation to the proposed site is shown in **Figure 3.1**.

Figure 3.1: Existing Local Highway Network in relation to the Site

3.5 The site is located on Station Yard which connects to Railway Approach and then London Road, the A310. To the north, the A310 connects to the A316 which provides access to Central London to the north east and the M3 to the south west.

Existing Bus Routes and Services

3.6 The nearest existing bus stop to the site is approximately 180m from the site on London Road. The Twickenham Station Stops B and C serves the 110, 267 and the 281 bus routes, and there are a number of other bus stops and routes available in the vicinity of the site. The location of the nearest bus stops is shown in **Figure 3.2**.

3.7 Contained in **Figure 3.3** is a bus route map, and detailed bus route information is contained in **Table 3.1**.

Figure 3.2: Existing Bus Stops (Source: Traveline)

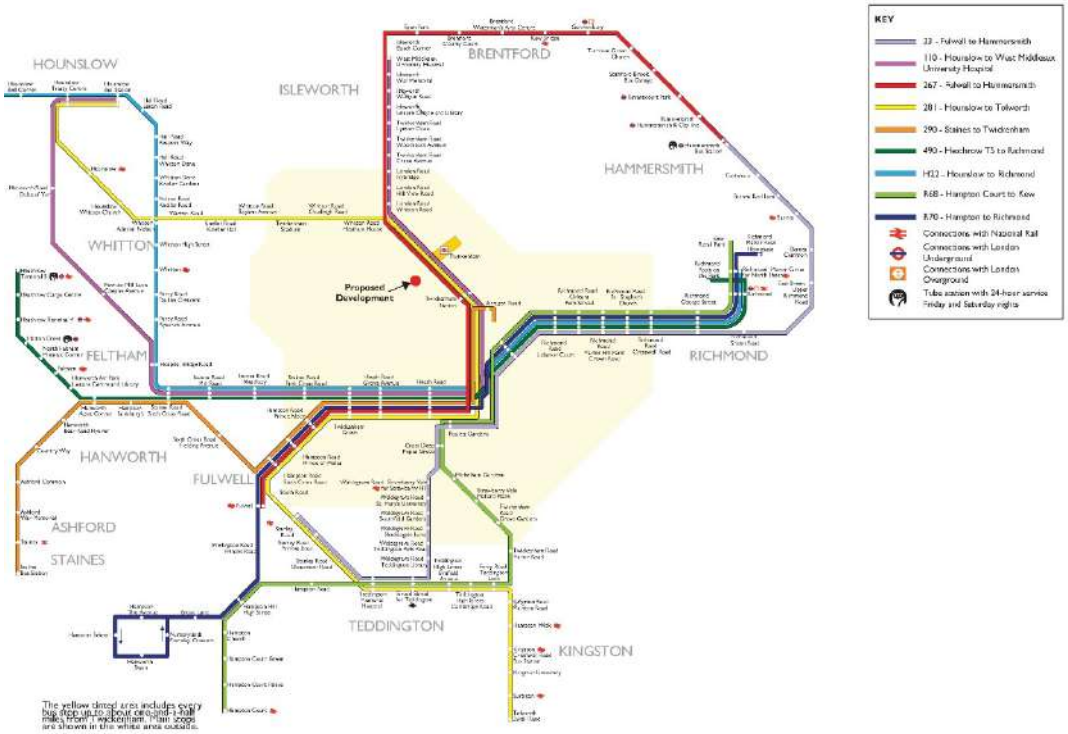

Figure 3.3: Existing Bus Routes within the Vicinity of the Site (Source: Traveline)

Bus No.	Bus Route	Weekday (approx.)
33	Fulwell – Hammersmith	Mon-Fri: Every 6 – 10 minutes Sat: Every 7-10 minutes Sun: Every 15 minutes
	Hammersmith – Fulwell	Mon-Fri: Every 7-10 minutes Sat: Every 7-10 minutes Sun: Every 15 minutes
110	Hounslow – West Middlesex Hospital	Mon-Fri: Every 15 minutes Sat: Every 20 minutes Sun: Ever 30 minutes
	West Middlesex Hospital - Hounslow	Mon-Fri: Every 20 minutes Sat: Every 20 minutes Sun: Every 30 minutes
267	Fulwell - Hammersmith	Mon-Fri: Every 9-13 minutes Sat: Every 10 – 14 minutes Sun: Every 15 minutes
	Hammersmith - Fulwell	Mon-Fri: Ever 9-12 minutes Sat: Every 11-12 minutes Sun: Every 14 minutes
281	Hounslow - Tolworth	Mon-Fri: Every 9-12 minutes Sat: Every 9-12 minutes Sun: Every 11-13 minutes
	Tolworth – Hounslow	Mon-Fri: Every 9-13 minutes Sat: Every 9-12 minutes Sun: Every 10-14 minutes
290	Stains - Twickenham	Mon-Fri: Every 20 minutes Sat & Sun: Every 20 minutes
	Twickenham – Stains	Mon-Fri: Every 20 minutes Sat & Sun: Every 20 minutes
490	Heathrow T5 – Richmond	Mon-Fri: Every 9 – 13 minutes Sat: Every 11-13 minutes Sun: Every 20 minutes
	Richmond – Heathrow T5	Mon-Fri: Every 10-14 minutes Sat: Every 12 minutes Sun: Every 20 minutes
H22	Hounslow – Richmond	Mon-Fri: Every 11-12 minutes Sat: Every 12-13 minutes Sun: Every 20 minutes
	Richmond – Hounslow	Mon-Fri: Every 11- 14 minutes Sat: Every 10-13 minutes Sun: Every 20 minutes
R68	Hampton Court – Kew	Mon-Fri: Every 15 minutes Sat: Every 15 minutes Sun: Every 15 minutes
	Key – Hampton Court	Mon-Fri: Every 15 minutes Sat: Every 15 minutes Sun: Every 15 minutes
R70	Hampton – Richmond	Mon-Fri: Every 6-10 minutes Sat: Every 6-10 minutes Sun: Every 15 minutes
	Richmond – Hampton	Mon-Fri: Every 8-10 minutes Sat: Every 8-10 minutes Sun: Every 15 minutes

Table 3.1: Existing Bus Service Information (Source: TfL/Traveline)

3.8 In addition, we have used the TfL WebCAT time mapping tool to understand the travel times by bus from the development. This is shown in **Figure 3.4**.

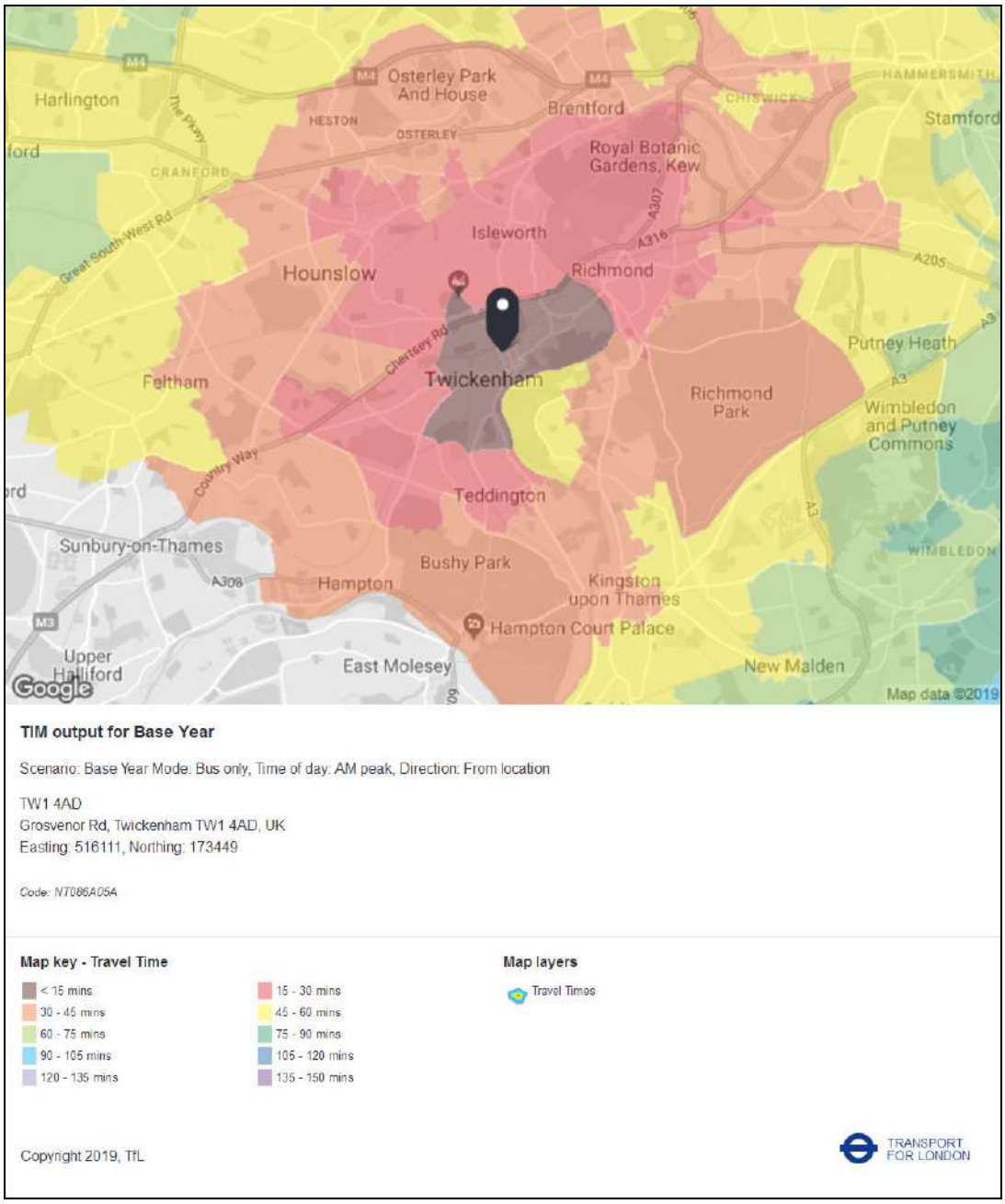

Figure 3.4: Bus Travel Time Map (Source: TfL WebCAT Database)

3.9 It can be seen that there are a number of existing bus services in the vicinity of the site, and that these bus services provide access to a variety of destinations.

Existing Rail Network

3.10 The site is located approximately 200m from Twickenham Railway Station, which is served by South Western Railway. The connections available from Twickenham Station is shown in **Figure 3.5**.

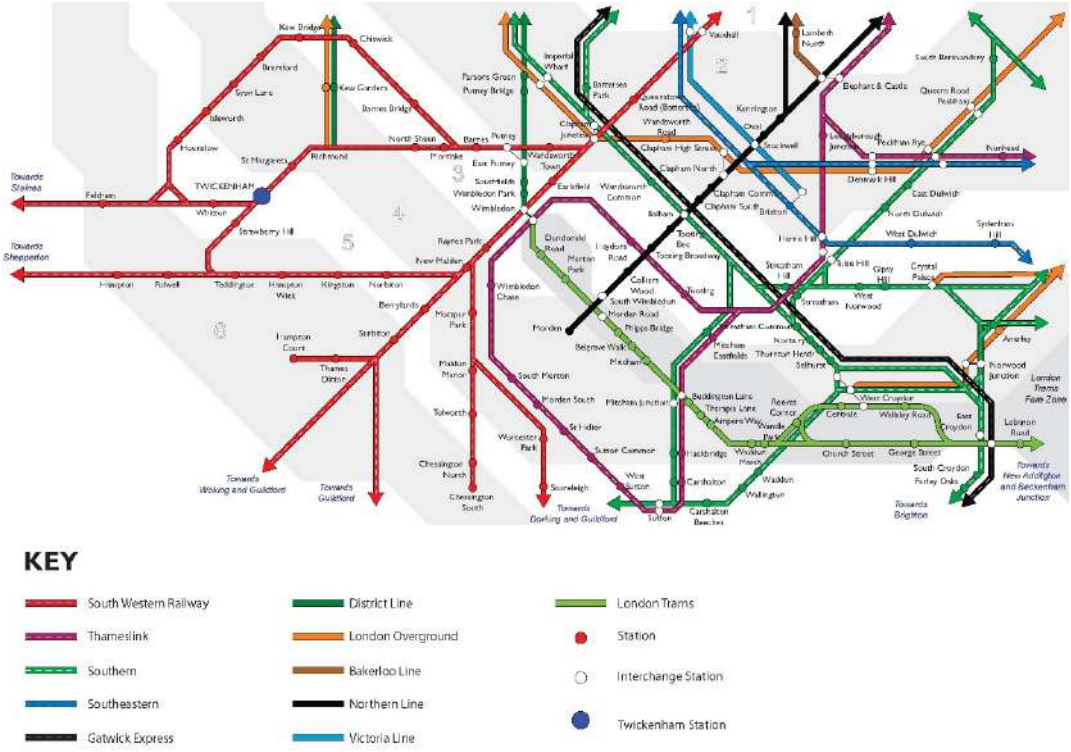

Figure 3.5: Existing Rail Connections in relation to the Site (Source: TfL)

3.11 **Figures 3.5** shows that numerous connections are available to Central London, as well as various wider destinations.

Existing Cycle Network

3.12 We have analysed the existing cycle network surrounding the site, and **Figure 3.6** illustrates the findings of this analysis.

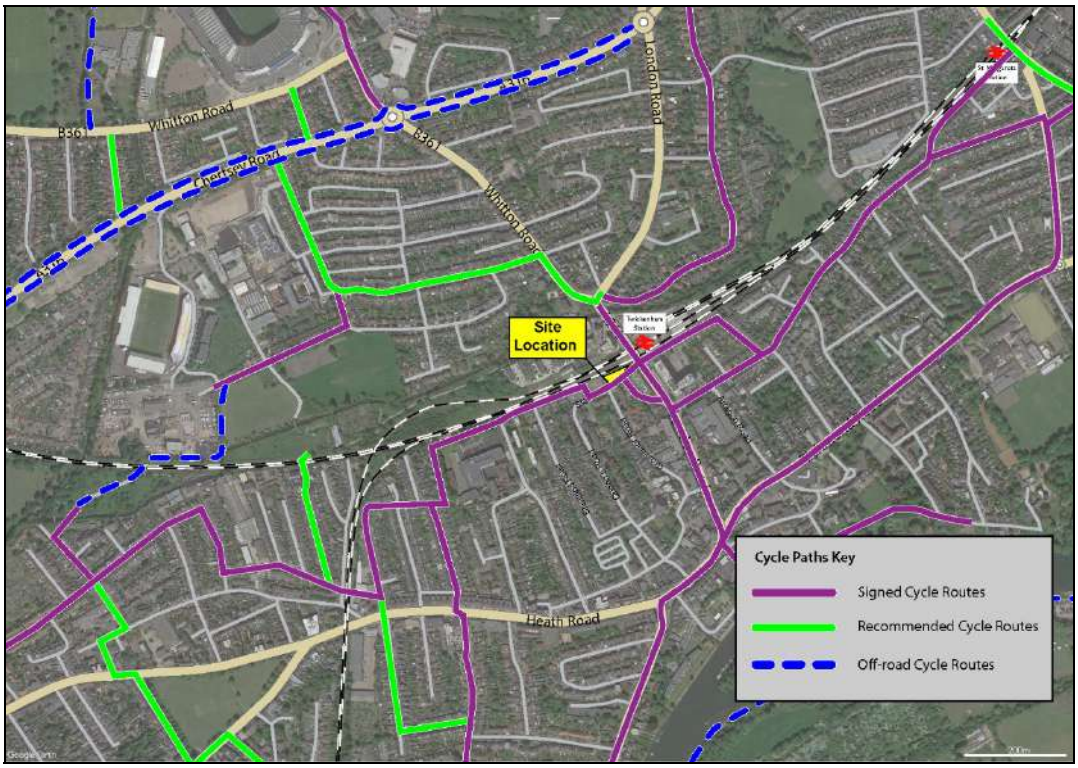

Figure 3.6: Existing Cycle Network in relation to the Site (Source: TfL)

3.13 In addition, we have used the TfL WebCAT time mapping tool to understand the travel times by cycle from the development. This is shown in **Figure 3.7**.

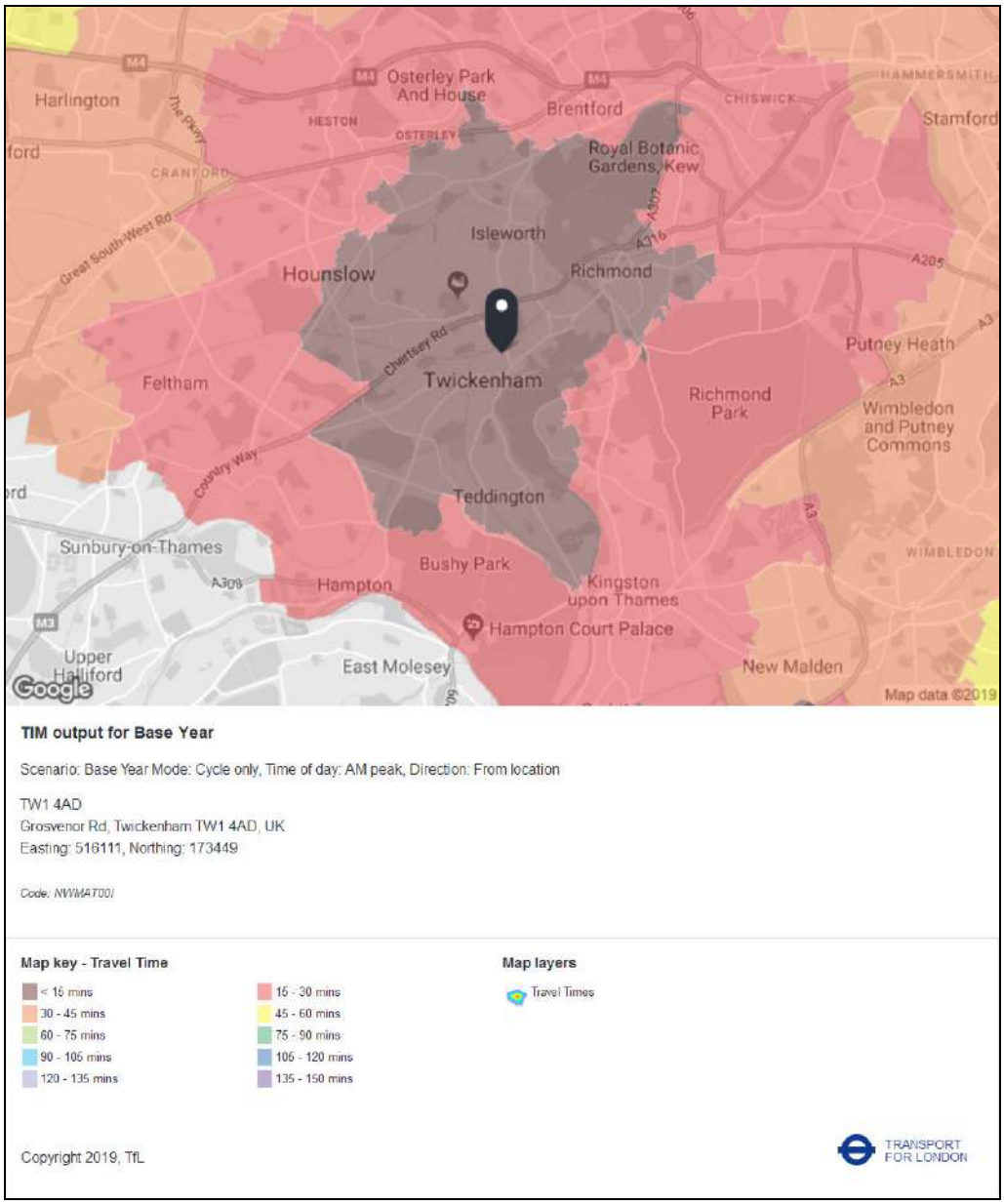

Figure 3.7: Cycle Travel Time Map (Source: TfL WebCAT Database)

3.14 It can be seen that the site lies within an existing cycle network, providing access to a number of facilities, including on-road, off-road and recommended cycle routes.

Existing Pedestrian Network

3.15 We have considered the existing walk routes that people take to access the development, and how the development proposals would affect the quality of the routes and the route choices. The main route to London Road from the development will be via the stairs on Mary's Terrace to the London Road Bridge, which are being improved as part of the station development.

3.16 In addition to this, the LBRUT are providing accessibility improvements to Station Yard and Station Road to the west of the development, which along with the improvements provided as part of this development and the station development, will provide a seamless pedestrian route to the station and town centre. The consultation plan for the improvements is shown in **Figure 3.8.**

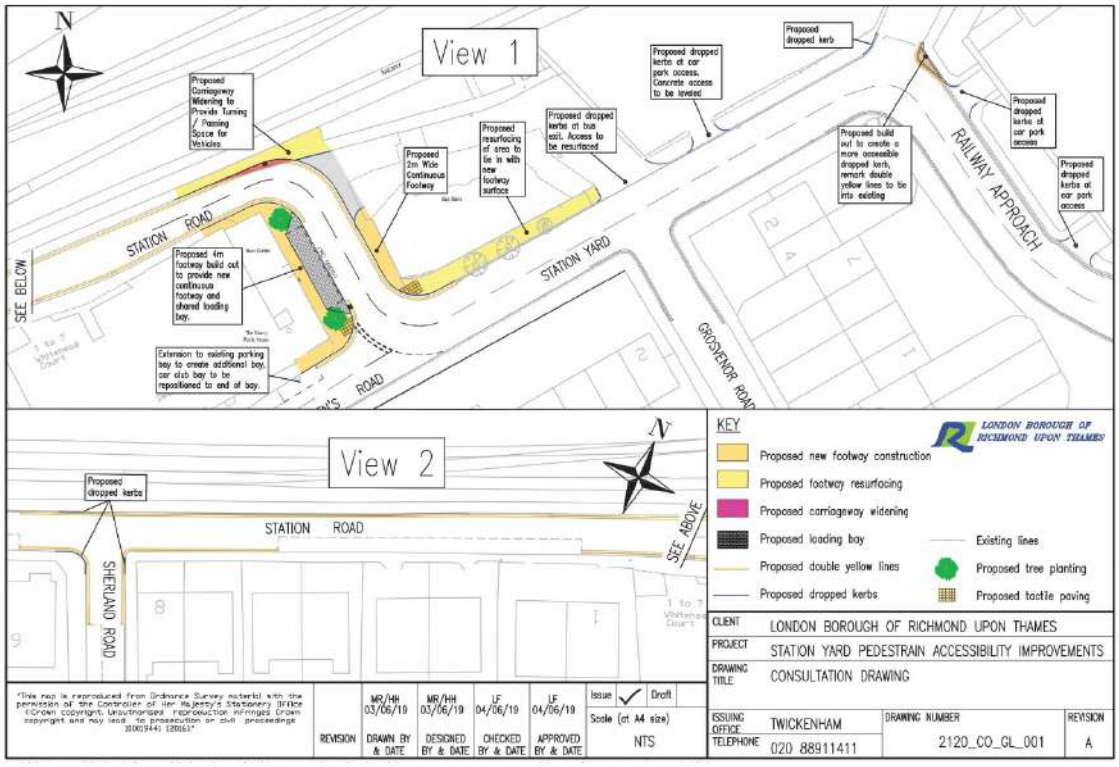

Figure 3.8: Proposed Improvements to Station Yard (LBRuT)

Existing Taxis

3.17 The nearest taxi rank is at Twickenham Station which has 7 taxi spaces.

Existing Car Clubs

3.18 There are a number of Car Club vehicles within the vicinity of the site, and these vehicles are from both Zipcar and Enterprise Car Club. The location of the car club vehicles is shown in **Figure 3.9**.

Figure 3.9: Existing Car Club Vehicles

3.19 It can be seen from **Figure 3.9** that a Car Club network exists within the local area.

Existing Parking

3.20 At present there are no car parking facilities available on the site.

3.21 In relation to parking in the surrounding area, we have looked at the parking controls that exist in the vicinity of the site. This is shown in **Figure 3.10**.

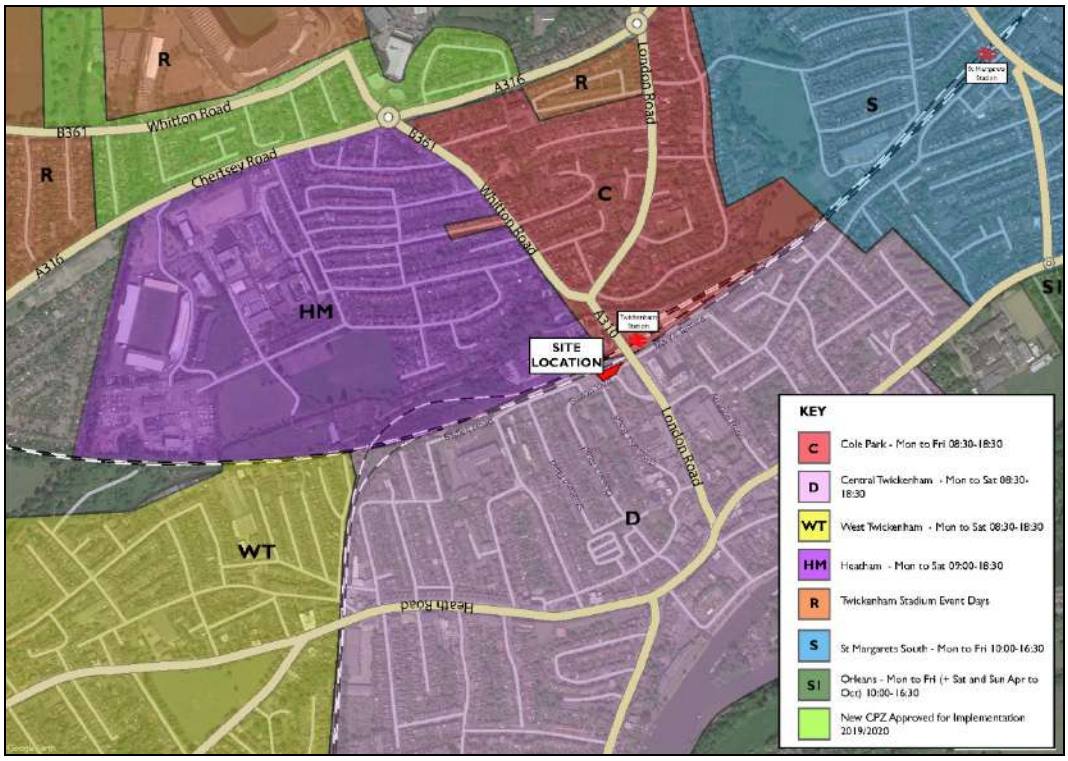

Figure 3.10: Existing Parking Zones in relation to the Site (Source: LBRuT)

3.22 **Figure 3.10** shows that the site lies within parking control zone D, which is restricted to permit holders only from 08:30 – 18:30 Monday to Saturday.

Existing PTAL

3.23 We have used the Transport for London (TfL) WebCAT database to obtain the PTAL rating for this site, which shows that the site lies within a PTAL of 5, with 6b being the highest. A summary report of the PTAL is contained in **Appendix C** to the TS.

Healthy Streets Indicators

3.24 The Healthy Streets Approach puts people, and their health, at the heart of decision making. This results in a healthier, more inclusive city where people choose to walk, cycle and use public transport. The document states:

"The best way to get more people out walking, cycling and using public transport is to improve the quality of the experience of being on those streets. The Healthy Streets Approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people - particularly our most vulnerable people - from getting out and about."

3.25 We have considered the development proposals against the 10 Healthy Streets Indicators as set out in the TfL document '*Guide to Healthy Streets Indicators'* as set out in the following paragraphs.

Pedestrians from all walks of life

3.26 Station Yard and the surrounding roads are accessible to all on foot, and those with mobility issues. The pavements and road are smooth, wide and free of obstructions for the current users and future users of the area, promoting the use walking and cycling. Any changes to the street will accommodate all users and further enhance the diversity of the streets.

People choose to walk, cycle and use public transport

3.27 The site is located less than 200m from bus stops and the railway station, providing competitive alternatives to the private car. Station Yard and the surrounding roads are accessible to all on foot, and those with mobility issues. The pavements and road are smooth, wide and free of obstructions for the current users and future users of the area, promoting the use walking and cycling. The site is in a residential area with lightly trafficked roads. Any changes to the street will accommodate all users and enhance the attractiveness of the streets.

Clean air

3.28 The development is located within the town centre, making trips to local facilities easy to be undertaken on foot and by cycle, reducing the need to travel by car. The proposals are for a car free scheme, assisting in improving the air quality from motor vehicles. The site is in a controlled parking zone, discouraging driving and parking to the local area.

People feel safe

3.29 The streets surrounding the development are residential roads which are overlooked by residential properties. The streets are well lit, with a low speed environment providing a safe environment day and night. The bus stops and railway station are located on London Road, which is a busier road with regular activity so the bus stops and waiting facilities are not intimidating for users.

Not too noisy

3.30 The site is in a residential area, which has appropriate noise levels of a town centre. The railway line runs to the north of the development, and appropriate noise mitigation will be provided for the development where required.

Easy to cross

3.31 As stated, the site is in a residential area with low vehicle movements. Improvements are proposed by LBRuT to the public realm in the vicinity of the site, providing adequate dropped kerbs for ease of crossing the roads where required to access the town centre, railway station and bus stops. There is limited parking on Station Yard providing good visibility for crossing. Entrances to non-signalised side streets off London Road have raised pavement level to give priority to people walking and make drivers slow down.

Places to stop and rest

3.32 The streets surrounding the site are of a reasonable size for people to stop and rest when required away from the main flow of pedestrians, with wider areas on some sections of the street. There are seats and shelters at the nearest bus stops, and there will be resting/seating areas for pedestrians at the new station once it is completed. Seating is also provided at the St James Development on London Road. Between the site and the town centre, the streets widen providing ample space for stopping away from the main flow of pedestrians and there are railings positioned along sections of the road. Seating is provided in the centre of the high street.

Shade and shelter

3.33 As set above out the nearest bus stops to the development provide shelters and seating, which would provide shade on warm days and shelter from adverse weather. There are also several buildings between the site and the town centre which have canopies and would provide shade and shelter.

People feel relaxed

3.34 The streets surrounding the development are well maintained, quiet residential roads. The roads and pavements are adequate for cyclists and pedestrians, with limited clutter to hinder walking and cycling. Cycle ways in the area are well signed, and there are Legible London signage along London Road. As set out previously, improvements are coming forward to the immediate footways and public realm in the vicinity of the site.

Things to see and do

3.35 The development site is located within a residential area of Twickenham Town Centre, providing a variety of shops, buildings, lighting and planting. In addition, the new station development has been designed to accommodate pedestrians and cyclists with a large pedestrian area outside of the station. The residential properties surrounding the development site have well maintained front gardens.

3.36 It is considered that the existing streets surrounding the development are in accordance with the Healthy Streets Indictors and no improvement requirements have been identified.

Conclusions to this Section

3.37 This section has demonstrated that the site is well located in relation to accessibility by means other than the private car, with regular bus routes, which link the site to a number of facilities. The site lies within an existing cycle network and there is a network of car club vehicles available in the vicinity. The location of the site will encourage residents to travel by sustainable means, and to create a culture of sustainable travel from the outset.

4 Travel Surveys

4.1 This section sets out the existing travel data for the site, along with the trip rates and modal splits agreed in the Transport Statement, which supported the application. This section also sets out the details of when baseline data will be obtained for the development.

Existing Data

4.2 At present, there is no residential development at this site, and in that context, we have obtained data from National Statistics 2011 Census Data, to understand the existing method of travel to work for residents in the combined St Margaret's and North Twickenham and Twickenham Riverside Wards, as the station falls between the two wards.

4.3 We have obtained data from National Statistics 2011 Census Data, to understand the existing method of travel to work for residents in the area.

4.4 **Table 4.1** sets out the existing method of travel to work data from the 2011 Census. We have removed the "not in employment" category to provide a conservative assessment.

	Twickenham Riverside (Ward)		LBRuT (London Borough)		London (Region)		England (Country)	
Work mainly at or from home	606	9.9%	8,870	8.9%	202,679	5.1%	1,349,568	5.4%
Underground, metro, light rail, tram	667	10.9%	10,605	10.7%	902,263	22.6%	1,027,625	4.1%
Train	1,801	29.4%	21,768	21.9%	532,720	13.3%	1,343,684	5.3%
Bus, minibus or coach	356	5.8%	7,531	7.6%	561,605	14.0%	1,886,539	7.5%
Taxi	7	0.1%	237	0.2%	20,314	0.5%	131,465	0.5%
Motorcycle, scooter or moped	86	1.4%	1,654	1.7%	45,976	1.1%	206,550	0.8%
Driving a car or van	1,601	26.2%	32,271	32.5%	1,120,826	28.0%	14,345,882	57.0%
Passenger in a car or van	79	1.3%	1,341	1.4%	69,659	1.7%	1,264,553	5.0%
Bicycle	295	4.8%	6,062	6.1%	161,705	4.0%	742,675	3.0%
On foot	559	9.1%	8,138	8.2%	352,612	8.8%	2,701,453	10.7%
Other method of travel to work	65	1.1%	727	0.7%	28,538	0.7%	162,727	0.6%

Table 4.1: Existing Mode of Travel to Work Census Data (2011)

4.5 It can be seen that the Ward has the lowest level of residents travelling to work by car or van, and that the majority of resident's travel to work by rail, underground or on foot.

Trip Rates and Modes

4.6 The Transport Statement looked at the projected journeys and modal share for the residential development, for which is summarised below.

Vehicle Trips

4.7 As stated previously, the proposals are for the residential development to be car free. All on street parking is controlled in the vicinity of the site and will be car capped.

Modal Share

4.8 We have used the 2011 Census Data to calculate the number of residents anticipated to be on site and using the Method of Travel to Work data we have calculated the number of projected multi-modal trips from the development. This is set out in **Table 4.2**. It should be noted that the 'driving a car or van' category has been removed, as it is not anticipated that there would be any vehicle trips to the development.

Mode of Travel	%	Number
Underground, Metro, Light Rail, Tram	10%	11
Train	50%	52
Bus, Minibus or Coach	10%	11
Taxi	0%	0
Motorcycle, Scooter or Moped	2%	2
Passenger in a Car or Van	2%	2
Bicycle	9%	10
On Foot	15%	16
Other Method of Travel to Work	2%	1
Total Projected Residents	**100%**	**105**

Table 4.2: Projected Multi-Modal Trips

4.9 The projected movements shown in **Table 4.2** are based on daily trips. However, we have considered the impacts of these trips on the peak period.

4.10 **Table 4.2** shows that the highest method of travel to work is rail, which would generate 49 additional trips from the development.

4.11 There are approximately 25 trains per hour in the peak period from Twickenham Station, and the development would result in 2 additional persons per train in the peak period.

4.12 In relation to buses, there are approximately 30 two-way buses per hour in the peak period, therefore the proposed development would result in an additional 0.3 persons per bus in the peak period.

4.13 In relation to walking and cycling, the additional pedestrian and cyclists would equate to 0.4 pedestrians and cyclists per minute in the peak period on the surrounding streets.

4.14 Therefore, it is not considered that there would be any impact on the existing capacity of the public transport or footways and cycleways as a result of the development proposals.

Baseline Development Data

4.15 Whilst there is no existing data for residential movements at this site, as there are no residential properties, in that context, it is proposed that the initial baseline surveys will be undertaken within 6 months of occupation or 75% occupancy, whichever comes first. These will be reported to the London Borough of Richmond upon Thames (LBRuT) and will be undertaken by the Travel Plan Coordinator (TPC) as set out in Section 8. The surveys will be in accordance with the survey methodology set out in Section 9 and will be TRICS compliant.

5 Aims and Objectives

Aims

5.1 The aim of this Travel Plan is to seek an overall reduction in the number of people making journeys by private car, and to raise awareness and create a culture of travel by sustainable modes of travel from the outset.

Objectives

5.2 The Objectives that have been set for the Travel Plan are SMART Objectives, (Specific, Measurable, Achievable, Realistic and Time-bound).

5.3 The objectives involved in achieving the aims of Travel Plan are set out below:

- Reduce the number of single occupancy vehicle trips travelling to and from the site
- Promote and endeavour to maximise the use of non-car modes of transport to the site, such as walking, cycling and public transport
- To establish the management of the Travel Plan by appointing a Travel Plan Coordinator, who will be responsible for the implementation and operation of the Travel Plan and to undertake the monitoring, discussed in Section 9
- To introduce a package of measures, which will include long term and short-term initiatives, which will assist travel by sustainable modes

5.4 More specific objectives for the residents:

- Address residents need for access to a full range of facilities for work, education, health, leisure, recreation and shopping;
- Reduce the traffic generated by the proposed development to a significantly lower level of car trips that would be predicted for the site without the implementation of the Travel Plan
- Promote healthy lifestyle and sustainable communities

6 Targets

6.1 A Travel Plan should have targets to which the progress of the plan can be monitored against. A suitable indicator of the success of the Travel Plan is therefore the mode-split of travel.

6.2 The Targets that have been set for the Travel Plan are SMART Targets, (Specific, Measurable, Achievable, Realistic and Time-bound).

6.3 These targets are interim targets. Final targets will be set following the baseline survey, six months from the first occupation.

6.4 The Targets for this Travel Plan will be based on the predicted modal share used in assessing the development in the Transport Statement.

6.5 It is proposed that, through the monitoring of the Travel Plan, the target will relate to the overall use of sustainable modes of travel as a whole, rather than individual modal targets.

6.6 As set out in Section 4, we have used the 2011 method of travel to work census data to predict the modal share to and from the development, which was analysed in the Transport Statement. The estimated annual modal share target based upon this data is set out in **Table 6.1.** This will be confirmed following the first monitoring surveys.

Method of Travel	Initial survey
Underground, Metro, Light Rail, Tram	10%
Train	50%
Bus, Minibus or Coach	10%
Taxi	0%
Motorcycle, Scooter or Moped	2%
Passenger in a Car or Van	2%
Bicycle	9%
On Foot	15%
Other Method of Travel to Work	2%

Table 5.2: Estimated Annual Targets

6.7 The focus for mode shift is to encourage shorter journeys to be made by walking or cycling and longer journeys by public transport. This is reflected in the targets.

6.8 The monitoring is discussed in more detail in Section 9.

7 Package of Measures

7.1 This section of the report looks at the proposed Travel Plan measures to encourage residents to travel by means other than the private car.

7.2 As described in Section 1, the Travel Plan measures involve:

- Travel Packs
- Provision of Cycle Parking
- Car-capping

Introduction of a Car Club on site

7.3 The provision of information is a key part of encouraging travel by non-car means and in accordance with best practice, Travel Packs would be provided for residents of the proposed development, to encourage sustainable travel from the outset. An example of a Travel Pack provided for Epsom Station is shown in **Figure 7.1**

Figure 7.1: Indicative Travel Packs for Residents

7.4 The content of the Travel Packs will be agreed with the London Borough of Southwark, and it is proposed that the following information will be included within the packs

- Location map, showing the sites relation to the surrounding areas

- Public Transport (bus and rail) maps, showing routes and nearest bus stops/ stations
- Site specific local public transport information (timetables), and how to obtain real time information
- Web site addresses and apps for travel information, including Journey Planner's
- Details of local cycle training, how much it costs and how residents can enrol
- Local cycle and walk routes, showing the types of routes available and local cycle shops
- Information on the local Car Clubs and how residents can sign up to them
- Information on car sharing, such as how it works, and reasons to use it, local car sharing facilities, such as www.london.liftshare.com and how residents enrol
- Maps and information, including addresses and telephone numbers of local amenities
- Information of Home Delivery Shopping Services available from supermarkets, including the web sites

7.5 The Travel Packs would be provided to residents when they first move into their homes.

Provision of Cycle Parking

7.6 Safe and Secure cycle parking is proposed for the development, in line with the standards set out in the current London Plan. The Cycle Parking Standards and proposed provision are shown in **Table 7.1**.

	Standard	Provision in Accordance with Standard	Proposed Provision
Studio or 1-bedroom dwelling	1 per unit	32	55
2+ bedroom dwellings	2 per unit	22	
Short Stay	1 per 40 units	1	
TOTAL	-	55	

Table 7.1: Cycle Parking Standards and Proposed Provision (The Current London Plan Cycle Standards)

7.7 As shown in **Table 6.1**, the proposals include for 55 cycle parking spaces, including one long stay space for the development.

Car-capping

7.8 As set out in Section 4, the site and the roads surrounding the site are within a Controlled Parking Zone. To ensure that the development does not impact the surrounding area, it is proposed that the development is Car Capped, meaning

residents will not be able to apply for a parking permit to park in the surrounding streets.

Conclusions to this section

7.9 The proposals involve a number of innovative measures designed to encourage people to make journeys by means other than the private car, and to create a culture of travel from the outset.

8 Management

8.1 The management of the Travel Plan is orientated towards influencing the travel behaviour of the users of the site. The initial implementation of the Travel Plan will introduce a number of Travel Plan measures. The effectiveness of the measures will be monitored and reviewed on a regular basis, and new initiatives will be introduced as appropriate. The monitoring and review of the Travel Plan is discussed in Section 9 of this report.

The Travel Coordinator Responsibilities

8.2 The implementation of the Travel Plan will lie with the Travel Plan Coordinator (TPC). The TPC will manage the Travel Plan, which includes:

i) Distribution of all marketing materials
ii) Liaison with users of the site, including being the responsible contact
iii) Liaison and contact with the Local Authority
iv) The monitoring of the scheme as discussed subsequently
v) Promotion of health and environmental benefits of non-car travel.

8.3 **Table 8.1** sets out the roles of the TPC and how long will be spent on each task.

Travel Coordinator Role	Time spent for each task (days per month)
Distribution of marketing materials	5 to 10 days for each new phase
Liaison with users of the site, including being the responsible contact	5 to 10 days initially then 3 to 4 days on average
Liaison and contact with the Local Authority	1 to 2 initially and then on a quarterly basis
Monitoring of the scheme	Approx. 10 days on an annual basis
Marketing and Promotion	5 to 10 days every 6 months

Table 8.1: Roles and Time Consumption of the Travel Coordinator

Responsibilities

8.4 The Travel Plan will be the responsibility of the Travel Plan Coordinator, who will oversee the day to day running of it and organise the annual monitoring and review.

8.5 The Travel Plan Coordinator will be the main contact for the Council's Travel Plan Officer, as well as for residents and users of the site.

8.6 The Travel Plan Coordinator will be confirmed at least 3 months prior to the first occupation of the development and the details will be provided to LBRuT. The Travel Plan Coordinator will report to the developer and LBRuT.

8.7 Travel Plan meetings will take place 6 months prior to the first occupation, and will continue on a quarterly basis for the life of the Travel Plan, and consist of face to face meetings and telephone conferences.

8.8 The Travel Plan Coordinator will provide the details of any occupiers on site, as soon as they are available.

Conclusions to this section

8.9 This section has set out how the Travel Plan will be implemented and effectively managed, which is the responsibility of the Travel Coordinator.

9 Monitoring

9.1 To ensure the effectiveness and success of the Travel Plan, the proposals include for monitoring which will follow the methodology as set out below. The monitoring of the Travel Plan will be organised by the Travel Plan Coordinator and will be funded by the developer. This Section sets out the different types of monitoring that will be undertaken, along with how the Travel Plan will be reviewed and administered.

Monitoring Methodology

9.2 The monitoring for the development will include:

- Residential Surveys (questionnaires, usage surveys)
- Count Surveys

Residential Surveys

9.3 The main aim of the Travel Plan will be to maintain a high usage of sustainable travel. As set out in section 6, it is therefore considered that a suitable indicator is the modal split of resident's travel, as set out in the Transport Statement, for the initial target.

9.4 The baseline survey will be undertaken 6 months after first occupation or 75% occupation, whichever comes first. The surveys will then be undertaken in on an in years 1, 3 and 5 after the baseline survey. Following the Baseline Surveys, the Travel Plan will be updated to reflect the results, along with the Final Targets to be set.

9.5 The surveys will be undertaken to understand the modes of travel and the number of journeys that are being made to and from the development. The survey data will be collected and will conform to the TRICS Database, so that it can be uploaded on to the database.

9.6 The data collection that is required includes;

- Residential survey (Questionnaire)
- Usage surveys for the residential disabled bays (counts)
- Count surveys of all movements into and out of the development

9.7 The questionnaires for residents will also seek to identify the number of people using home delivery services, and the number of people who have knowledge of the Travel Plan.

9.8 Following the monitoring surveys set out above, a Travel Plan Monitoring Report will be prepared and submitted to LBRuT, which will set out the results of the surveys, in particular reference to the targets.

9.9 After the final survey, and meeting the targets, the Travel Plan will be reviewed with discussions to take place to include how the Travel Plan will continue.

Travel Plan Review

9.10 Upon completion of the surveys, the TPC will undertake a review report, the review report will be submitted to LBRuT for their review, for which consultation with TPC will be undertaken on the findings of the survey.

Administration

9.11 A filing system for any correspondence relating to the site will be established, and will be the responsibility of the Travel Plan Coordinator, which will principally comprise the results of the each survey undertaken, including the snap shot surveys.

9.12 In the interest of confidentiality, the Travel Plan Coordinator will hold the records, and will be responsible for the release of any information. Information of the surveys will be given to the local planning authority for the purpose of the review of the Travel Plan.

Contingency Measures if the Targets are not met

9.13 If the targets are not met, the Travel Plan Coordinator will report on additional measures to be used in order to ensure that the Targets are met by the time of the next meeting.

10 Action Plan

10.1 The action plan, which set out the actions and targets for each objective is shown in **Table 10.1**.

Objective	Target	Measure	Short/ Medium/ Long Term	Completion Date (month/year)	Responsibility
To discourage the use of the private car and increase multiple car occupancy	To encourage sustainable travel	The promotion of local car clubs	Long	Upon commencement of occupation of the neighbourhood centre	Travel Plan Coordinator
	To encourage sustainable travel	The promotion of Car Sharing through the Travel Packs	Medium	Upon commencement of first occupation	Travel Plan Coordinator
To encourage walking	To encourage sustainable travel	Provision of Travel Packs which will contain walk maps	Short	Upon commencement of first occupation	Travel Plan Coordinator
To Encourage cycling	To encourage sustainable travel	Cycle routes and cycle parking throughout the site	Long	Before commencement of first occupation	Developer
	To encourage sustainable travel	The provision of Travel Packs which will contain cycle maps and information of local cycle shops	Short	Upon commencement of first occupation	Travel Plan Coordinator
To encourage trips to be made by bus	To encourage sustainable travel	The Provision of Travel Packs which will include bus maps and timetables	Short	Upon commencement of first occupation	Travel Plan Coordinator

Table 10.1: Travel Plan Objectives and Targets

11 Securing and Enforcing

11.1 The Travel Plan will be secured through a Section 106 Agreement which would accompany any planning approval for the development.

11.2 The obligation will include for a requirement to identify the name of the Travel Coordinator prior to the commencement of development. This will ensure the following:

- That the Role of the Travel Coordinator and the duties as specified in Section 7
- That the implementation of the Travel Plan measures including all the marketing and fiscal incentives
- That the monitoring surveys and reporting as set out in Section 9

11.3 Based upon the fact that the Travel Plan will form a legal agreement, then the developer has put in place the full funding required to implement and monitor the travel plan.

12 Conclusions

12.1 This Travel Plan has been prepared on behalf of Solum Regeneration (Twickenham) LLP, to support an application for the redevelopment of existing car park to provide a new building of 5 to 6 storeys, comprising 46 no. residential units (Use Class C3), disabled car parking, cycle parking, landscaping, enhancement to public realm and associated works. The scheme is a car free scheme excepting the provision of 2 disabled bays. Based upon census data, it is anticipated that there would be approximately 104 residents living at this development.

12.2 This Travel Plan has demonstrated that the proposed development is well located in relation to the ability for residents to travel by sustainable means, in particular the links from Twickenham Station, the existing bus routes and cycle and walk routes in the vicinity of the site. Furthermore, a Car Club network exists in the area.

12.3 This Travel Plan has set out aims, objectives and targets, which are SMART (Specific, Measurable, Achievable, Realistic and Time-related).

12.4 To enable the aims, objectives and targets to be met, a number of measures are proposed to be implemented at the development, which will encourage sustainable travel, which involve:

- Travel Packs
- Safe and Secure cycle parking
- Car-Capping

12.5 The Travel Plan also sets out a management and monitoring plan, to ensure the success of the Travel Plan.