St Margarets Business Park Car Park

Transport Statement

Client: Godstone Developments Limited

i-Transport Ref: NM/JN/AT/ITL16162-001a

Date: 27 August 2020

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL16162-001a	Final	27.08.2020	AT/JN	NM

File Ref: L:\PROJECTS\16000 SERIES\16162 - St Margarets Business Park\Admin\Report and Tech Notes\ITL16162-001a Transport Statement.docx

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SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 Godstone Developments Limited (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice with regard to a planning application for the proposed development of a private car park to four residential units.

1.1.2 The site is located immediately east of St Margarets Business Park. The London Borough of Richmond upon Thames (LBRuT) is the local planning and highway authority.

1.1.3 This Transport Statement (TS) has been prepared to assess the potential transport and highways implications of the scheme. In particular, the TS identifies opportunities for future residents to access a range of local facilities by sustainable modes of transport.

1.2 Proposal

1.2.1 The proposal seeks permission to construct four residential units consisting of 4 x 4-bed units in place of an existing private car park. These are accompanied by four parking spaces, shown as parallel to Winchester Road/Drummond Place.

1.3 Scope

1.3.1 This TS has been prepared by i-Transport to assess the transport impacts of the development proposal with respect to relevant national, regional and local policy and guidance, and to identify any appropriate mitigation measures.

1.4 Structure of Report

1.4.1 The remainder of this TS is set out as follows:

- Section 2 summarises the relevant national, regional and local policies and guidance relevant to the application;
- Section 3 summarises the existing accessibility of the site and local services and facilities;
- Section 4 sets out the development proposal in detail, including the access arrangements for all travel modes;

- Section 5 provides an assessment of the anticipated total and net change in multimodal movements resulting from the development and an impact assessment on the local transport network;
- Section 6 provides the Framework Construction Logistics Plan; and
- Section 7 provides summary and conclusions.

SECTION 2 POLICY CONTEXT

2.1 Overview

2.1.1 This section sets out a review of the national, regional and local transport policy and guidance against which the proposal is assessed.

2.2 National Transport Policy

National Planning Policy Framework (NPPF) (February 2019)

2.2.1 The National Planning Policy Framework (NPPF), published in February 2019, sets out the Government's planning policies for England and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision makers both in drawing up plans and as material consideration in determining applications.

2.2.2 The specific transport policies are contained within Section 9 of the NPPF. This sets out the importance of facilitating sustainable development by reducing the need to travel and offering a 'genuine' choice of transport in favour of sustainable modes.

2.2.3 The NPPF requires all developments that generate significant amounts of movement to provide a travel plan, and to be supported by either a Transport Statement or Transport Assessment. The three key transport tests are set out in Paragraph 108:

> ***"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." (ref: NPPF, Paragraph 108)***

2.2.4 With regards to highways matters, it is clear that 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"*** *(ref: NPPF, Paragraph 109).*

2.3 Regional Transport Policy

The London Plan (March 2016)

2.3.1 The 2016 London Plan remains the currently adopted version and sets out the strategic targets for the spatial development of London to 2031 and beyond. From a transport perspective, the Mayor's vision is for London to be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.

2.3.2 In achieving this aim, a series of policies have been developed that seek to ensure that new developments:

- Do not have an adverse effect upon the transport network and that impacts are appropriately assessed (Policy 6.3A);
- Provide secure, integrated and accessible cycle parking facilities, together with on-site changing facilities (Policy 6.9B);
- Incorporate high quality pedestrian links that connect with and enhance the current pedestrian environment (Policy 6.10B); and
- Operate Delivery and Service Plans and Construction Logistics Plans to minimise disruption associated with larger vehicles (Policy 6.14B).

2.3.3 The relevant car and cycle parking standards are summarised in Tables 2.1 and 2.2 below.

Table 2.1: London Plan Car Parking Standard – Residential

Land Use	Maximum Car Parking
Residential	Studio/1bed/2bed – less than 1 space per unit 3bed – up to 1.5 spaces per unit

Source: London Plan 2016

Table 2.2: London Plan Cycle Parking Standard – Residential

Land Use	Minimum Cycle Parking	
	Long Stay	Short Stay
Residential	Studio/1bed: 1 space 2+ beds: 2 spaces	1 space per 40 units

Source: London Plan 2016

2.3.4 Higher levels of car parking than the maximum standards set out above are only appropriate in Outer London boroughs at sites with a PTAL 0 – 1.

2.4 Local Policy

Richmond Local Plan (July 2018)

2.4.1 The Local Plan for the borough of Richmond was adopted in July 2018 and establishes the policies for supporting development of the Borough. Of most relevance to this site in transport and highways terms are Policy LP24 Waste, LP25 Development in Centres, LP44 Sustainable Travel Choices, and Policy LP45 Parking Standards and Servicing.

2.4.2 LP24 Waste establishes the need for all developments, including conversions and change of use, to provide adequate refuse and recycling facilities, which allow for ease of collection and which occupiers can easily access.

2.4.3 Policy LP25 ensures that non-retail development which generates high levels of trips should be located within a main centre boundary such as Richmond town centre.

2.4.4 Policy LP44 establishes the need for new development to encourage sustainable travel choices. It confirms that high trip generating development is to be located in areas with good public transport accessibility, ensuring it provides convenient walking and cycling routes (and providing opportunities to travel by walking and cycling), maximise opportunities to provide safe and convenient access to public transport services and ensures that development does not have a severe impact on the operation, safety, or accessibility to the local or strategic highway networks. It also states that a Transport Statement should be provided to support minor development applications.

2.4.5 Parking requirements are set out in Policy LP45, making reference to Appendix 3 of the Local Plan. It confirms that new development should 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. In PTALs 0 -3, the parking standard for 3-bedroom dwellings allow up to 2 spaces per unit.

2.4.6 The supporting text confirms that development may only provide fewer spaces, or car free schemes, with the support of a Transport Statement to demonstrate no unacceptable adverse impact on on-street parking, road safety, and emergency access. Generally, in areas with a PTAL

of 4-6, car parking at a lower level than the standards may be appropriate where demonstrated as acceptable, however in areas with a PTAL between 0-3, the standards should be met.

Richmond Transport SPD (June 2020)

2.4.7 This Supplementary Planning Document (SPD) has been created to provide additional guidance on Local Plan Policies related to roads and transport.

- Transport Assessments / Statements, Travels Plans and Delivery and Servicing Plans should be submitted in accordance with Transport for London guidance and the Council's Local Plan and submitted alongside the planning application.
- Construction Logistics Plans – The building of the development should be carefully managed to minimise nuisance on neighbours and minimise environmental impacts.
- Sustainable development and active travel – Development should demonstrate its sustainable credentials in accordance with the transport policies set out within the Local Plan, Council's Local Implementation Plan and the Council's emerging Active Travel Strategy.
- The draft Active Travel Strategy sets out the hierarchy of street users as follows:
    1. Pedestrians and people with disabilities and/or limited mobility
    2. People cycling
    3. Buses
    4. Zero and low emission delivery and servicing vehicles
    5. Polluting delivery and servicing vehicles
    6. Zero and low emission cars, motorcycles, mopeds and taxi and private hire
    7. Polluting cars, motorcycles, mopeds and taxi and private hire
- Pedestrian priority – "Healthy Streets" checks should be undertaken to ascertain the quality of the local street network and identify potential improvements.
- Cycling – Development is expected to provide for and facilitate more cycling.
    - Cycle parking – LBRuT has adopted London Plan standards for cycle parking, however more cycle parking is desirable

- Car parking – LBRuT has adopted London Plan standards for car parking. However, an appropriate balance needs to be struck between minimising car use and ensuring development is able to operate efficiently, avoiding adding to street parking pressure. In areas of low Public Transport Accessibility (notably PTAL 1 and 2), car-free development will normally be considered inappropriate.

2.5 Emerging Policy

The Draft London Plan (December 2019)

2.5.1 The emerging London Plan has reached the 'Intend to Publish' stage, although the Secretary of State has exercised his power under Section 337 of the Greater London Authority Act 1999 to direct that the Mayor of London cannot publish the final version of the London Plan without incorporating various alterations.

2.5.2 Within the suggested changes, there are some changes to parking standards in lower PTAL, outer London areas that are applicable to this site. For completeness, both the Intend to Publish version and Secretary of State suggested amendments are reflected in Tables 2.3 and 2.4 below. Cycle parking standards are then presented in Table 2.5 overleaf.

Table 2.3: Intend to Publish London Plan Car Parking Standard

Land Use	Maximum Car Parking
Residential – Outer London PTAL 2	Up to 1 space per dwelling

Source: Intend to Publish London Plan (December 2019)

Table 2.4: Secretary of State Suggested Car Parking Standard – Residential

Land Use	Maximum Car Parking
1-2 Bedroom Residential – Outer London PTAL 2 – 4	Up to 0.75 spaces per dwelling
3 and above Bedroom Residential – Outer London PTAL 2 – 4	Up to 1 space per dwelling

Source: Secretary of State response to Mayor of London – 13th March 2020

Table 2.5: London Plan Cycle Parking Standard – Residential

Land Use	Minimum Cycle Parking (per dwelling)	
	Long Stay	Short Stay
Residential (Land Use C3)	Studio/1-person 1bed: 1 space 2-person 1bed: 1.5 spaces 2 beds and above: 2 spaces	5-40 units – 2 spaces

Source: Intend to Publish London Plan (December 2019)

2.5.3 Of note, the car parking standards applicable to this site will be the same regardless of whether the Secretary of State comments are accepted, in that the maximum parking standard for 3+ bedroom dwellings in a PTAL 2 location will be 1 space per dwelling. Accordingly, the standard for development in these locations have been considered by the examining Panel, Mayor of London and Secretary of State and none have determined changes are needed in a such context. Therefore, given the advanced nature of the plan, the policies should carry significant weight in determining this application.

2.6 Summary

2.6.1 National policy establishes that development should only be prevented where the impact of the development on transport networks is considered 'severe'. The London and LBRuT wide policies establish the mechanisms for enabling an assessment as to the potential level of the impact, as well as guidance on car and cycle parking levels.

SECTION 3 EXISTING CONDITIONS

3.1 Overview

3.1.1 This section sets out the existing transport conditions in the vicinity of the site.

3.2 Site Location and Existing Site

3.2.1 The site is located immediately east of St Margarets Business Park, being an area of private car parking. The site's previous use would have previously accommodated any overspill demand from the Business Park; however the site is now in separate ownership to the wider estate. It is therefore no longer available for parking by users of the adjacent business park.

3.2.2 St Margarets Railway Station is located 300m to the east of the site and Twickenham town centre is located 1km to the southwest of the site.

3.3 Local Highway Network

3.3.1 Roads surrounding the site are mostly residential in character, with connections to the A316 to the north which runs between from the A315 Chiswick High Road, Turnham Green, Chiswick to the M3 motorway.

3.3.2 Drummonds Place to the south of the site is a private road circa 4m in width. However, the southern footway remains adopted highway and provides a connection to the railway bridge that facilities access towards Twickenham town centre.

3.3.3 Godstone Road to the north of the site and Winchester Road to the east (which connects with Drummonds Place) are two-way single carriageway roads subject to a 20mph speed limit. Footways are provided on both sides of the roads and all are street lit.

3.3.4 The site and surrounding roads are located within Controlled Parking Zone (CPZ) 'S'. This CPZ operates between 10.00am to 4.30pm, Monday to Friday. There are on-street parking bays located on both sides of Godstone Road and Winchester Road. Primarily, parking bays are exclusively reserved for resident permit holders whereas some spaces on Winchester Road are available for 'permit holders', i.e. available to either resident or business permit holders.

Road Safety

3.3.5 The most recently available (at the time of the request) five-year Personal Injury Accident (PIA) was requested from Transport for London (TfL) for the period to end December 2019. The study area comprised Drummonds Place and Winchester Road, between its junction with Godstone Road and Kenley Road. No accidents were recorded in the vicinity of the site within this time period, and TfL has confirmed that there are no accidents in this area since 2005.

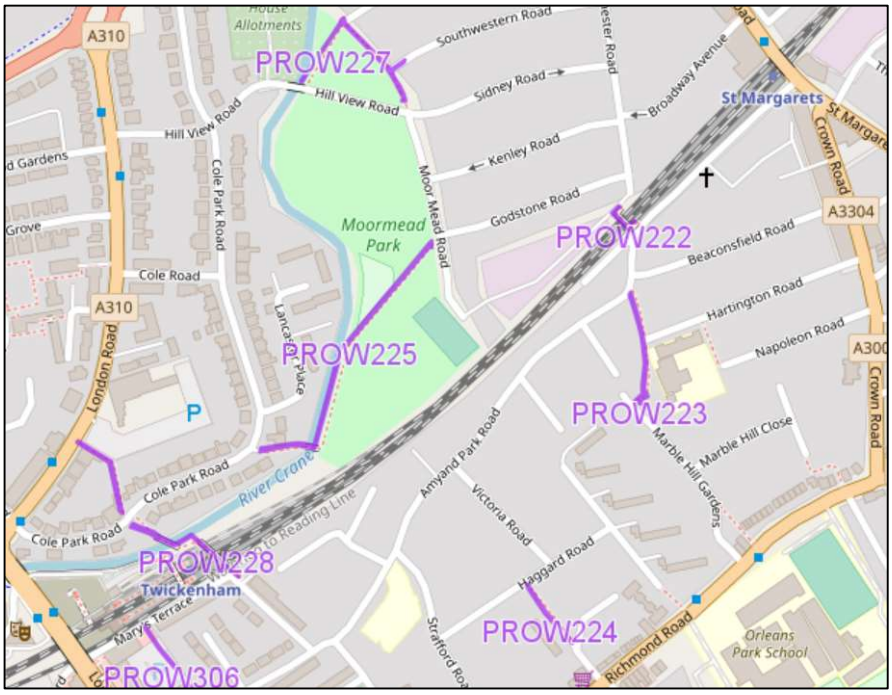
3.3.6 The correspondence from TfL confirming this is included as Appendix A.

3.4 Walking and Cycling

3.4.1 Local roads, including Godstone Road and Winchester Road provide footways on both sides on the road. These continue throughout the immediate area, facilitating pedestrian access to St. Margarets Road and St Margarets railway station.

3.4.2 There are a number of Public Rights of Way in the vicinity of the site which are summarised in Image 3.2 below.

Image 3.2: Public Rights of Way Map



Source: LBRuT

3.4.3 As many of the roads surrounding the site are residential in character, they have low traffic flows and speeds and therefore are appealing to cyclists cycling within the carriageway. At the junction of Winchester Road and A316 Chertsey Road, which is filtered for pedestrian and cycle movements only, cycling is provided by shared footway/cycleways and crossing of the St Margarets Roundabout by toucan crossings on all arms. This connects the site to Richmond town centre whereby the majority of the route is off-carriageway. Cycling to Twickenham town centre on primarily local residential roads is also posisble from the site.

3.5 Public Transport

PTAL

3.5.1 The accessibility of the site has been assessed using the TfL Public Transport Accessibility Level (PTAL) methodology. PTALs are a detailed measure of the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency.

3.5.2 The site has a PTAL rating of 2, indicating an adequate level of public transport accessibility. This PTAL rating is a result of the proximity to St Margarets Railway Station and bus stops, which are 300m from the site.

3.5.3 The PTAL output report is included at Appendix B. Full details of the public transport services accessible from the site are provided in the remainder of this section.

Buses

3.5.4 The nearest bus stops are circa 300m east of the site – St Margaret Stop J and P. The bus stops provide sheltered waiting areas with seating. Table 3.1 summarises the destination and frequency of the bus route served by these bus stops.

Table 3.1: Local Bus Services

Service No.	Route	Typical Frequency		
		Mon-Fri	Sat	Sun
H37	Hounslow – Isleworth – St Margarets – Richmond	Every 6 mins	Every 6 mins	Every 8 mins
969	Whitton - Richmond - Barnes - Roehampton Vale	Once daily return service Tuesday & Thursday Only		

Source: TfL – August 2020

National Rail

3.5.5 St Margarets Station is located approximately 300m east of the site, equivalent to approximately a four-minute walk. St Margarets is served by South Western Railway Trains and the routes and typical frequencies are summarised in Table 3.2.

Table 3.2: National Rail Services

Destination	Duration	Typical Frequency
Chiswick	25 mins	2 per hour
London Waterloo	31-48 mins	8 per hour
Wimbledon	30 mins	2 per hour

Source: National Rail – December 2019

3.6 Local Facilities

3.6.1 An important element of achieving sustainable development is ensuring that new housing is well connected with local facilities and community infrastructure.

3.6.2 National guidance provided in the NPPF stresses the importance of providing accessible local facilities and services that reflect the community's need whilst focusing significant developments in locations which are or can be made sustainably. Walking and cycling provide important alternatives to the private car for short journeys and should also be encouraged to form part of longer journeys via public transport.

3.6.3 In this regard, Manual for Streets states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential area, but this is not an upper limit *(Ref: Manual for Streets paragraph 4.4.1)*.

3.6.4 The National Travel Survey: England 2019 identifies the mode share of different journey lengths and found that walking was the most frequent mode for short trips in 2019, where 80% of trips under one mile (c. 1,600m), and 31% of trips between one and two miles (c. 3,200m) were walks (*Ref: NTS Table 0308*).

3.6.5 A review of the local facilities in the vicinity of the site has been undertaken and is summarised in Table 3.3 overleaf which also provides walking and cycling journey times.

Table 3.3: Key Destinations and Local Facilities

Type of Facility	Destination	Approximate Distance from Site	Walking Time (minutes)	Cycling Time (minutes)
Education	Orleans Primary School	220m	3 mins	1 min
	St Stephen's C of E Primary School	350m	4 mins	1 min
	Orleans Park School	500m	6 mins	2 mins
	St Marys C of E Primary School	700m	8 mins	3 mins
Health	St Margarets Pharmacy	400m	5 mins	2 mins
	Amber Dental Surgery	400m	5 mins	2 mins
	St Margarets Medical Practice	650m	8 mins	3 mins
Retail	Tesco Express	300m	4 mins	1 min
	St Margarets Post Office	300m	4 mins	1 min
	Asda Supermarket	1,200m	14 mins	5 mins
Leisure	Moormead and Bandy Recreation Ground	290m	3 mins	1 min
	The Turk's Head	300m	4 mins	1 min
	St Margarets Tavern	350m	4 mins	1 min

Source: Consultants Estimate. Note: Walk journey times assume a walk speed of 1.4m/s with cycle journey times based on an average cycling speed of 16km/h (ref: MfS 2). Journey times are measured via the shortest practicable route from the site.

Key:

Within 800m – a 'walkable neighbourhood'

Within 1.6km – a comfortable walking distance where 80% of trips up to this length are completed on foot

3.6.6 Table 3.3 demonstrates a very good range of everyday services and facilities are within a 'comfortable walking distance' from the site. Indeed, a significant majority of facilities are located within an 800m distance. The site is therefore within a sustainable location for future residents to travel to a number of services on foot or by bicycle.

3.7 Summary

3.7.1 The site is located within a reasonable walking distance of a wide range of everyday facilities and services. Residents will have excellent opportunities to travel on foot or by bicycle to access these facilities instead of using a car.

SECTION 4 DEVELOPMENT PROPOSAL

4.1 Overview

4.1.1 The Applicant seeks to replace the private car park with four residential dwellings. All proposed properties will be four-bedroom houses. Each property will be provided a dedicated parking space.

4.2 Access

4.2.1 The proposed properties will front Godstone Road, with pedestrian access to front doors taken from this location.

4.2.2 Vehicular access and associated parking spaces will be located to the rear of the site, accessed from Drummonds Place, a private road. Access to dwellings from the rear parking spaces to back gardens of respective properties will also be possible. Cycle parking is also located in the rear gardens of properties.

4.2.3 The location of parking spaces behind the footway allows a walking route to/from the business park to be maintained. There is also no obstruction of the carriageway into/out of the business park as a result of this arrangement. Such a layout also allows for efficient manoeuvring into/out of parking spaces given the carriageway width of Drummonds Place is circa 4m in width. Swept path analysis of the manoeuvres into and out of parking spaces is provided in Drawing No. ITL16162-GA-001.

4.3 Car Parking

4.3.1 The development proposes four parking spaces, with one provided to each dwelling. Local planning policy notes "***an appropriate balance needs to be struck between minimising car use and ensuring development is able to operate efficiently, avoiding adding to street parking pressure***"

4.3.2 Therefore, to determine if this level of provision would adequately accommodate demand, thereby avoiding adding to street parking pressure, reference has been made to local car ownership statistics. Table KS404EW extracted from the NOMIS database enables a calculation

of the car ownership rate for the Richmond Middle Super Output Area (MSOA) within which the site is located (Richmond 007).

4.3.3 A summary of the number of cars or vans associated with Households within the MSOA, and the subsequent car ownership level is provided in Table 4.1.

Table 4.1: Accommodation Type by Car or an Availability

	No. of Households	% Dwellings	Number of Cars
With no car or van	565	22%	0
With 1 car or van	1,414	54%	1,414
With 2 or more cars or vans	630	24%	1,389
Total	**1,254**	**100%**	**2,803**

Source: Census 2011 – NOMIS Table LC4415EW Richmond.

4.3.4 On the basis of Table 4.1, the car ownership rate in the local area is 1.07, i.e. one vehicle per dwelling. As such, the provision of one space per dwelling would accommodate anticipated demand from the development and no resulting overspill can be anticipated from the development.

4.3.5 Furthermore, emerging London Plan policy, which given its advanced nature is likely to carry significant weight in the determination of this application (and may indeed by adopted during the determination of this application) does not permit more than one parking space per dwelling in PTAL 2 locations.

4.3.6 Therefore, the provision of four parking spaces complies with planning policy and will not result in an overspill in parking at the development.

4.3.7 All four parking spaces will be equipped with electric vehicle charging points from occupation to avoid the need for additional points to be installed in future which exceeds the requirement of planning policy.

Replacement of Car Parking

4.3.8 It is noted the development proposes the replacement of a former private car park. It is understood to have previously been within the same ownership as the adjacent business park and used for any required overspill parking. However, the land has now been sold for redevelopment, a commercial decision made by the owners of the business park that the land can be disposed and is not required for its use. Accordingly, the car park already falls within a

separate private ownership and is no longer available for parking associated with the business park. Redevelopment of the site will therefore not result in any changes to on-street parking pressures as its right of use by the business park has already extinguished.

4.4 Cycle Parking

4.4.1 Two cycle parking spaces are provided by way of lockable cycle store in the rear gardens of each dwelling.

4.5 Deliveries and Servicing

4.5.1 Given the scale of development, limited volume of delivery movements can be expected across a day. These which would be of short duration and would be accommodated on-street. Due to this site being within a high-density residential area, it is likely that many such delivery vehicles will already be serving several neighbouring properties, and therefore not be new to the local network.

4.5.2 Bins will be located to the front of properties. Currently, the LBRuT refuse vehicle stops on Godstone Road and Winchester Road to undertake collections on this section of road and this will continue on completion and occupation of the development.

SECTION 5 TRIP GENERATION

5.1 Overview

5.1.1 This section of the TS sets out the trip rates and trip generation of the proposed development and assesses the subsequent traffic impact.

5.2 Extant Trip Attraction

5.2.1 The site currently comprises a private car park of circa 12 spaces. Whilst the site is within separate ownership and not actively marketed as an available car park, it could remain in this use in perpetuity and attract/generate at least 24 daily vehicle trips (assuming all 12 spaces are occupied). Greater volume of trips could occur should spaces turnover more than once per day.

5.3 Proposed Trip Generation

5.3.1 To derive the trip generation of the proposed development, trip rates have been obtained from the TRICS database for comparable residential sites with the following criteria:

- Land use category: Houses Privately Owned;
- Size Range: 10-30 dwellings; and
- Date range: Only the most recent surveys from 01/01/11 to 03/07/2018 were included.

5.3.2 Table 5.1 summarises the person trip rates for the morning and evening peak hours and the subsequent total person trip generation of the existing one dwelling. The full TRICS outputs are included as Appendix C.

Table 5.1: Anticipated Person Trip Rates

	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arr	Dep	2-Way	Arr	Dep	2-Way
Trip Rates (per dwelling)	0.143	0.905	1.048	0.619	0.19	0.809
Person Trips (4 dwelling)	1	4	4	2	1	3

Source: TRICS

5.3.3 Table 5.1 demonstrates that the proposal is expected to generate up to four two-way person trips in the morning peak hour and up to three two-way trips in the evening peak hour.

5.3.4 The likely modal split of the person trips has been estimated using 2011 Census method of travel to work data for the local area. This has been summarised in Table 5.2.

Table 5.2: Extant Trips – Mode Split by Period

Mode	Method of Travel to Work (%)	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arr	Dep	Total	Arr	Dep	Total
Train	39%	0	2	2	1	1	2
Driving a car or van	31%	0	2	2	1	0	1
Underground, metro, light rail, tram	10%	0	0	0	0	0	0
On foot	7%	0	0	0	0	0	0
Bicycle	7%	0	0	0	0	0	0
Bus, minibus or coach	3%	0	0	0	0	0	0
Motorcycle, scooter or moped	2%	0	0	0	0	0	0
Passenger in a car or van	1%	0	0	0	0	0	0
Other	0%	0	0	0	0	0	0
Total	100%	1	4	4	2	1	3

Source: Census 2011 Richmond upon Thames 007. N1ote: Numbers may not sum due to rounding.

5.3.5 Table 5.2 highlights that the majority of trips are likely to be made by rail (39%). When factored by four dwellings, this results in two trips by rail with the remaining two trips to be accommodated by car, with two departures in the morning peak hour, and one arrival during the evening peak hour.

5.4 Summary

5.4.1 On the basis of the above, the anticipated change vehicular trip is considered to non-materially alter the quantum of vehicle movements on the local network. The increase in trips on local public transport modes is also negligible and the availability of bus and rail services can be considered more than sufficient to readily accommodate the suggested number of trips upon each respective sustainable transport mode.

SECTION 6 FRAMEWORK CONSTRUCTION LOGISTICS PLAN

6.1 Introduction

6.1.1 A Construction Logistics Plan (CLP) is intended to outline how environmental, traffic and amenity impacts attributed to construction traffic will be minimised. At this stage, the construction phase of the proposed development has not been finalised and therefore this Framework CLP has been prepared to inform the final version, which will be secured by a suitably worded planning condition.

6.2 Construction Traffic Movements

6.2.1 The site is well located to the local strategic road network, with the A319 Chertsey Road less than 400m north of the site. The A3004 St Margarets Road also allows for construction vehicles to arrive within 200m of the site on roads conditioned to movements by large vehicles. From this point, a small amount of routing will be required via Broadway Avenue and Winchester Road.

6.2.2 As part of the final CLP, the appointed contractor will be required to provide a vehicle routing strategy which shall set out the primary construction routes to site.

6.2.3 All construction vehicle drivers will be informed that they must not wait/park on the surrounding highway network; any drivers who ignore this directive will face disciplinary action. Should periods of intense construction activity be identified by the construction advisor, the client and LBRuT will discuss the possibility of an on-street holding area.

6.3 Measures

6.3.1 A detailed list of measures and site protocols will be agreed with LBRuT through the submission of a full CLP. This should include and make reference to at least the following:

- Site hoarding to enclose the site on all sides and suitable signage to be installed to warn pedestrians and highways users of the presence of HGVs;
- The regular inspection of the local highway network for any deposits of soil/debris deposited by construction traffic and if necessary, the road to be swept using a mechanical sweeper;

- Wheel washing facilities; and
- Dust, noise and vibration.

6.3.2 The final CLP shall also present targets which align with the objectives and proposed measures.

6.4 Management, Monitoring and Review

6.4.1 The Applicant, or future developer, will work with the appointed Principal Contractor to implement the measures identified above. Management of the CLP will be the responsibility of the Principal Contractor and will cover the lifetime of planned construction works.

6.4.2 The Principal Contractor will nominate a member of staff to be responsible for the day-to-day organisation and monitoring of construction logistics for the Site, which given the complexity of the project will be a full-time role. The responsibilities of this Logistics Manager role will include the implementation and management of the CLP for the lifetime of the construction project.

6.4.3 The final CLP will be implemented from commencement of construction activities on the Site.

6.4.4 The Logistics Manager will monitor vehicle movements on a daily basis and will carry out surveys of vehicle movements and routing at regular intervals throughout the construction project.

6.4.5 The final CLP shall be a 'live' document and will be regularly reviewed with key stakeholders and updated throughout the project's construction.

SECTION 7 SUMMARY AND CONCLUSIONS

7.1.1 Godstone Developments Limited (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice with regard to a planning application for the proposed development of a private car park to four residential units.

7.1.2 The proposal seeks permission to construct four residential units consisting of 4 x 4-bed units in place of an existing private car park. These are accompanied by four parking spaces, shown as parallel to Winchester Road/Drummond Place.

7.1.3 The site is supported through the range public transport services and key local facilities and destinations available within close walking and cycling distances. Future residents of the development will be more encouraged to carry out their everyday activities with less need to leave by, and reduce dependence on, the private car.

7.1.4 With reference to the key transport tests set out in paragraphs 108 and 109 of the NPPF, the main conclusions of the transport assessment are that:

- The site is in a sustainable location in transport terms. The proposed development is located where the need to travel will be minimised and well located for future residents to 'take up' the opportunities for sustainable travel in the context of its location;
- The site will provide safe and appropriate access to the site for all people; and
- The traffic and transport impact will be negligible in terms of safety, capacity and congestion.

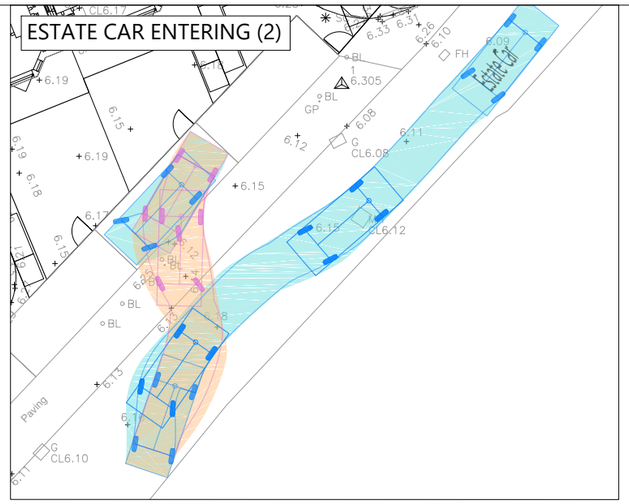
7.2 Conclusion

7.2.1 Against this background, the development proposal is considered acceptable in transport and highways terms, can be accommodated within the existing highway infrastructure, and the cumulative impact would be considered not severe.

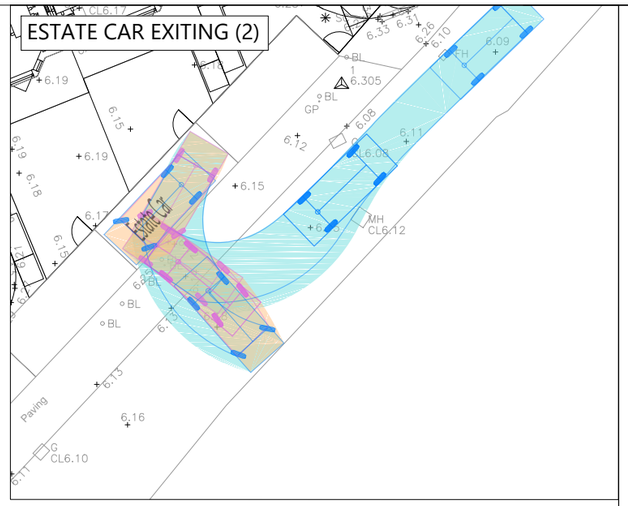
DRAWING

ESTATE CAR ENTERING (1)

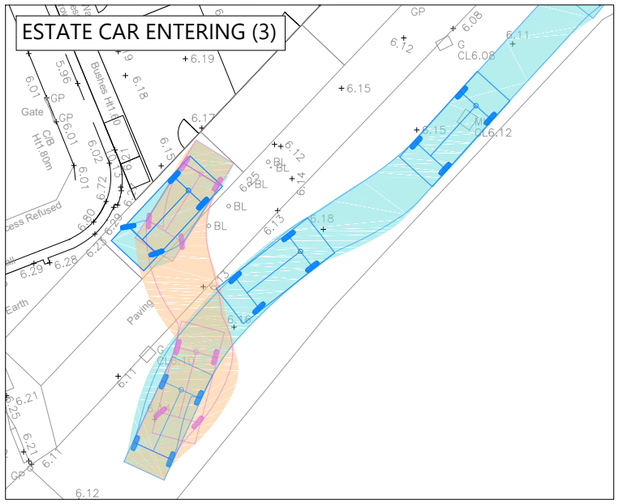
ESTATE CAR ENTERING (2)



ESTATE CAR EXITING (2)

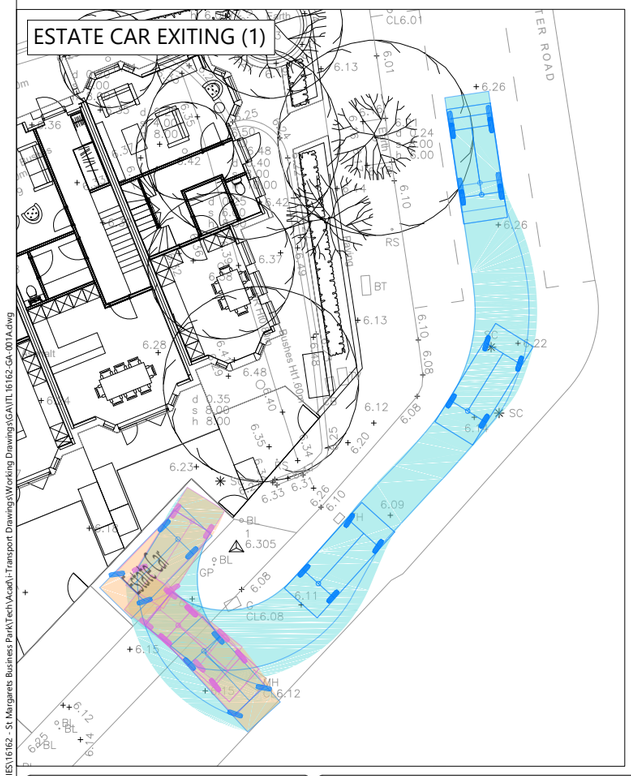


ESTATE CAR ENTERING (3)

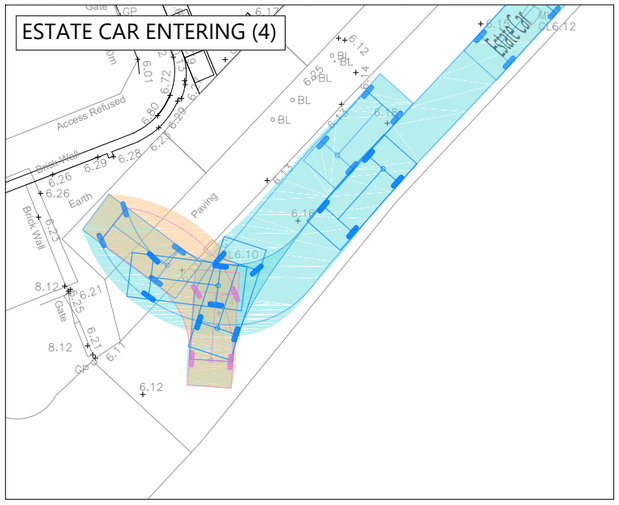


ESTATE CAR EXITING (3)

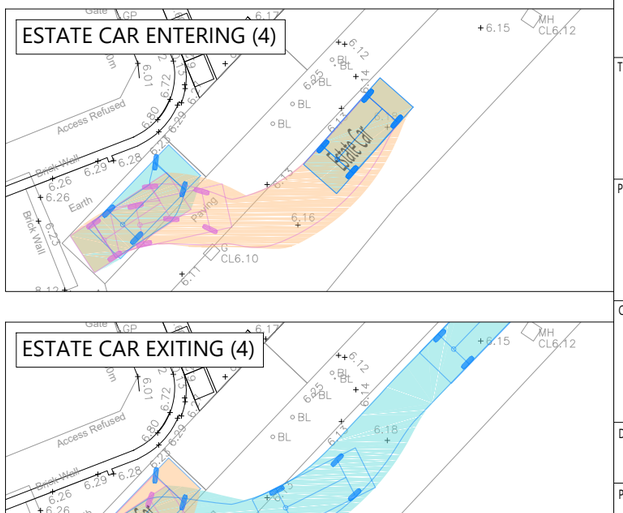
ESTATE CAR EXITING (1)

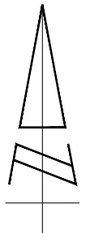


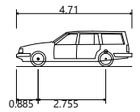
ESTATE CAR ENTERING (4)



ESTATE CAR EXITING (4)







Estate Car	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	25.08.20	JD	SITE LAYOUT UPDATED	JN	NM

STATUS:

FOR INFORMATION

i-Transport

85 Gresham Street, London, EC2V 7NQ Tel: 020 3705 9215

www.i-transport.co.uk

TITLE:

SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT:

ST MARGARETS BUSINESS PARK

CLIENT:

DRAWN:	CHECKED:	APPROVED:
JD	JN	NM
PROJECT No:	SCALE @ A3:	DATE:
ITL16162	1:250	27.07.20
DRAWING No:		REV:
ITL16162-GA-001		A

SCALE BAR @ 1:250

0 1 2 5 10

L:\PROJECTS\16000 SERIES\16162 - St Margarets Business Park\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITL16162-GA-001A.dwg

APPENDIX A. TfL PIA Correspondance

Alice Twyning

From: Collision Data Requests <CollisionDataRequests@tfl.gov.uk>
Sent: 31 July 2020 11:58
To: Alice Twyning
Subject: RE: Accident Data Request - St Margarets

Hi Alice

There is no collision found for this area even back to 2005, to end 2019 (provisional). Therefore, no cost for this search.

Kind Regards

Wenbo Xue

CollisionDataRequests@tfl.gov.uk

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

From: Alice Twyning <alice.twyning@i-transport.co.uk>
Sent: 30 July 2020 17:04
To: Collision Data Requests <CollisionDataRequests@tfl.gov.uk>
Subject: RE: Accident Data Request - St Margarets

Ok great, please find completed form attached.
Many thanks,
Alice

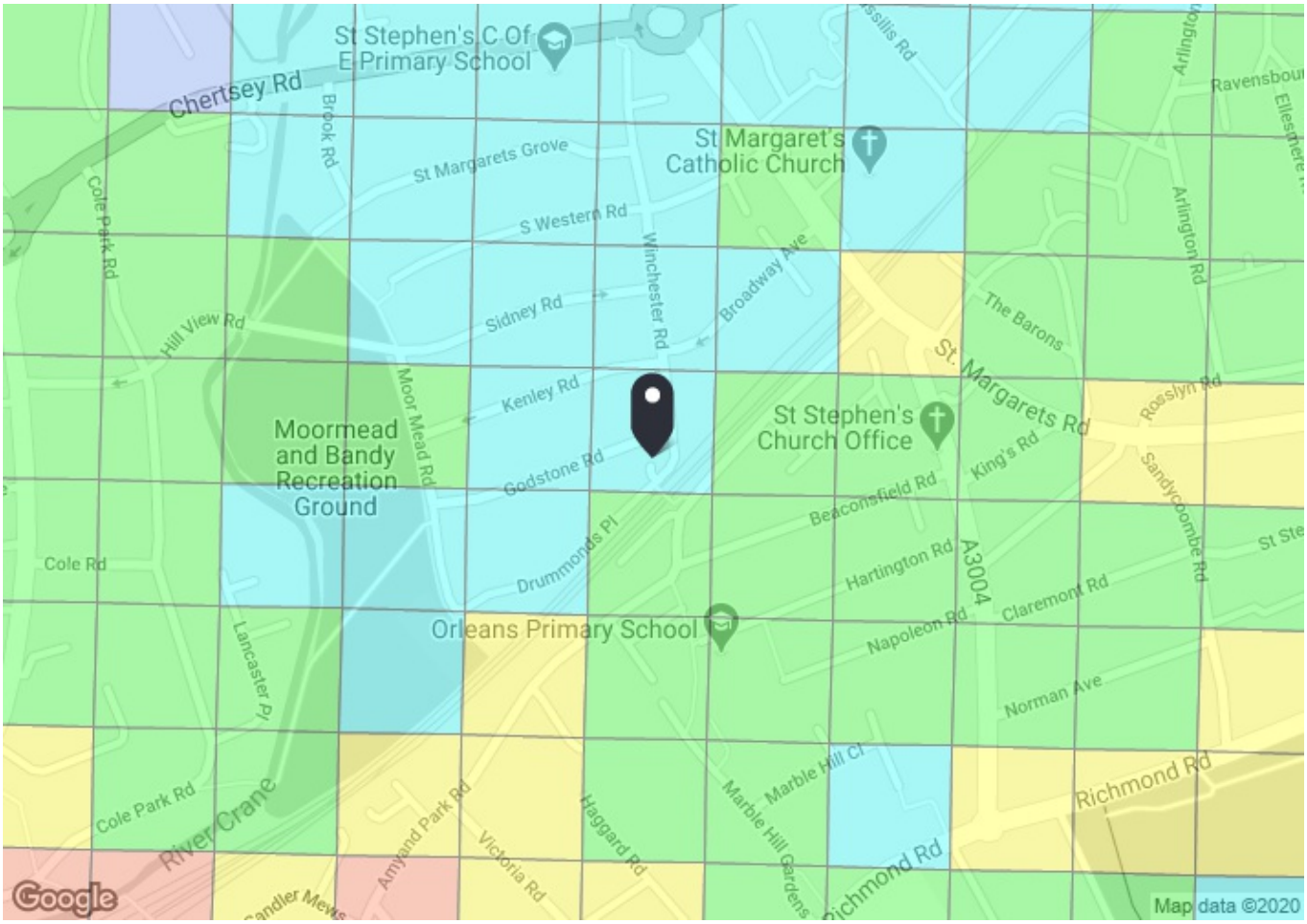
i-Transport

Alice Twyning
Consultant
for i-Transport LLP

T: 020 3705 9215
E: alice.twyning@i-transport.co.uk **W:** www.i-transport.co.uk
London Office: 85 Gresham Street, London, EC2V 7NQ

APPENDIX B. PTAL Output

TRANSPORT FOR LONDON



PTAL output for Base Year
2

102 Winchester Rd, Twickenham TW1 1LB, UK
Easting: 516647, Northing: 174121

Grid Cell: 49379

Report generated: 30/07/2020

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	ST MARGARETS STATION	H37	326.86	10	4.09	5	9.09	3.3	1	3.3
Rail	St Margarets	'SHEPRTN-WATRLMN 2H92'	331.55	1	4.14	30.75	34.89	0.86	0.5	0.43
Rail	St Margarets	'WDON-WATRLMN 2K03 '	331.55	0.33	4.14	91.66	95.8	0.31	0.5	0.16
Rail	St Margarets	'WATRLMN-WATRLMN 2K09'	331.55	2	4.14	15.75	19.89	1.51	1	1.51
Rail	St Margarets	'WATRLMN-WATRLMN 2O09'	331.55	2	4.14	15.75	19.89	1.51	0.5	0.75
Rail	St Margarets	'WATRLMN-WATRLMN 2R09'	331.55	2	4.14	15.75	19.89	1.51	0.5	0.75
Rail	St Margarets	'HOUNSLW-WATRLMN 2V05'	331.55	0.33	4.14	91.66	95.8	0.31	0.5	0.16
									Total Grid Cell AI:	**7.06**

APPENDIX C. TRICS Output

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	10-30 DWELLS	
Actual Trip Rate Calculation Parameter Range	21-21 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 03/07/18
Parking Spaces Range	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	1
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	1
Population <1 Mile ranges selected	20,001 to 25,000	1
Population <5 Mile ranges selected	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	1
PTAL Rating	2 Poor	1

Calculation Reference: AUDIT-236603-190717-0742

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
BN BARNET 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 21 to 21 (units:)
Range Selected by User: 10 to 30 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 03/07/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Tuesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Residential Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:
20,001 to 25,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
250,001 to 500,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
2 Poor 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	BN-03-A-02	Site area:	0.60 hect
Development Name:	MIXED HOUSES	Number of dwellings:	21
Location:	WHETSTONE	Housing density:	81
Postcode:	N20 0NT	Total Bedrooms:	66
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	03/07/18
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	2 Poor	Parking Spaces:	

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	21	0.095	1	21	0.714	1	21	0.809
08:00 - 09:00	1	21	0.143	1	21	0.905	1	21	1.048
09:00 - 10:00	1	21	0.333	1	21	0.190	1	21	0.523
10:00 - 11:00	1	21	0.095	1	21	0.143	1	21	0.238
11:00 - 12:00	1	21	0.238	1	21	0.143	1	21	0.381
12:00 - 13:00	1	21	0.143	1	21	0.095	1	21	0.238
13:00 - 14:00	1	21	0.143	1	21	0.095	1	21	0.238
14:00 - 15:00	1	21	0.095	1	21	0.190	1	21	0.285
15:00 - 16:00	1	21	0.619	1	21	0.190	1	21	0.809
16:00 - 17:00	1	21	0.143	1	21	0.238	1	21	0.381
17:00 - 18:00	1	21	0.619	1	21	0.190	1	21	0.809
18:00 - 19:00	1	21	1.095	1	21	0.571	1	21	1.666
19:00 - 20:00	1	21	0.429	1	21	0.190	1	21	0.619
20:00 - 21:00	1	21	0.571	1	21	0.476	1	21	1.047
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.761			4.330			9.091

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

i-Transport – Basingstoke | Manchester | London | Leeds
www.i-transport.co.uk