

A Planning Application by
CORRECTION

In respect of
**Proposed Pedestrian Ferry Terminal, Harrods Wharf,
RICHMOND**

Transport Statement

February 2021



Document Management

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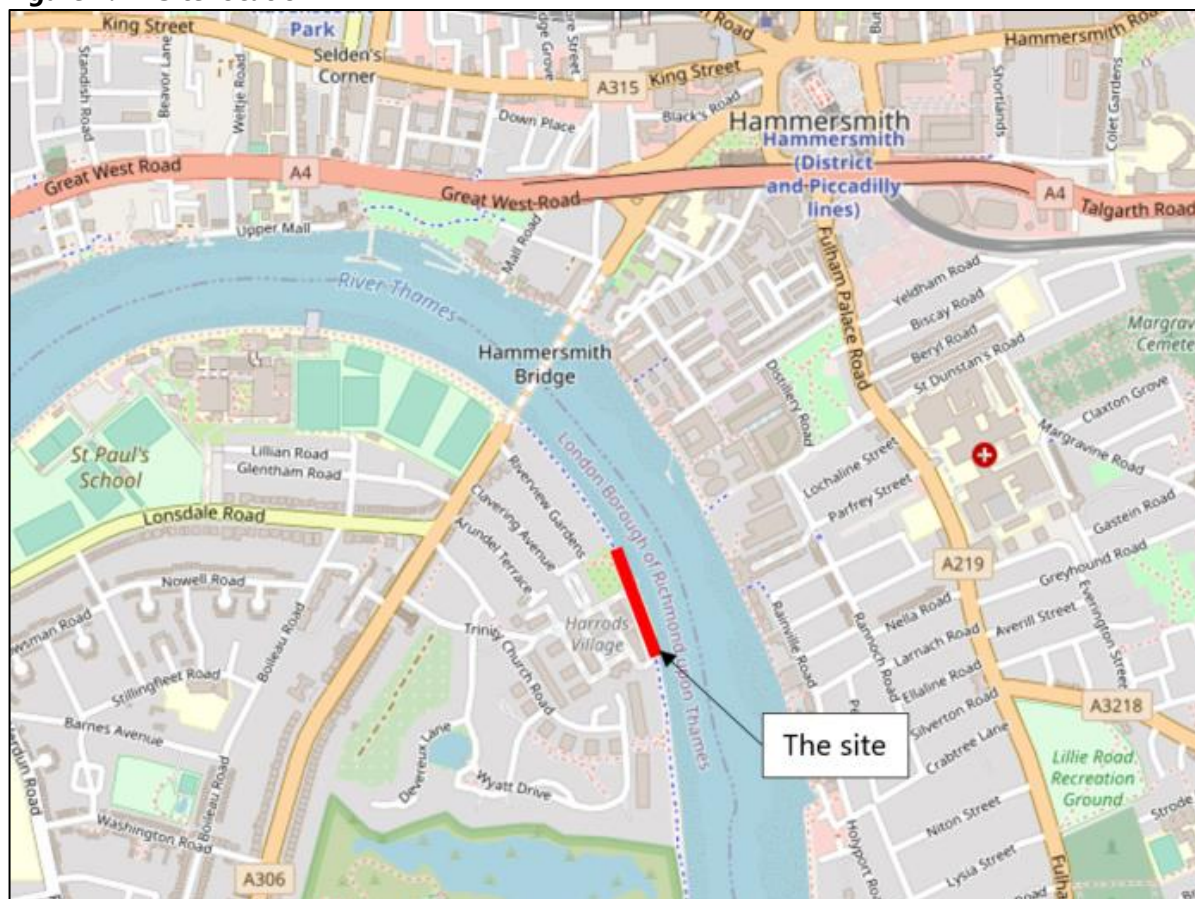
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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Correction to provide transport and highways advice in relation to the proposed provision of a temporary pedestrian ferry terminal to be provided at Harrods Wharf, close to Hammersmith Bridge in the London Borough of Richmond (LB Richmond). The location of the application site is shown at **Figure 1.1**.

Figure 1.1 Site location



Source: © OpenStreetMap contributors

- 1.2 Due to the closure of the Grade II listed Hammersmith Bridge for repairs, the site has been identified as a potential location from which to run a ferry service. This would allow people to cross the river to provide a connection between the north and south sides of the Thames while Hammersmith Bridge remains closed.

Planning history

- 1.3 A planning application for a ferry terminal and associated infrastructure was submitted to LB Richmond on 6 November 2020. The scheme is described as:

“Use of land at Harrods Wharf as a ferry terminal (Sui Generis) with the erection of 2 pavilions for the use as a ticket office, staff room, storage/maintenance and enclosed waiting room with café (Use Class E) and associated works”.

- 1.4 As part of the validation process, LB Richmond requested that the application should be supported by a Transport Statement. Accordingly, this document has been prepared to enable that application to be formally validated and considered.

Scope of Report

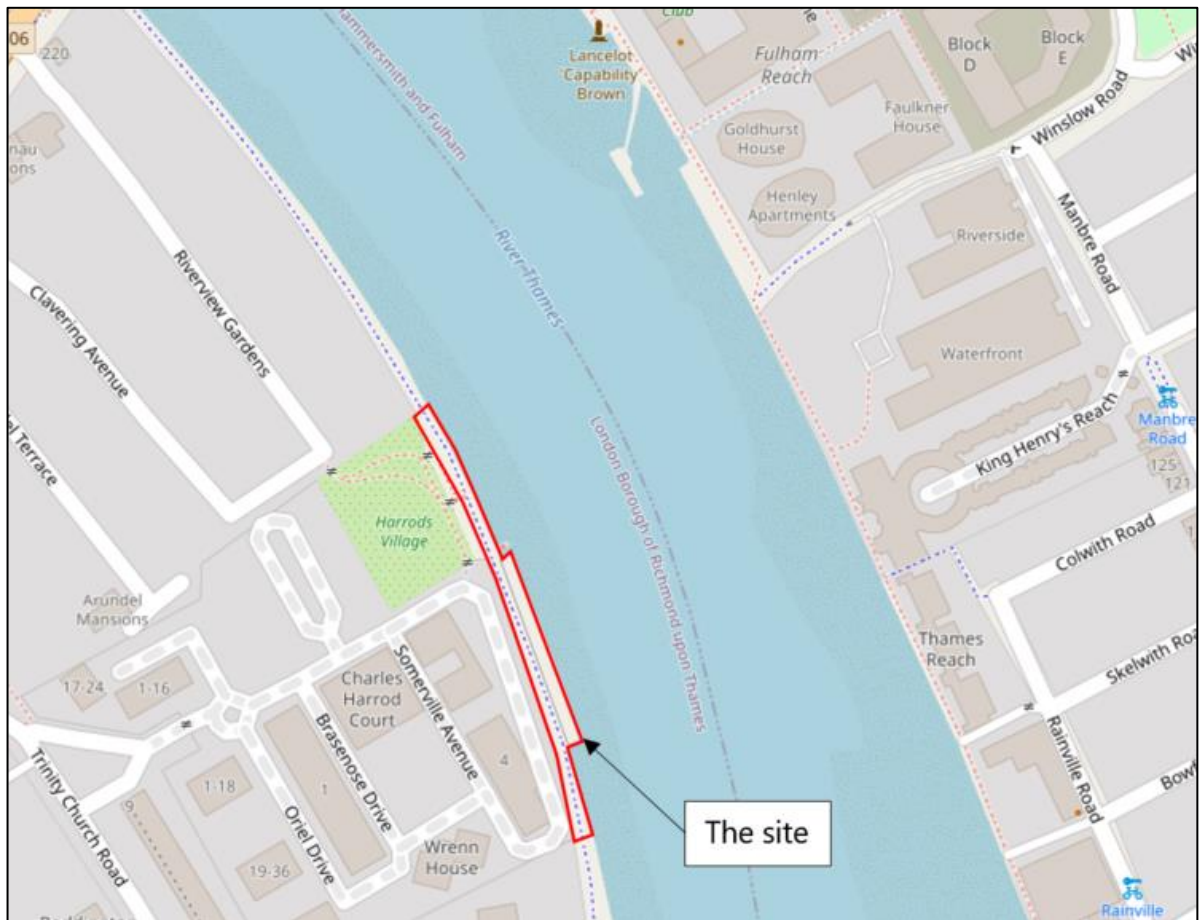
- 1.5 The report will be structured as follows;
- **Chapter 2 – Transport Baseline** - will introduce the site and the existing transport conditions focusing on the accessibility by various public and private modes of travel;
 - **Chapter 3 – Development Proposals** - will introduce the development proposals focusing on the transport elements;
 - **Chapter 4 – Relevant Planning Policy** - discusses existing national transport planning policy;
 - **Chapter 5 – Impact** - discusses the impact arising from the proposed development; and
 - **Chapter 6 – Summary and Conclusions** – summarises the findings and outline the conclusions drawn.

2 Transport Baseline

Application Site

2.1 The site is the former wharf that was used by the Harrods Depository. It is located in front of the existing Grade II listed building that was converted into residential accommodation as part of the Harrods Village development in 2000. The wider context for the site is provided in **Figure 1.1** with a local context shown in **Figure 2.1**.

Figure 2.1 Site Location – Local Context

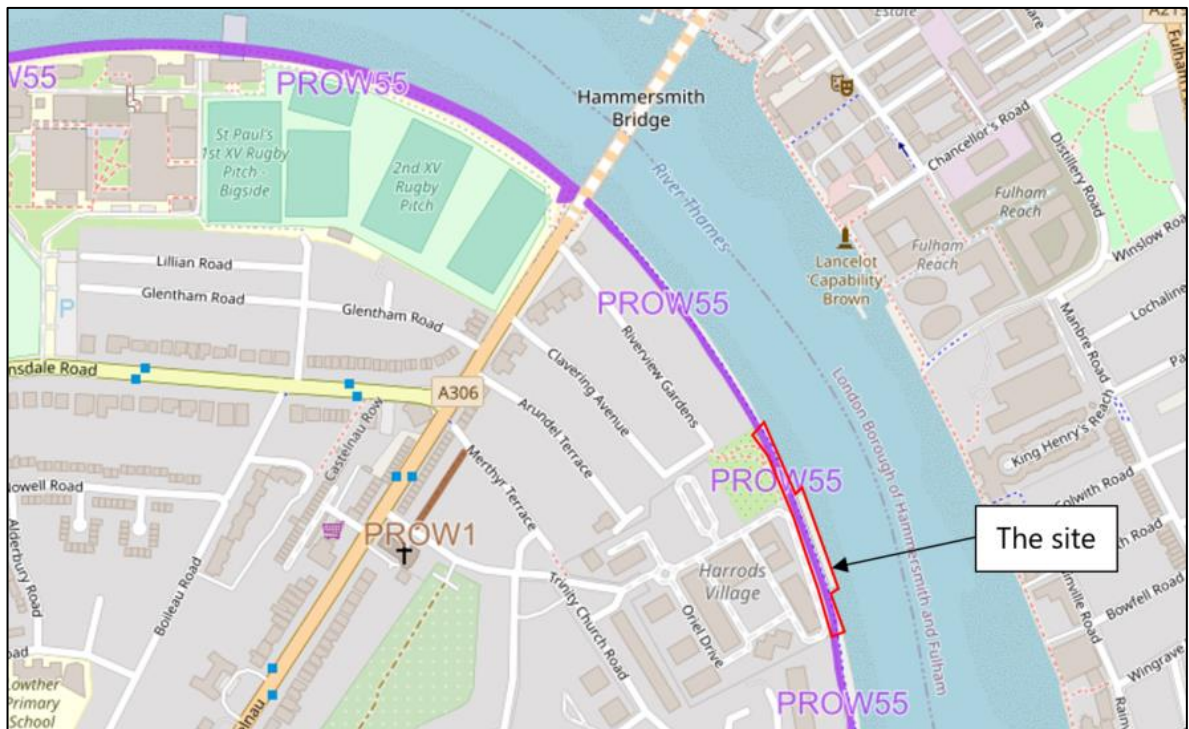


Source: © OpenStreetMap contributors

2.2 The wharf, which abuts a riverside path, is currently inaccessible and is enclosed by a steel fence.

Existing Pedestrian Infrastructure

2.3 Thames Towpath, Richmond’s Public Right Of Way (PROW) 55 (**Figure 2.2**), runs along the southern bank of the River Thames, including along the site.

Figure 2.2 Public Right of Way

Source: https://gis.richmond.gov.uk/webmap/prow_01.aspx

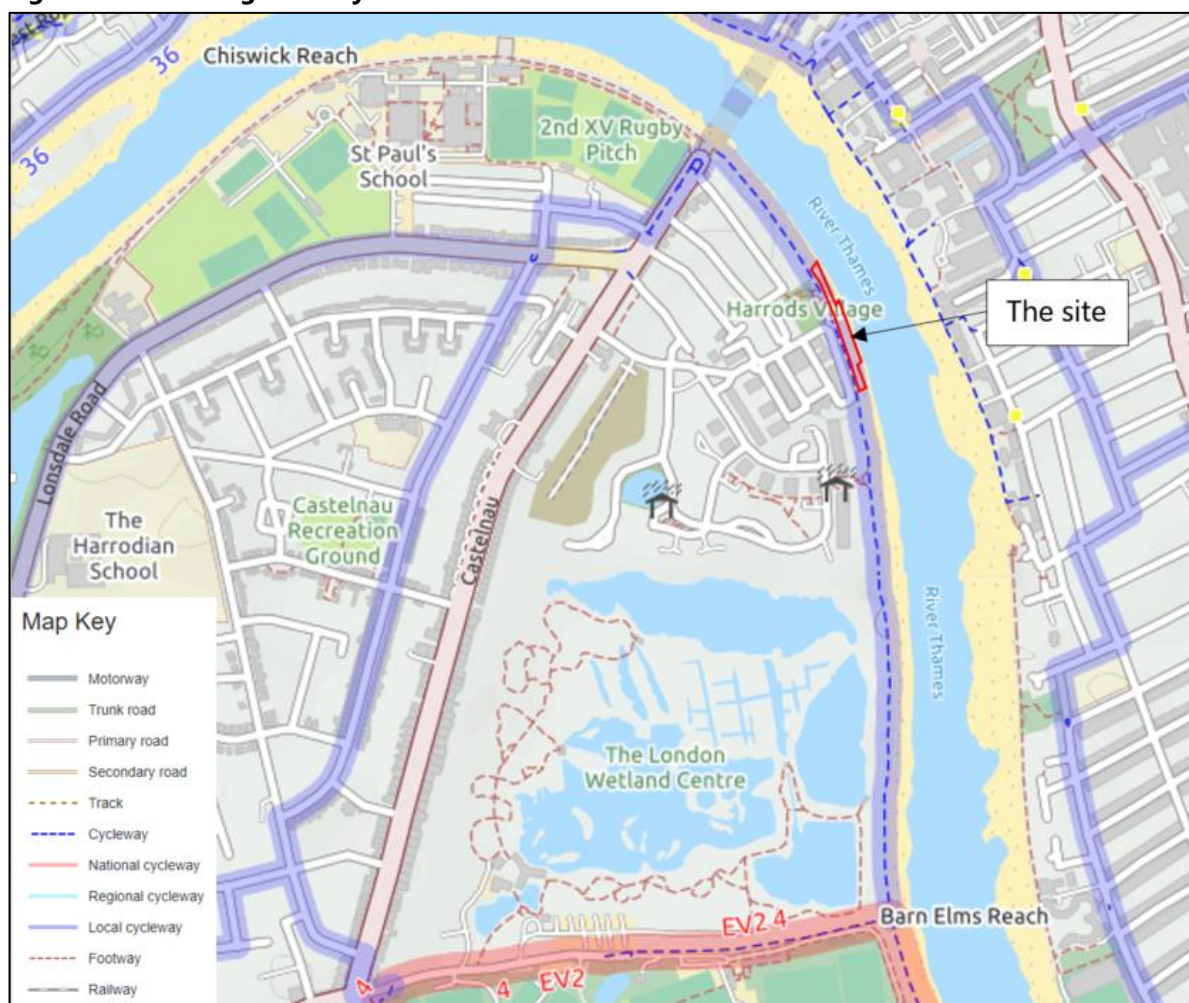
- 2.4 West of PROW 55 is the Harrods Village development, including the former Depository building, which is a private site. There is a pedestrian route across the Metropolitan Open Land within the Harrods Village site that runs from Riverview Gardens. Connecting Harrods Village and the Metropolitan Open Land are a set of steps as well as a ramp.
- 2.5 The Metropolitan Open Land is accessible to the public during day light hours and provides access to via the abovementioned applicant's steps and ramp to the towpath and the site. It is understood that Harrods Village management team shut the gates and dusk and re-open them at dawn, thus restricting the access at certain times of day. It should be noted that the applicant is in late stage discussions with Harrods Village about the opening and closing of the gates if the application is successful.
- 2.6 Access to the A306 Castelnau can be gained via the towpath (PROW 55), via a ramped footway by the abutment to Hammersmith Bridge. The PROW is approximately 2.8 m wide, unmetalled and unlit. The distance to the A306 via the PROW from the proposed site is approximately 430 m; a journey of slightly more than five minutes.
- 2.7 Alternatively, the A306 Castelnau can be reached via Riverside Gardens and Clavering Avenue. Footways are present on both sides of the two residential roads. They are approximately 1.8 m wide and surfaced in either flag paving or tarmac. Both roads are illuminated. This route from the site is approximately 400 m (a five minute walk, based on a walking speed of 80 m per minute).

2.8 The A306 Castelnau has a 2.5 m wide footway on its eastern side and a wider shared footway/cycleway on its western side. Tactile paving and dropped kerbs are present and a signalised pedestrian crossing is located close to the junction with Riverside Gardens.

Existing Cycling Infrastructure

2.9 The existing local cycle infrastructure is shown in **Figure 2.3**. As can be seen, the PROW is also a local cycle route. Thus connects with National Cycle Network route 4 to the south of the site and to other local cycle routes to the west of the A306.

Figure 2.3 Existing Local Cycle Infrastructure



Source: © OpenStreetMap contributors

Public Transport Access

Access by Bus

2.10 While Hammersmith Bridge Remains closed, the nearest operational bus stops to the site are located approximately 75 m to the south and west of the junction of the A306 Castelnau and the B350 Lonsdale Road. These are approximately 690 m from the site via the PRoW and 580 m via Clavering Avenue. This represents a 9 and 7 minute walk respectively at a walking speed of 80 m/minute. A total of 5 bus routes can accessed via these stops, as summarised in the following table.

Table 2.1 Bus services summary

Route	Description	Frequency/hour		
		Mon - Fri	Sat	Sun
33	Fulwell Station – Lonsdale Road	5-8		
209	Mortlake bus station – Lonsdale Road	3 - 4	4	3
419	Richmond station – Barnes station – Lonsdale Road – Norley Vale	5		3
485	Lonsdale Road - Wandsworth	2 - 3		-
533	Hammersmith bus station – Lonsdale Road	4		

Source: <https://bustimes.org>

Walking distances

2.11 As noted, the site lies within 430 m of the A306 and the nearest bus stops on the A306 are approximately 690 m from the proposed site. Manual for Streets offers the following guidance in Section 4.4 “The walkable neighbourhood” with regard to acceptable walking distances:

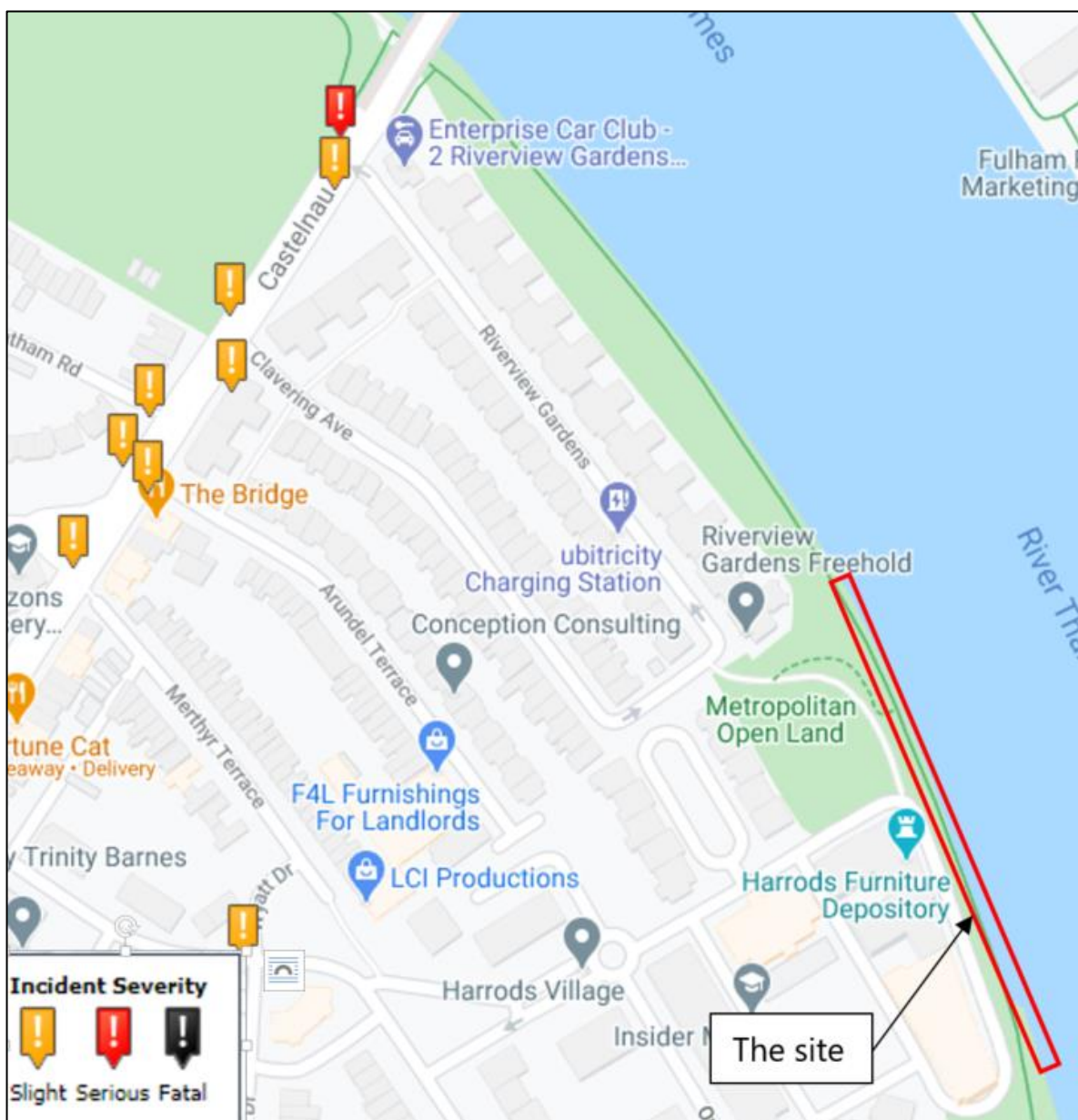
“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot”.

2.12 Based on the above, the proposed site can be considered to lie in an accessible and convenient location with respect to Hammersmith Bridge for those wishing to continue their journey across the Thames.

Road Safety

2.13 A review of the most recent available five years' of personal injury collision (PIC) data was undertaken utilising information obtained from CrashMap. The data obtained for the review, which spanned the 2015-2019 period, is shown in **Figure 2.4**.

Figure 2.4 Personal Injury Collision Data



Source: <https://www.crashmap.co.uk>

2.14 As can be seen, a total of 6 incidents, all classified as slight in nature, together with one serious incident, were recorded during the 5 year period on the A306 Castelnau. The lack of any significant cluster of accidents and the absence of any in the immediate vicinity of the site do not indicate that a highway safety issue exists.

3 Development Proposals

3.1 The proposed scheme would redevelop the disused Harrods Wharf to provide a pedestrian/cyclist ferry terminal.

3.2 The following passenger types shall be able to access the service:

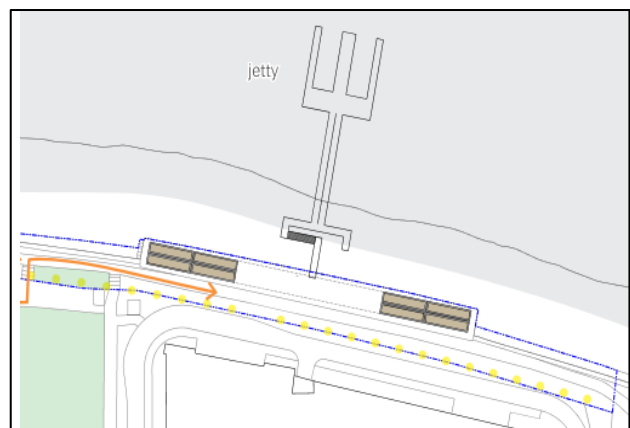
- Pedestrians;
- Cyclists with standard or foldable cycles;
- Reduced mobility passengers on mobility scooters; and
- Reduced mobility passengers on wheelchairs.

3.3 The proposed scheme would include two single storey pavilions on the redeveloped wharf connected by a covered area to be used for queuing and cycle storage. One pavilion would serve as a ticket office for ferry passengers and a staff back of house and storage area. The second pavilion would be used for a cafe and public toilets.

3.4 The proposed structures would comprise (as Gross Internal Floor Area):

- ticket office - 22 m²
- staff lounge - 43 m²
- storage - 34 m²
- cafe - 80 m²
- WC's- 29 m²

3.5 The design of a jetty to serve the proposed terminal is shown on the adjacent image taken from the Design and Access Statement for illustration purposes. It should be noted that the jetty does not form part of this application and will be dealt with separately.



3.6 The final design and layout of the jetty would be subject to Port of London Authority approval.

3.7 It is expected that the landing at the existing jetty by Fulham Reach on the north bank of the Thames would provide access to Hammersmith London Underground station (within 700 m of the jetty) via Chancellor's Road and the A219 Fulham Palace Road. This would allow direct access to Circle, District and Piccadilly line services. However, it should be noted that this element on the other side of the river does not form part of this application and will be dealt with separately.

Service details

- 3.8 Although these figures are subject to change over time, when the details are refined, the service is expected to be capable of safely accommodating usage of 800 passengers per hour in both directions, reducing to 400 off-peak.
- 3.9 The service is expected to operate at a minimum 0600 – 2200 on weekdays, with the potential for reduced hours on weekends and public holidays. Peak Hours are 0600-1000 and 1500-1900 weekdays only.
- 3.10 The contractor will be expected to design, build and operate the service to maintain a reasonable overall journey time for customers, including all elements of the cross river journey, for example boarding, alighting, queuing and crossing times.

Pedestrian and cycle access

- 3.11 As noted, the new ferry services will be for both pedestrians and cyclists. As noted, there are two pedestrian routes to the proposed ferry terminal. The first is via the Harrods Village development from Riverside Gardens where a ramped access leads onto the riverside path, and Correction have a right of access through Harrods Village for pedestrians. The second route is via the Thames Path PROW 55, from the A306.
- 3.12 It is considered that the existing pedestrian and cycle provision is suitable to accommodate the predicted levels of demand, including the peaks. The existing provision will also be improved, in fact the proposed scheme also includes the provision of lighting (low level) along this section of the PROW and improvements to the surfacing.
- 3.13 As noted in Chapter 2, both routes lie within the 800 m distance considered to be desirable for local neighbourhood walks.

Cycle parking

- 3.14 To reflect the accessibility of the Wharf by cyclists who are able to use the PROW, the covered area between the two proposed pavilions would include cycle parking for 16 cycles, using 8 Sheffield stands.

Servicing and refuse collection

- 3.15 The delivery of consumables and supplies for the site are expected to be small due to the nature of the proposed use as a ferry terminal. They will mainly be linked to the operation of the small café kiosk located in the waiting room and ancillary facilities and will take place by boat.
- 3.16 Waste arisings are expected to be similarly small and to be collected by boat and disposed of by the operator. Deliveries and waste collection are likely to be undertaken simultaneously but the details of the final arrangements will be provided by the operator.
- 3.17 It is expected that details of such arrangements will be detailed via a Servicing Management Plan to be produced by means of planning condition.

4 Relevant Transport Policy

4.1 Relevant transportation policies are set out in the following documents:

- (i) National Planning Policy Framework (2019);
- (ii) National Planning Practice Guidelines (2014);
- (iii) The London Plan (2016 and 2019); and
- (iv) London Borough of Richmond upon Thames Local Plan (2018).

National Planning Policy Framework

4.2 The National Planning Policy Framework (NPPF), which has been the subject of two updates in 2019, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other developments can be produced.

4.3 The NPPF describes a sustainable transport mode as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport." (annex 2, p. 72)

4.4 With regards to achieving sustainability, the document states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs." (para 7)

4.5 When considering development proposals, the NPPF notes that it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *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." (para 108)*

4.6 Finally, with regards to considering development proposals, it states 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” (para 109).

- 4.7 Clearly, the proposed ferry terminal meets the above policies by providing a public transport facility situated in an accessible location for both pedestrians and cyclists.

The London Plan

- 4.8 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.
- 4.9 The plan sets out specific policies associated with areas classified as either ‘Outer London’ or ‘Inner London’. The proposed development sits on the boundary between these two areas, with the proposed new jetty on the southern side of the river being classified as ‘Outer London’, whilst the existing jetty to which it connects on the northern side of the river is classified as ‘Inner London’.
- 4.10 Policy 2.8 - Outer London: Transport sets out the need for *“...enhancing accessibility by improving links to and between town centres and other key locations by different modes...”, “...integrating land use and transport planning in outer London to ensure the use of vacant and under-used land is optimised...”* and *“...working to improve public transport access to job opportunities in the Outer Metropolitan Area...”*. The proposed development meets this policy by providing a new public transport service connecting the two sides of the river, utilising the previously unused Harrods Wharf.
- 4.11 Policy 6.1 – Strategic Approach sets out the need for *“...encouraging patterns and nodes of development that reduce the need to travel, especially by car...”, “...seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand...”, “...improving interchange between different forms of transport...”,* and *“... seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use...”*. The proposed development is ideally placed to address this policy, being a scheme that delivers a new ferry service across the River Thames that encourages the use of public transport and improves interchange between different forms of transport.
- 4.12 Policy 6.4 - Enhancing London’s Transport Connectivity also sets out the desire for *“...providing new river crossings...”* which will be provided by the proposed development.
- 4.13 Overall, it is considered that the proposed development is supported by policies set out in the London Plan.

- 4.14 An updated 'Publication' version of the London Plan was prepared in December 2020. The overarching principles of this remain consistent with the currently adopted London Plan, although a key additional proposed policy is Policy SI 15 – Water Transport. This sets out at point A that "*Development proposals should protect and enhance existing passenger transport piers and their capacity....*". This will indeed be provided by the proposed development.

London Borough of Richmond upon Thames Local Plan

- 4.15 The London Borough of Richmond upon Thames Local Plan sets out policies and guidance for the development of the borough over the next 15 years.
- 4.16 Chapter 11 of the Local Plan sets out how the Council will "*...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.*"
- 4.17 Policy LP44 sets out that the Council will "*...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...*". Clearly, the proposed development would deliver in this respect.
- 4.18 Policy LP18 sets out that:

"All development proposals alongside or adjacent to the borough's river corridors should:

- a. Retain existing public access to the riverside and alongside the river; and*
- b. Enhance existing public access to the riverside where improvements are feasible; or*
- c. Provide new public access to the riverside where possible, and maintain existing points of access to the foreshore subject to health and safety considerations. There is an expectation that all major development proposals adjacent to the borough's rivers shall provide public access to the riverside.*
- d. Provide riparian life-saving equipment where required and necessary."*

- 4.19 The proposed development will redevelop a previously unused wharf to provide a new ferry service, enhancing public access to the riverside.

Summary of Compliance with Policy

- 4.20 In summary, it is concluded that the proposed development, which provides a new ferry service across the River Thames utilising a previously unused wharf, is in accordance with local and national policies in relation to access to the river, public transport and sustainable transport. This includes specific policies set out in both the London Plan and the London Borough of Richmond upon Thames Local Plan.

5 Impact

- 5.1 As noted in the previous chapter, the creation of the new terminal is in line with the indications included in all relevant policies, from national level (NPPF) to regional (London Plan) and local (LB Richmond) policies. It is also in line with the guidelines included in many other 'best practice' documents, such as CIHT guidelines, Vision Zero and Healthy Streets for London.
- 5.2 The overarching vision behind the benefits associated with the new terminal is summarised in the borough's Policy LP44 *"...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..."*.

Trip Generation

- 5.3 There would not be any vehicular trip generation associated with the new use, as a direct consequence of its 'car-free' nature and location.
- 5.4 The terminal would significantly improve accessibility and connectivity from either side of the Thames, enabling pedestrians and cyclists to reach the other side of the river using a much shorter and quicker route, which would otherwise involve other modes – quite possibly car movements.
- 5.5 It can therefore be considered that the proposed development would reduce, overall, the number of vehicular movements compared to a "Do Nothing" scenario and result in a beneficial impact on the road network.
- 5.6 The additional pedestrian and cycle movements will be easily accommodated within the existing network. As noted throughout the report, the Site benefits from a good level of pedestrian and cycle access and the proposed wharf would simply improve the available connections by all modes.

Conclusion on Impact

- 5.7 It can be concluded that the proposed development would bring significant benefits in the local (and wider) areas compared to the existing situation.

6 Summary and Conclusions

Summary

- 6.1 Transport Planning Associates has been appointed by Correction to provide a Transport Statement in relation to the provision of a temporary pedestrian ferry terminal to be provided at Harrods Wharf, close to Hammersmith Bridge in the London Borough of Richmond.
- 6.2 Due to the closure of the Grade II listed Hammersmith Bridge for repairs, Harrods Wharf has been identified as a potential location from which to run a ferry service. This would allow people to cross the river to provide a connection between the north and south sides of the Thames while Hammersmith Bridge remains closed.
- 6.3 Public Right of Way 55 (the Thames Path) runs along the south bank of the River Thames. This route provides access to the site for both pedestrians and cyclists. This route can be accessed from the A306 Castelnau via a ramped footway by the abutment to Hammersmith Bridge.
- 6.4 A pedestrian route across the open space within the Harrods Village site runs from Riverview Gardens. The route is provided with a step free ramp from the Harrods Village site onto the riverside path. Access to the A306 Castelnau from Riverside Gardens can be taken via Clavering Avenue.
- 6.5 The nearest operational bus stops to the site are located approximately 75 m to the south and west of the junction of the A306 Castelnau and the B350 Lonsdale Road. A total of 5 bus routes can be accessed via these stops. These are approximately a 9 and 7 minute walk from the site respectively.
- 6.6 The proposed scheme would include two single storey pavilions on the redeveloped wharf connected by a covered area to be used for queuing and cycle storage. One pavilion would serve as a ticket office for ferry passengers. The second pavilion would be used for a cafe and public toilets. To reflect the accessibility of the Wharf by cyclists who are able to use the PRoW, the covered area between the two proposed pavilions would include cycle parking for 16 cycles, using 8 Sheffield stands.
- 6.7 The expected use of the site with 800 passengers going each way on the ferry service during peak and 400 at off-peak can be sufficiently incorporated into the existing infrastructure surrounding the site.
- 6.8 Given the location of the proposed ferry terminal, the delivery of consumables and supplies for the site will be take place by boat. Similarly, waste arisings will be collected by boat and disposed of by the operator.

- 6.9 The overarching vision behind the benefits associated with the new terminal is summarised in the borough's Policy LP44 *"...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..."*.
- 6.10 The terminal would significantly improve accessibility and connectivity from either side of the Thames, enabling pedestrians and cyclists to reach the other side of the river using a much shorter and quicker route, which would otherwise involve other modes – quite possibly car movements. It can therefore be considered that the proposed development would reduce, overall, the number of vehicular movements compared to a "Do Nothing" scenario and result in a beneficial impact.

Conclusions

- 6.11 The proposed use of the former Harrods Wharf as a ferry terminal would cater for the temporary closure of Hammersmith Bridge and would re-establish a connection between the north and south side of the Thames.
- 6.12 The proposed ferry terminal would be within a desirable walking distance of the bridge, with a walking time of less than 10 minutes for pedestrians wishing to continue their journey on either side of the Thames.
- 6.13 Based on the above, it can be concluded that the proposed development would bring significant benefits in the local (and wider) areas compared to the existing situation. Therefore, there are no transport or highway reasons why the proposed development should not be granted planning consent.