

# Twickenham Riverside Transport Assessment



## Design Team

<b>Applicant</b>	London Borough of Richmond upon Thames
<b>Project Manager</b>	Arcadis
<b>Architect</b>	Hopkins Architects
<b>Landscape Architect</b>	LDA Design
<b>Structural Engineer</b>	Webb Yates Engineers
<b>Mechanical &amp; Electrical Engineer</b>	Skelly & Couch
<b>Transport Consultant</b>	WSP
<b>Quantity Surveyor</b>	Arcadis
<b>Planning Consultant</b>	Savills
<b>Townscape &amp; Heritage Consultant</b>	Iceni Projects
<b>Sustainability Consultant</b>	Method Consulting
<b>Accessibility Consultant</b>	Lord Consultants
<b>Fire Consultant</b>	FDS Consult UK
<b>Ecology Consultant</b>	BSG Ecology
<b>Arboricultural Consultant</b>	Thomson Environmental Consultants
<b>Daylight &amp; Sunlight Consultant</b>	GIA Chartered Surveyors
<b>Acoustic Consultant</b>	TetraTech
<b>Air Quality Consultant</b>	Entran
<b>Land Contamination Consultant</b>	Geosphere Environmental
<b>Archaeological Consultant</b>	AOC Archaeology Group
<b>Viability Consultant</b>	Lambert Smith Hampton
<b>Principal Designer</b>	Nick Perry Associates
<b>BIM Consultant</b>	BIM Technologies



London Borough of Richmond upon Thames

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Transport Assessment



London Borough of Richmond upon Thames

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Transport Assessment

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WSP

WSP House  
70 Chancery Lane  
London  
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com



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Signature					
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# 1 SITE CONTEXT

## 1.1 INTRODUCTION

1.1.1. This Transport Assessment (TA) has been prepared by WSP UK Ltd on behalf of London Borough of Richmond upon Thames (LBRuT or LPA), hereafter referred to as ‘the Applicant’, to provide transport planning evidence supporting the planning application for the following description of development, hereafter referred to as the ‘Proposed Development’:

*“Demolition of existing buildings and structures and redevelopment of the site comprising residential (Use Class C3), ground floor commercial/retail/cafe (Use Class E), and public house (Sui Generis), boathouse locker storage and floating pontoon with associated landscaping, restoration of Diamond Jubilee Gardens and other relevant works.”*

1.1.2. The Proposed Development is located at 1, 1A, 1B and 1C King Street; 2-4 Water Lane; the site of the former swimming pool and associated buildings, The Embankment; the Diamond Jubilee Gardens, Twickenham (‘the Site’). The Site lies within the administrative boundary of the London Borough of Richmond upon Thames.

## 1.2 BACKGROUND

1.2.1. Hopkins Architects are the preferred bidder of a design competition managed by the Royal Institute of British Architects (RIBA) on behalf of the LPA. The LPA recognises that Twickenham Riverside is critical to the success of Twickenham Town Centre as a destination and have identified the site which lies between Water Lane and Wharf Lane, including the site of the former swimming pool and associated buildings, the Embankment and the Diamond Jubilee Gardens, as an opportunity area for redevelopment.

1.2.2. The site location is shown below in Figure 1-1.

**Figure 1-1 - Site Location**



## 1.3 EXISTING SITE

1.3.1. The Site is currently occupied by a mixture of uses including:

- Retail (A1/A2) 1,193 sqm
- Office (B1a) 245 sqm
- Café (A3) 46 sqm

1.3.2. The Site is bound by:

- King Street and 3-31 King Street properties to the north;
- Water Lane to the east;
- The Embankment and the river Thames to the south; and
- Wharf Lane to the west.

1.3.3. The Site currently accommodates 116 parking spaces, including a mix of resident permit, business permit, shared permit, Pay & Display and short-stay loading. This also includes an off-street car park (no longer in use) comprising approximately 26 parking spaces, plus 1 space for a street trader and 1 space for motorcycle parking.

1.3.4. The Site is accessed from Water Lane and Wharf Lane via King Street and via the Embankment from the riverside. Water Lane is a one-way southbound street which runs between King Street and the Embankment. Vehicles then egress back onto King Street via Wharf Lane, a one-way northbound street.

## 1.4 PLANNING HISTORY

1.4.1. The Site had previously been subject to a planning application in 2017, the planning application (Ref 17/4213/FUL) was seeking permission for:

*“Full planning application for the demolition and removal of all existing buildings and structures and redevelopment with a mixed use development of the site at 1, 1A, 1B and 1C King Street and 2/4 Water Lane; the site of the remaining former swimming pool buildings at the corner of Water Lane and The Embankment; and the river facing parcel of land on The Embankment in front of Diamond Jubilee Gardens. The development proposals comprise: Two 3-4 storey buildings with a partial lower ground floor and a raised walkway to link the two buildings; three seasonal units (201m<sup>2</sup>) at Lower Ground Floor level; 505m<sup>2</sup> A3 floor space, 250m<sup>2</sup> B1 floor space, 244m<sup>2</sup> A1 floor space and 62m<sup>2</sup> flexible commercial at ground floor level (either A1/A3/D1); 39 residential apartments at first, second and third floors (18 no. 1 bedroom, 19 no. 2 bedroom and 2 no. 3 bedroom, including six no. affordable homes) and raised roof terrace; new public square / areas of public realm throughout the site; a Lower Ground Floor car park with new vehicular access from The Embankment consisting of 23 car parking spaces and cycle storage; reconfiguration of street parking in the roads immediately adjacent to the Site and associated highway / footway works; amended pedestrian access and landscaping to the South of Diamond Jubilee Gardens; and amendment of service vehicle access to the service road at the rear of Diamond Jubilee Gardens.”*

1.4.2. This application was then withdrawn by the applicant in 2018 citing consultation with the Environmental Agency (EA) as the reason, the EA advised against the Proposed Development due to unsatisfactory flood risk management measures.

## 1.5 LPA ENGAGEMENT

1.5.1. A formal pre-application meeting was held with the LPA on 16/03/2021. A Transport Assessment Scoping Note and presentation have been tabled and discussed on that occasion.

1.5.2. A set of comments had been received from the LPA in response to the Scoping Note and a follow set of clarifications was issued via planning consultant Savills on 24/03/2021.

1.5.3. The scoping note and pre-application engagement documents are included in **Appendix A** to the rear of this report.

## 1.6 STAKEHOLDER ENGAGEMENT

1.6.1. The Site is currently serving a number of local stakeholders as well as the general public. Public consultations as well as a set of targeted stakeholder engagement sessions have been carried with the people and organisations affected by changes introduced by the Proposed Development. The consultations were attended by the Applicant, Design Team and by WSP in regard to transport matters specifically. The local stakeholders are identified as follows:

- Twickenham River Trust
- Eel Pie Island residents and businesses
- 1-21 Water Lane
- 5-33 King Street
- 35-59 King Street

1.6.2. A summary of stakeholders' requirements and changes introduced by the Proposed Development are presented in **Table 1-1**.

**Table 1-1 – Stakeholder engagement summary**

Stakeholder	Requirements	Change	Consultation
Twickenham Riverside Trust	Access and use of the Jubilee Diamond Gardens.	New design proposals for both the gardens and the Embankment.	Ad-hoc sessions led by the Applicant and focused on landscape.
Eel Pie Island	Access and use of the Embankment and Water Lane area in proximity of the pedestrian bridge providing access to the island.	New design proposals for highway access and circulation, restricted use of the Embankment by vehicles.	Ad-hoc sessions led by the Applicant and WSP focused on vehicle access for servicing and deliveries and general access of the public.
1-21 Water Lane	Access via Water Lane.	Water Lane becomes two-way.	General consultation.
5-33 King's Street (Essential Living)	Access to service road and loading via Embankment and Wharf Lane.	Restricted access to Embankment and via Wharf Lane changes to service road and Wharf Lane layout.	Ad-hoc sessions led by the Applicant and focused on access and circulation.
35-59 King Street	Access to private car park from Wharf Lane.	New routing in/out of Wharf Lane.	General consultation.
Church Street Traders	Access to Church Street and deliveries	Vehicle access and circulation, parking suspension	LBRuT led consultation
Port of London Authority	Access to riverfront	Vehicle access and circulation	Joined session with EPI and LBRuT follow up
Environmental Agency	N/A	Vehicle access and circulation	LBRuT consulted without WSP transport

## 1.7 DEVELOPMENT PROPOSALS

1.7.1. The Proposed Development is seeking permission for:

*“Demolition of existing buildings and structures and redevelopment of the site comprising residential (Use Class C3), ground floor commercial/retail/cafe (Use Class E), and public house (Sui Generis), boathouse locker storage and floating pontoon with associated landscaping, restoration of Diamond Jubilee Gardens and other relevant works.”*

1.7.2. The proposed residential development quantum and commercial development quantum are outlined in Table 1-2 below and Table 1-3, respectively:

**Table 1-2 – Proposed Residential Development Quantum**

Land Use	Development Quantum
Residential	45 (Units)

**Table 1-3 – Proposed Commercial Development Quantum**

Land Use	Development Quantum
Workspace	320 sqm (GIA)
Café	255 sqm (GIA)
Pub	444 sqm (GIA)
Retail	368 sqm (GIA)
<b>Total</b>	<b>1,387 sqm (GIA)</b>

1.7.3. The Proposed Development will take the form of two buildings, one along Water Lane and one along Wharf Lane, together with a new garden and public space with pedestrian priority between the buildings and the riverfront.

1.7.4. The residential element of the Proposed Development will consist of apartments of varying typologies which will be provided on the upper floors, the ground floors will be dedicated to commercial space, community and retail spaces and a pub.

1.7.5. A pedestrian priority space type public realm and high-quality landscape will link the buildings and the public highways providing access to the site.

1.7.6. A service road, currently a ‘cul-de-sac’ accessed via Wharf Lane, will be retained and will continue to serve King Streets units from the rear and will also serve the new development.

1.7.7. Cycle parking will be provided in line with the London Plan (2021) standards and London Cycle Design Standards (LCDS) best practice. The Proposed Development will be car-free with the exception of blue badge parking provision.

## 1.8 REPORT PURPOSE

1.8.1. This Transport Assessment has been prepared in order to set out the principles, methodology and assessment of the Proposed Development impacts on the transport networks.

1.8.2. The remainder of the report is structured as follows:

- Chapter 2 – Policy Review
- Chapter 3 – Baseline Conditions
- Chapter 4 – Development Proposals
- Chapter 5 – Active Travel Zone
- Chapter 5 – Trip Generation
- Chapter 6 – Impacts Assessment
- Chapter 7 – Summary and Conclusions.



## 2 POLICY REVIEW

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### 2.1 OVERVIEW

- 2.1.1. This policy review is provided to demonstrate the Proposed Development compliance with the national, regional and local transport policies relevant to the Proposed Development. The policy review section following on seeks to summarise the key themes in the relevant national and local policies and, where relevant, highlight policies which relate directly to the Proposed Development and how these have been addressed by the Proposed Development.

### 2.2 NATIONAL POLICY

#### NATIONAL PLANNING POLICY FRAMEWORK (2019)

- 2.2.1. 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.
- 2.2.2. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
  - A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
  - An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 2.2.3. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- The potential impacts of development on transport networks can be addressed;
  - Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
  - Opportunities to promote walking, cycling and public transport use are identified and pursued;
  - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
  - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of

transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

2.2.4. Applications for development should:

- 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;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

### **NATIONAL PLANNING PRACTICE GUIDANCE (2019)**

2.2.5. The National Planning Practice Guidance was published in 2012 and revised in 2019, offering updated and revised guidance on planning practice where necessary.

2.2.6. The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.

2.2.7. The NPPG provides clarity on the role, function and structure of the Transport Assessments and Travel Plans: *Transport Assessments and Statements are ways of assessing the potential transport impacts of developments and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans.*

2.2.8. The NPPG states that Travel Plans, Transport Assessments and Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.2.9. They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

## **2.3 REGIONAL POLICY**

### **LONDON PLAN (MARCH 2021)**

#### **Overview**

2.3.1. The London Plan is part of the statutory development plan and aims to make London's transport easy, safe and convenient for everyone, and actively encourages walking, cycling and making better use of the Thames.

- 2.3.2. The London Plan recognises that transport plays a fundamental role in addressing the whole range of spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants, having major effects on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely.
- 2.3.3. This new London Plan marks a break with previous London Plans, representing a step change in the approach and serves as a blueprint for the future development and sustainable, inclusive growth of London. The 2021 London Plan replaces all previous versions.

### **Relevance to Twickenham Riverside**

- 2.3.4. Transport for London has advised that transport matters concerning new developments should be compliant with the London Plan and related best practice. This includes Healthy Streets policies and ambitions regarding the sustainable mode of travel which are relevant to the Proposed Development site.

### **Transport Considerations**

- 2.3.5. The document reports the Greater London Authority (GLA) strategic vision into objectives such as to ensure that London's transport is easy, safe and convenient for everyone, and encourages the use of cycling, walking and public transport.
- 2.3.6. The Mayor's key target, as set out in Policy T1 is that:
- 80% of all trips in London are to be made by foot, cycle or public transport by 2041.
- 2.3.7. Policy T1(B) also states that:
- “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.”*
- 2.3.8. The London Plan recognises that London's challenges of guaranteeing its status as an efficient, well-functioning globally competitive city are intertwined with the obstacles and opportunities that transport brings. It states that the integration of land use and transport is essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way.
- 2.3.9. In order to achieve this, the London Plan acknowledges that a strategic shift is needed to reduce Londoners' dependency on the car, creating a healthy, pleasant and sustainable street environment in which people can walk, cycle and use public transport.
- 2.3.10. 'Policy T2 Healthy Streets' outlines that development proposals should:
- Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London Guidance.
  - Reduce the dominance of vehicles on London's streets whether stationary or moving.
  - Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.
- 2.3.11. The Healthy Streets indicators are shown in Figure 2-1.

Figure 2-1 - Healthy Streets indicators (source: TfL.gov.uk)



Source: Lucy Saunders

- 2.3.12. 'Policy T4 Assessing and mitigating transport impacts' states that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. It is acknowledged that transport assessments should be submitted with development proposals where appropriate and 'focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development.'
- 2.3.13. Where parking is provided, electric vehicle charging infrastructure should be implemented. In total, 20% of all car parking spaces should have active charging facilities, with passive provision for all remaining spaces.
- 2.3.14. 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.
- 2.3.15. Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Assessments are required to support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within, and the in the vicinity of, new development.
- 2.3.16. Policy T5 sets out that developments should encourage cycling and provide cycle parking at least to the minimum standards set in the London Plan. Cycle parking and cycle parking areas should allow easy access

and provide facilities for disabled cyclists. The London Plan requires that cycle parking is provided in accordance with LCDS. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities (at least one shower per ten long-stay spaces is recommended).

2.3.17. Policy T6 states that:

*[...] 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 ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy [...]*

2.3.18. The London Plan Policy T6.1 states that new residential development should not exceed the maximum parking standards set out in **Table 2-1**, it should be noted that the Proposed Development site is located in an area of Public Transport Accessibility Level (PTAL) of 5, meaning it is very well served by public transport.

**Table 2-1 - London Plan Maximum Car Parking Standards – Residential**

Location	Maximum Parking Provision
All areas of PTAL 5 – 6	Car free

*Note: Disabled persons parking should be provided to ensure that as a minimum, 3% of dwellings have a designated Blue Badge parking bay. Evidence should be provided to demonstrate how an additional 7% of dwellings could be provided.*

*Note: 20% of all spaces must be for electric vehicles, with the remaining bays having passive capability for electric vehicles in the future.*

2.3.19. Policy T7 states that:

*“Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. 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.*

*Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time...”*

2.3.20. For retail uses including Opportunity Areas and Outer London units of up to 500 sqm the policy suggests up to 1 space per 75 sqm (GIA); however, it is encouraged that where the context is relevant on-site provision is limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing.

2.3.21. Policy T6.5 (Non-residential disabled persons parking) states disabled persons parking will be provided in accordance with Table 10.6 outlined below in Table 2-2.

**Table 2-2 - London Plan Non-residential disabled persons parking standards**

Land Use	Designated bays (Per cent of total parking provision)	Enlarged bays (Per cent of total parking provision)
Workplace	5%	5%
Retail, recreation, hotels and leisure	6%	4%

2.3.22. The London Plan cycle parking standards for the relevant land uses are summarised in Table 2-3.

**Table 2-3 – London Plan Cycle Parking Standards**

Land Use	Long Stay	Short Stay
<b>C3 – C4 Residential Dwellings</b>	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
<b>A1 Food Retail</b>	1 space per 175sqm	Areas with higher cycle parking standards First 750sqm: 1 space per 20sqm Thereafter: 1 space per 150sqm
<b>A1 Non-Food Retail</b>	First 1,000sqm: 1 space per 250sqm Thereafter: 1 space per 1,000sqm	Areas with higher cycle parking standards First 1,000sqm: 1 space per 60sqm Thereafter: 1 space per 500sqm
<b>A2-A5 F&amp;B</b>	1 space per 175sqm	Areas with higher cycle parking standards 1 space per 20sqm
<b>B1 Office</b>	Areas with higher cycle parking standards: 1 space per 75sqm	First 5000sqm: 1 space per 500sqm Thereafter: 1 space per 5000sqm

*Note: Where the size threshold has been met, a minimum of 2 short-stay and 2 long-stay spaces must be provided for all land uses in all locations*

*Note: Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles.*

## MAYOR’S TRANSPORT STRATEGY (2018)

- 2.3.23. The Mayor’s Transport Strategy is the document that sets out the policies and proposals of the Mayor of London to reshape transport in London over the next 25 years. It builds on the vision for a better London that the Mayor outlined in ‘A City for All Londoners’ and takes forward the approach set out in ‘Healthy Streets for London’.
- 2.3.24. The strategy puts people’s health and quality of life at the very heart of planning the city’s transport. Along with the London Plan and the Mayor’s other strategies, it provides the blueprint for making London a city that is not only home to more people, but is a better place for all of those people to live in.
- 2.3.25. Three key themes are at the heart of the strategy:
- **1. Healthy Streets and healthy people**  
Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
  - **2. A good public transport experience**  
Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London’s streets.



### ■ 3. New homes and jobs

More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

## 2.4 LOCAL POLICY

- 2.4.1. The LPA adopted their current Local Plan in July 2018 and revisions in March 2020, which replaced the previous policies within the Core Strategy and Development Management Plan. The Plan sets out policies and guidance for the development of the borough until July 2033 or until superseded.
- 2.4.2. Two legal challenges were made regarding the adoption of the Local Plan in 2018, and on 3<sup>rd</sup> March 2020 the Council adopted the two matters related to the legal challenges within the Local Plan. As such, the Council is now in the process of preparing a new Local Plan for Richmond, which will also take into account policy changes at a regional level since the current Local Plan was adopted. However, we note the new Local Plan is not scheduled to be adopted until 2024.
- 2.4.3. At the time of writing, the Richmond Local Plan (2018 and 2020) remains the prevailing policy guidance for the borough and has been considered through the guidance provided within this document.

### LOCAL PLAN

- 2.4.4. Chapter 11 of the adopted Local Plan pertains to “Transport”. **Policy LP44** relates to “Sustainable Travel Choices”, with Section B outlining the following outlined with regards to walking and cycling:

#### *Policy LP 44*

#### *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.*

- 2.4.5. The following guidance for “Walking, Cycling & Public Transport” provides further guidance for development:

#### *Walking, Cycling & Public Transport*

*Developments should encourage the use of modes other than the car by making it as easy as possible through provision of good pedestrian facilities, clear layout and signage, provision of cycling facilities and improving access to public transport interchanges. Civic spaces and public realm should be accessible and inclusive. A good walking environment has been shown to be not only beneficial to an individual’s health and social life, but also to bring economic benefits to the borough’s centres.*

*Cycling and walking contributes significantly towards creating an attractive and pleasant environment. New development should include all the facilities needed to encourage a safe walking and cycling environment from first occupation. The minimum cycle parking standards are set out in policy LP 45 in ‘Parking Standards and Servicing’*

*Developments should be integrated into the surrounding community and existing local routes and provide for improvements to accessibility for all. There are many footpaths, Public Rights of Way and cycle routes in the borough that new development should not compromise, and opportunities to improve them should be taken wherever possible. For this reason, in line with policy LP 1 in 4.1 ‘Local Character and Design Quality’, gated developments will not be permitted.*

*The Council promotes the creation of a safe network for pedestrians and cyclists. Management of other users including speed restrictions, sufficient widths, segregation where appropriate and well designed and positioned crossing facilities can reduce conflict between users. Well-designed paths, natural surveillance, appropriate levels of lighting and other security measures and good levels of maintenance can improve actual and perceived security. The Council’s Public Space Design Guide includes advice with respect to the amenity of the pedestrian environment. The London Cycle Design Standards sets out requirements and advice for cycle network planning and for the design of dedicated cycle infrastructure, cycle-friendly streets and cycle parking.*

*The Council will ensure that there is signage and way marking of the three strategic walking routes identified in the London Plan, which run through the borough – the Thames Path National Trail, the Capital G.*

*Taxis and private hire vehicles Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations. 134 Ring and the London Loop, and other promoted route, such as the River Crane Walk and Beverley Brook Walk, which together form a network of leisure routes which most residents can reach.*

*Proposals that improve transport links within or between the borough and other areas will be encouraged. This could refer to physical proposals and improvements such as a new bridge or path; improving existing links such as creating a new gate into a park; or increasing the use of an existing link such as the promotion of a route as a travel option.*

2.4.6. **Policy LP44** relates to “Sustainable Travel Choices”, with Section B outlining the following outlined with regards to walking and cycling:

2.4.7. *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.*

## **LBRUT CYCLING STRATEGY 2016-2026 (2017)**

2.4.8. The LPA Cycling Strategy outlines that the borough has the highest proportion of people cycling in London (7% of journeys). This is “because many of the borough’s residents and visitors have quickly recognised that cycling can be a healthy, low cost, quick, enjoyable and environmentally friendly way to travel”. This coupled with the borough’s natural assets such as its parkland and rivers mean it is an attractive place to cycle.

2.4.9. The Council is keen to support this growth given the benefits that more people cycling can deliver to the wider community, through reduced congestion on the roads and public transport, better local air quality, less noise and improved health and wellbeing. This is supported by the policies set out in the national and regional policies and strategies.

2.4.10. The LPA sets three objectives within its cycling strategy to achieve Richmond’s Cycling Vision, which is: “To get more people cycling more often by making cycling easier, safer and more integrated”

2.4.11. The three core objectives are:

- (A) Making cycling journeys safer and easier.
- (B) Developing cycling locally as an everyday option.
- (C) Promote cycling as a safe, fun and healthy way to get around.

2.4.12. To achieve core Objective A the strategy seeks:



- Cycle network improvements.
- Better junctions and links.
- Better bridges.
- Integrating cycling into new schemes.
- Well maintained roads and routes.
- More cycle training.
- Safer HGVs.
- Enforcement against poor road user behaviour.
- Speed limits and traffic calming.

- 2.4.13. In order to achieve Objective B, the strategy states that people need secure and convenient places to store their bikes at both ends of the journey. This needs to be done in such a way that cycling can be more attractive than other modes.
- 2.4.14. Objective B also highlights the challenges associated with cycling, outlining the need for improving provision of cycling for all users. Considering all users means that those who are unable to store or own a bike must be considered and access to associated facilities and cycle maintenance is available for all users. To achieve core Objective B the strategy seeks:
- Improved cycle parking (for residents, workplaces, schools, stations, new development, visitors).
  - Better cycle security.
  - Encouraging improved cycle maintenance.
  - Facilitating bike ownership.
  - Improving cycle hire options.
  - Removing abandoned bikes.
- 2.4.15. Objective C states that the council has a significant supporting role to play in encouraging people to cycle:  
*“Delivering Objectives A and B will go a long way to encouraging more people to cycle. However there is even more the Council can do to raise awareness of the support available to help get more people cycling.”*
- 2.4.16. To achieve core objective C the strategy seeks:
- Providing an information resource for all.
  - Better local community engagement.
  - Ongoing schools’ engagement.
  - More effective business engagement.
  - Working with Public Health Partners.
- 2.4.17. The Council has set out a monitoring plan to keep a track of the delivery of actions in this strategy and their contribution towards achieving its overall vision and objectives, with annual reports to be compiled.
- 2.4.18. The Council has already achieved the previous Mayor’s Target of a 5% modal share for cycling by 2026, for trips originating in the Borough. It is recognised that the Mayor’s target is a pan London target and in Richmond there is greater potential to exceed this. The Council has therefore set a series of realistic but ambitious targets to achieve by 2020 and 2026.

### **TWICKENHAM AREA ACTION PLAN (2013)**

- 2.4.19. The Twickenham Area Action Plan (AAP) was adopted in 2013 and sets out the framework for developing the centre, including site specific proposals. The AAP is based on five key themes:
- Revitalising the high street, including improvements to the retail, food and beverage offer of the centre, making the most of the presence of the rugby spectator.
  - Enhancing the leisure, entertainment and cultural offer, including improving the range and quality of attractions, to attract people into the centre.
  - Making the centre a more inviting place at all times of the day and evening for people of all ages;

- Improving the public realm, reducing the impact of traffic and creating an attractive and safe place to visit and enjoy.
- Protecting, enhancing and making the most of the character of the centre's built and open environment, including the riverside and working waterfront.

## **RICHMOND ACTIVE TRAVEL STRATEGY**

- 2.4.20. In July 2019, Richmond Council declared a climate emergency. As part of this declaration, the Council resolves to be recognised as the greenest London borough and to become carbon neutral by 2030.
- 2.4.21. The aim of the Richmond Active Travel Strategy is for more trips to be undertaken to, from and within the Borough by walking and cycling, as both standalone trips and as part of longer trips involving public transport.
- 2.4.22. The aim is supported by the following objectives:
- Support local walking and cycling trips through pavement improvements, the introduction of low-traffic neighbourhoods, improved crossings, contra-flow cycling, cycle parking and public realm improvements, using the Healthy Streets Approach
  - Create a high-quality core cycle network connecting popular destinations
  - Make improvements to clean-air walking and cycling routes away from roads, including paths through parks, towpaths and other public rights of way
  - Improve awareness of local walking, cycling and running routes through maps and branding

### 3 BASELINE CONDITIONS

#### 3.1 OVERVIEW

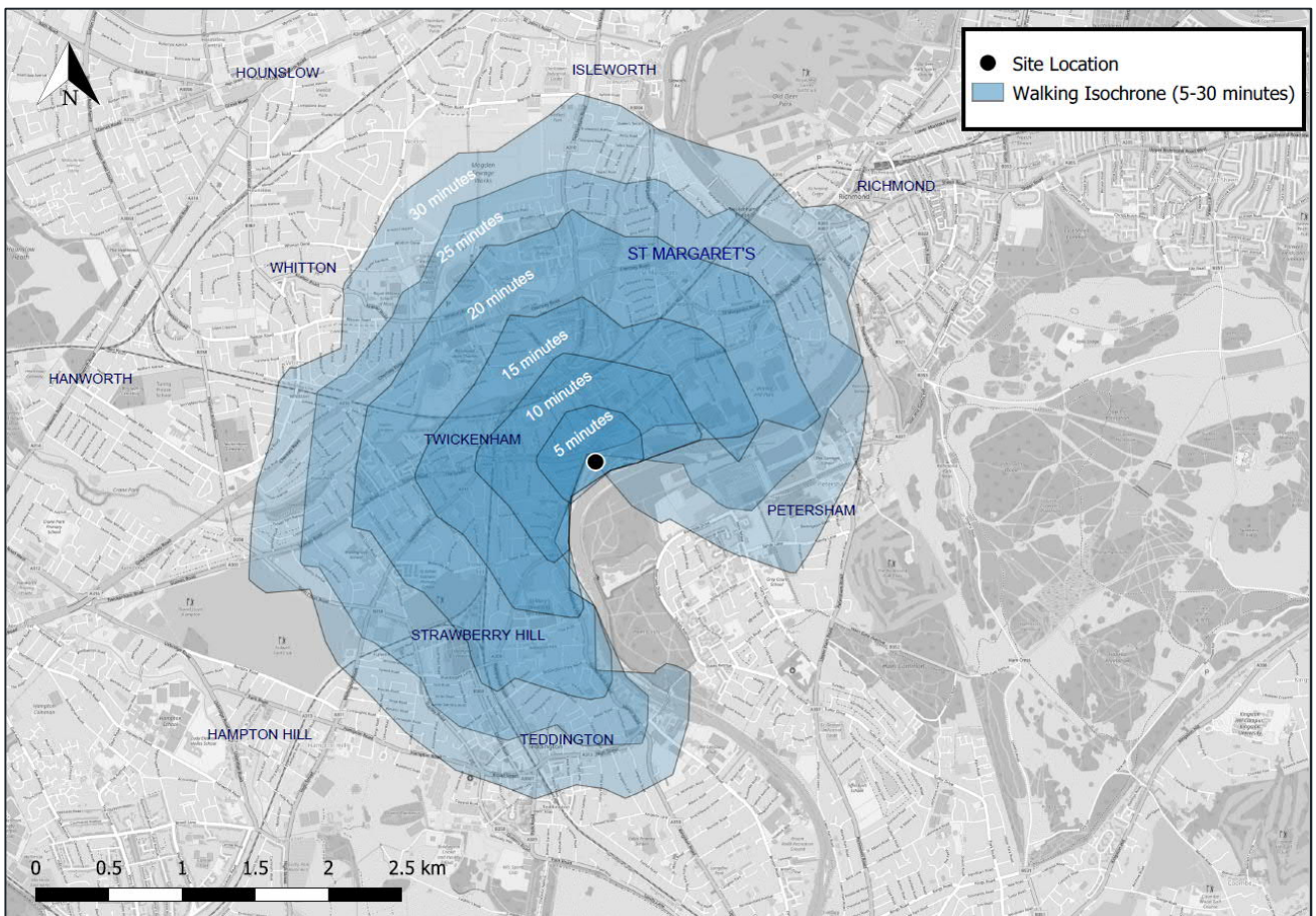
3.1.1. This chapter sets out the current and future baseline transport networks in the local area. In particular, it will address walking and cycling as per the Healthy Streets criteria, considering access to key amenities and services in the local area.

#### 3.2 WALKING AND CYCLING

##### WALKING

- 3.2.1. There is an extensive network of footways within immediate proximity of the Site offering connection to the wider network and town centre facilities.
- 3.2.2. Pedestrian access to the site can be made via Wharf Lane and Water Lane from King Street and the riverside.
- 3.2.3. A 30-minute walking isochrone is shown in Figure 3-1, demonstrating the potential reach on foot to/from the site.

**Figure 3-1 - Walking Isochrone**

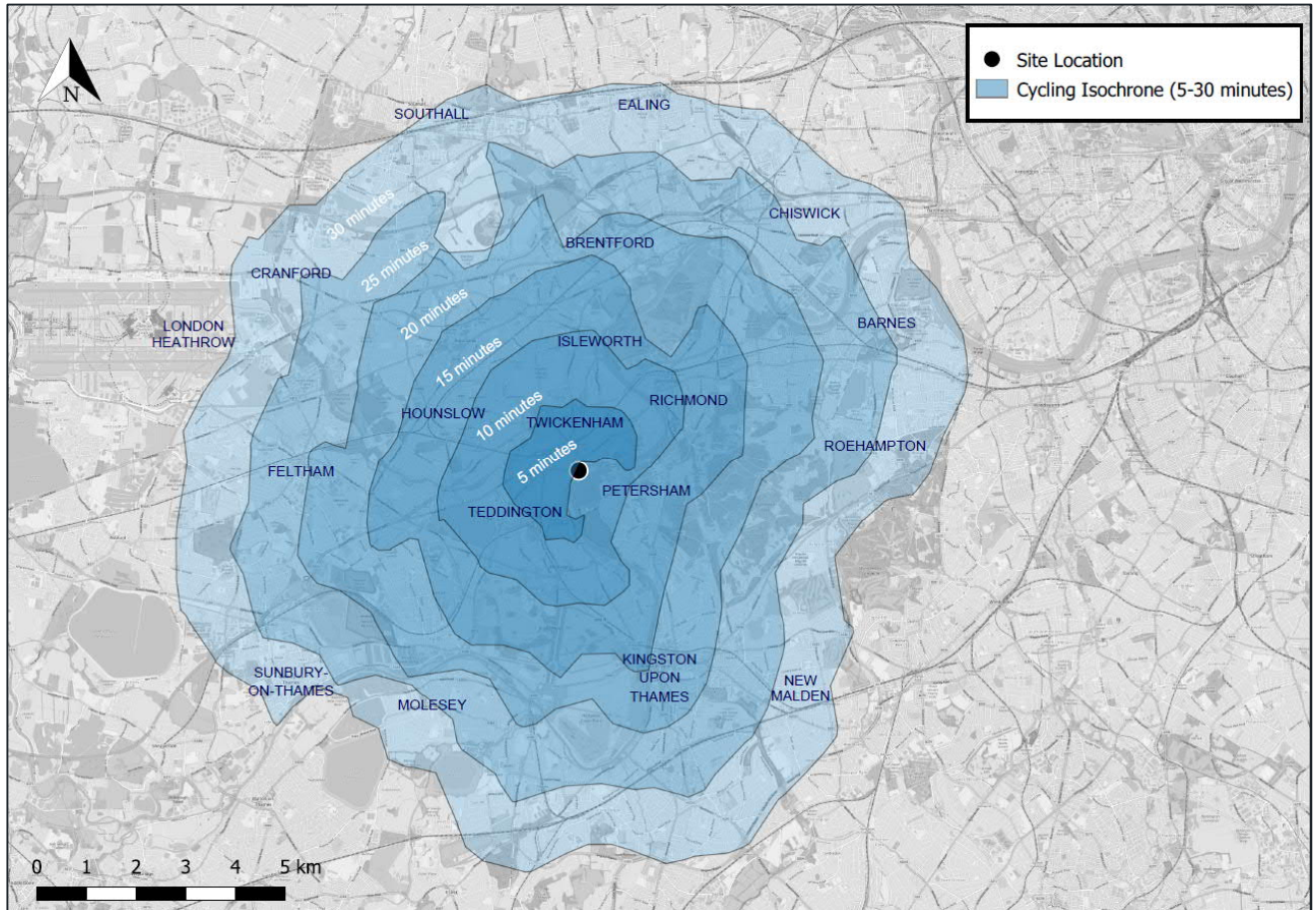




## CYCLING

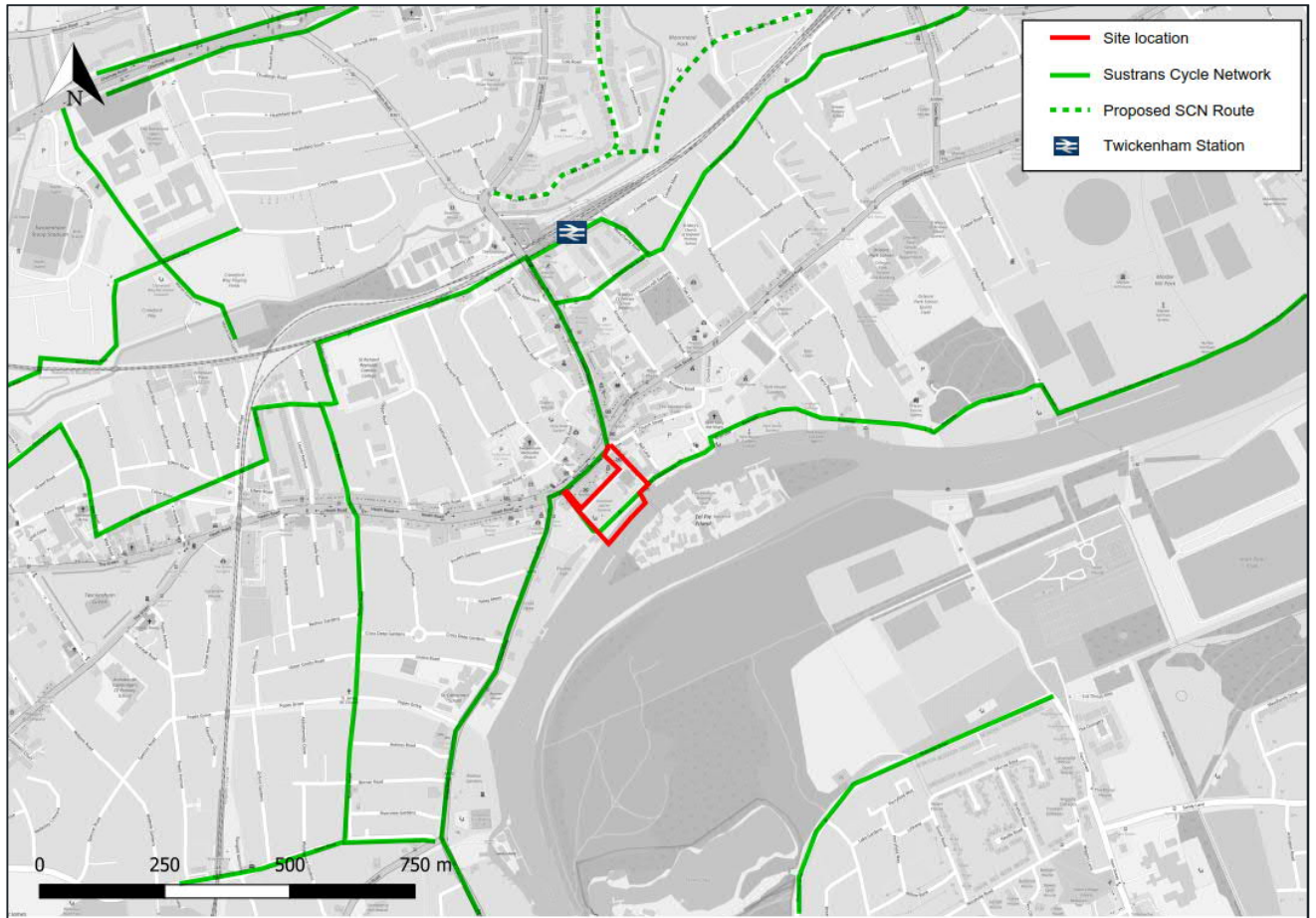
- 3.2.4. Cyclists are able to access the Site and surrounding locations, facilities and amenities via the local cycle network. An advisory signed cycle route runs through the Site alongside the riverside, Wharf Lane and King Street.
- 3.2.5. A cycling isochrones map is shown in Figure 3-2 and illustrates the locations that people can travel to/from within a 30-minute cycle ride.

**Figure 3-2 - Cycling Isochrones**



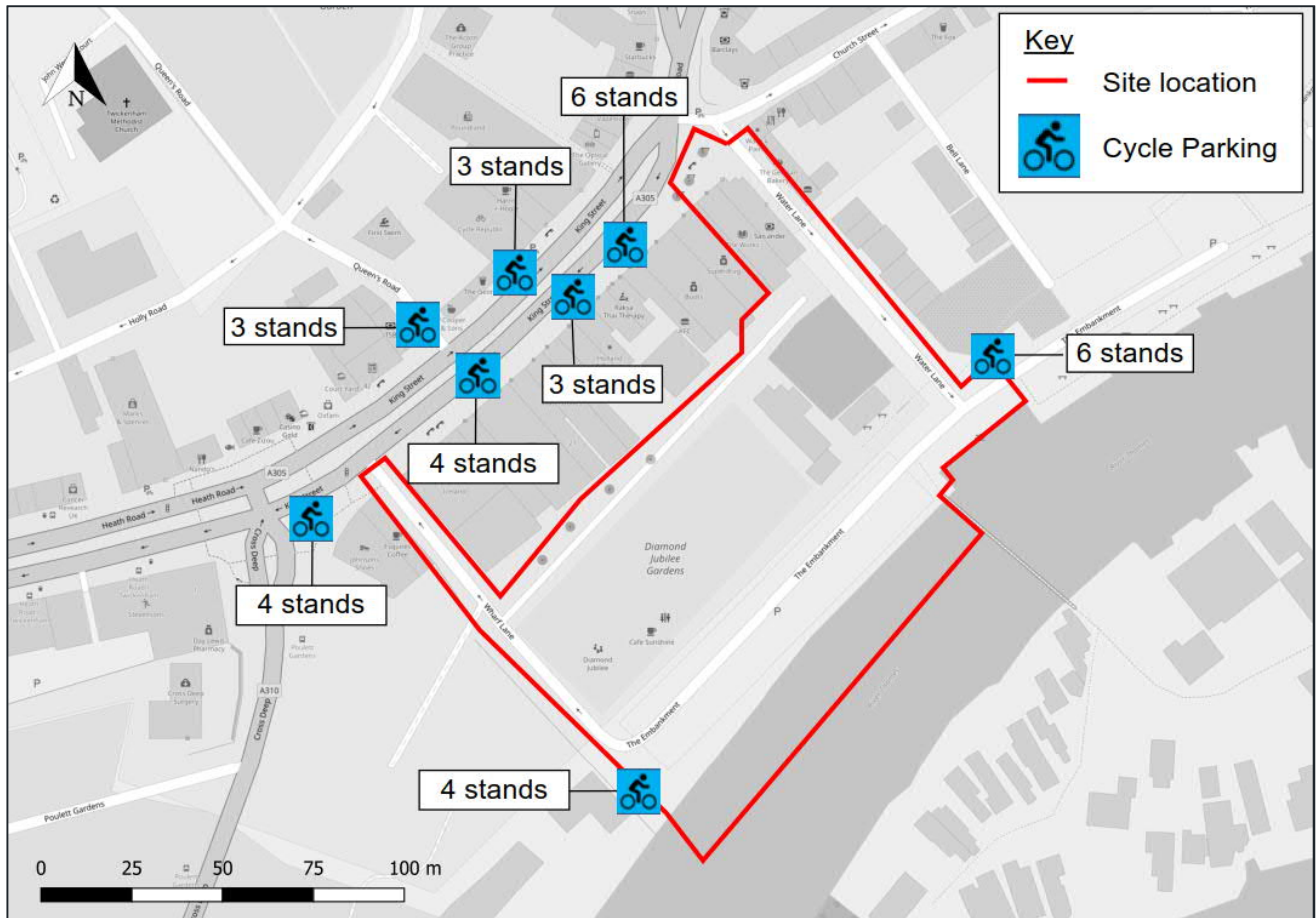
- 3.2.6. The Mayor's Transport Strategy and Healthy Streets for Londoners documents suggest that cycling has the potential to substitute short-medium car trips, particularly those less than five kilometres in length, and cycling has the potential to form part of a longer journey by public transport.
- 3.2.7. The local cycle network is made up of main road cycle routes, off-road and quiet cycle routes, cycle paths and National Cycle Network Routes. A more detailed local context map of the Twickenham Area is shown in Figure 3-3.

**Figure 3-3 - Local Cycling Network**



- 3.2.8. Currently cycle parking is provided on both sides of King Street in the form of 21 no. unsheltered Sheffield stands. The Embankment also offers 6 no. Sheffield stands by the south-eastern corner and 4no. spaces on the south western corner of the site.
- 3.2.9. The location of these Sheffield stands is shown in Figure 3-4 below. There is a total of 31no. Sheffield stands within close proximity to the site.

**Figure 3-4 - Location of Local Cycle Parking Facilities**



### 3.3 HEALTHY STREETS ASSESSMENT

#### CONNECTIONS TO LOCAL FACILITIES

- 3.3.1. The Site is located in proximity to a number of public transport services, as well as a variety of a local facilities such as a King Street’s retail, tennis courts, local parks, and other shops, schools, medical practices and amenities within Twickenham’s high street centres.
- 3.3.2. A Healthy Streets Assessment has been carried out, and is presented in the next Chapter, comparing the existing and proposed pedestrian and cycle conditions to/ from the Site.

### 3.4 PUBLIC TRANSPORT

- 3.4.1. The site currently has a PTAL of 5, suggesting it has very good levels of public transport accessibility.

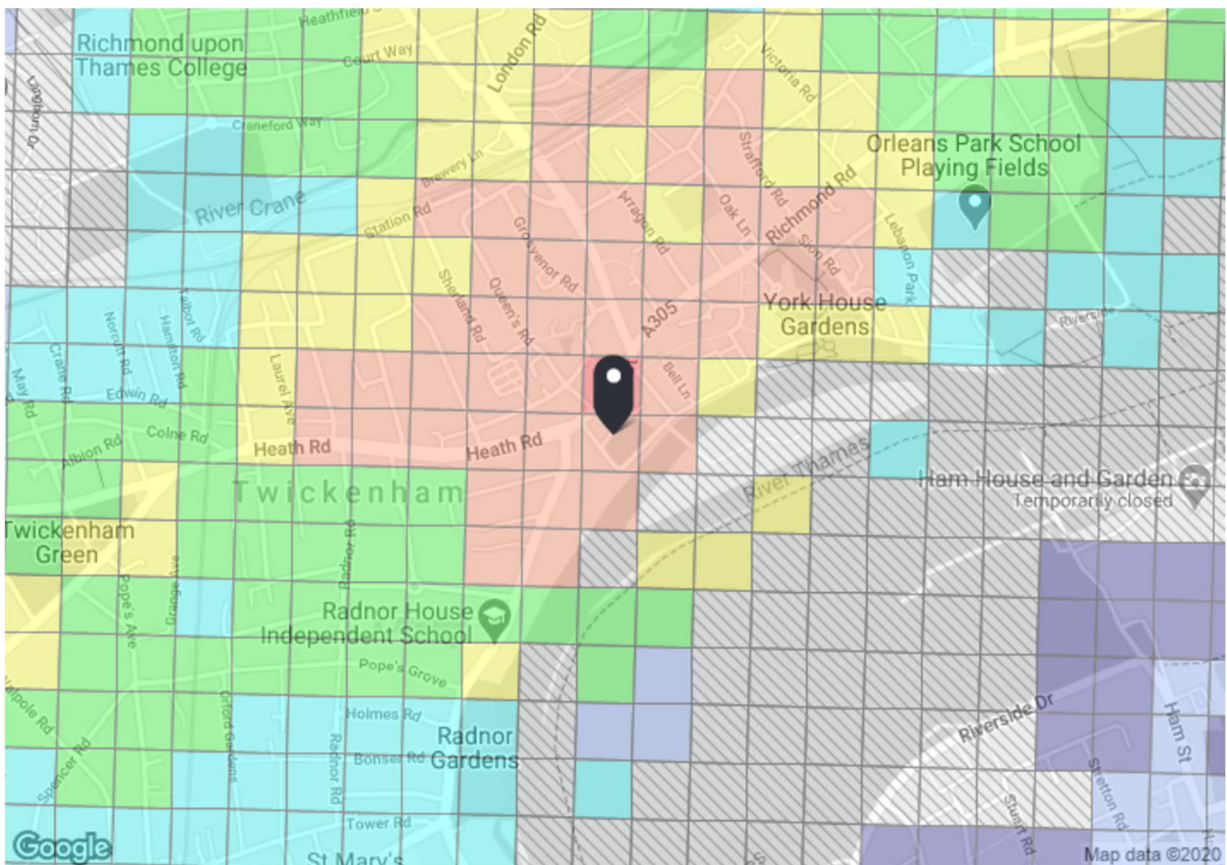
#### PUBLIC TRANSPORT ACCESS LEVEL (PTAL)

- 3.4.2. The PTAL methodology has been adopted by TfL as a means by which to quantify and compare accessibility to public transport services for given sites in London. It takes into account the time taken to access the public transport network, including:
  - The walk time to various public transport services
  - The average waiting time for each service
  - The reliability of each service



- 3.4.3. The methodology is based on a walk speed of 4.8kph and considers railway and underground stations within a 12-minute walk (960m) of a site and bus stops within an 8-minute walk (640m). The PTAL assessment is undertaken using the morning peak hour operating patterns of existing services.
- 3.4.4. TfL's web-based calculator has been utilised to determine the Site's existing PTAL. The PTAL methodology has been adopted by the GLA and TfL and gives the site a rating of 5. This demonstrates that the Site has a very good level of public transport accessibility due to its location within the immediate vicinity of Twickenham railway station, together with numerous bus services.
- 3.4.5. Figure 3-5 shows the site PTAL.

**Figure 3-5 - Site PTAL Map**



**PTAL output for Base Year**  
**5**  
 Easting: 516254, Northing: 173151

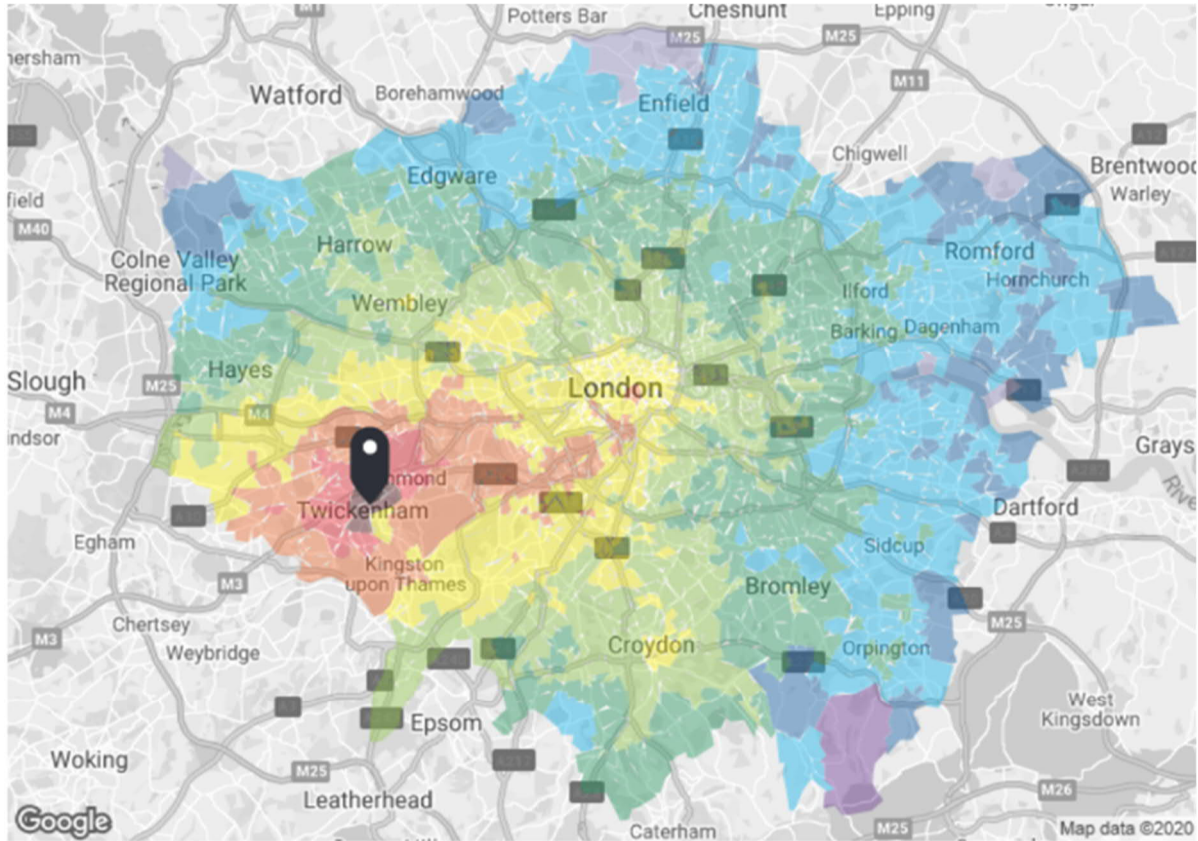
<b>Map key - PTAL</b>		<b>Map layers</b>	
0 (Worst)	1a	PTAL (cell size: 100m)	
1b	2		
3	4		
5	6a		
6b (Best)			

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### TRAVEL TIME MAPPING (TIM)

- 3.4.6. TIM is a complementary measure of connectivity to PTALs in WebCAT. Travel times in TIM use travel time data derived from TfL's transport models.
- 3.4.7. A TIM is provided below for the Site in Figure 3-6.

**Figure 3-6 - TIM Map**



**TIM output for Base Year**

Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

Diamond Jubilee Gardens, 3 The Embankment, Twickenham TW1 3SU, UK  
 Easting: 516271, Northing: 173161

Code: NT085A05A

**Map key - Travel Time**

<span style="display: inline-block; width: 10px; height: 10px; background-color: #800000; border: 1px solid black;"></span> < 15 mins	<span style="display: inline-block; width: 10px; height: 10px; background-color: #FF0000; border: 1px solid black;"></span> 15 - 30 mins
<span style="display: inline-block; width: 10px; height: 10px; background-color: #FF8C00; border: 1px solid black;"></span> 30 - 45 mins	<span style="display: inline-block; width: 10px; height: 10px; background-color: #FFD700; border: 1px solid black;"></span> 45 - 60 mins
<span style="display: inline-block; width: 10px; height: 10px; background-color: #9ACD32; border: 1px solid black;"></span> 60 - 75 mins	<span style="display: inline-block; width: 10px; height: 10px; background-color: #3CB371; border: 1px solid black;"></span> 75 - 90 mins
<span style="display: inline-block; width: 10px; height: 10px; background-color: #4682B4; border: 1px solid black;"></span> 90 - 105 mins	<span style="display: inline-block; width: 10px; height: 10px; background-color: #4682B4; border: 1px solid black;"></span> 105 - 120 mins
<span style="display: inline-block; width: 10px; height: 10px; background-color: #6A5ACD; border: 1px solid black;"></span> 120 - 135 mins	<span style="display: inline-block; width: 10px; height: 10px; background-color: #6A5ACD; border: 1px solid black;"></span> 135 - 150 mins

**Map layers**

Travel Times

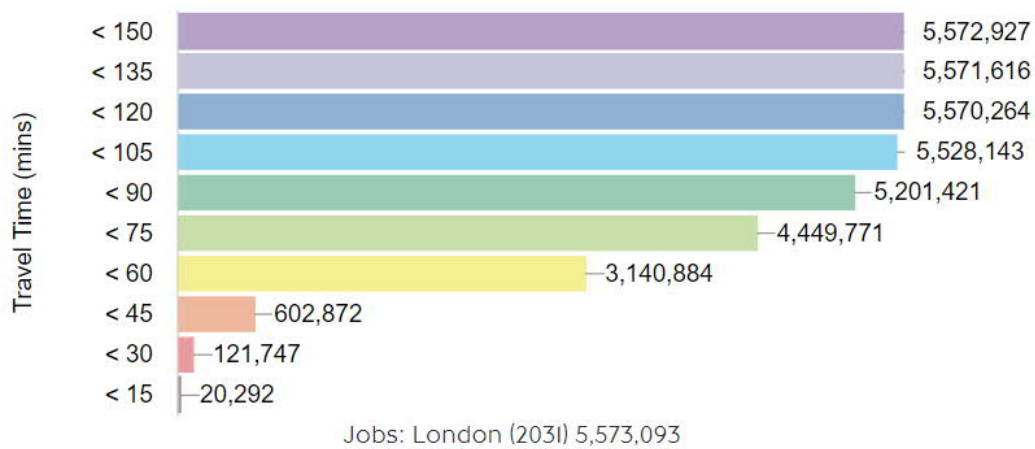
Copyright 2020, TfL



- 3.4.8. TIM has been used in greater detail to provide a catchment analysis for both employment and educational establishment scenarios for the Site's location. The above map illustrates the time it would take to reach different areas of London from the Site using public transportation.

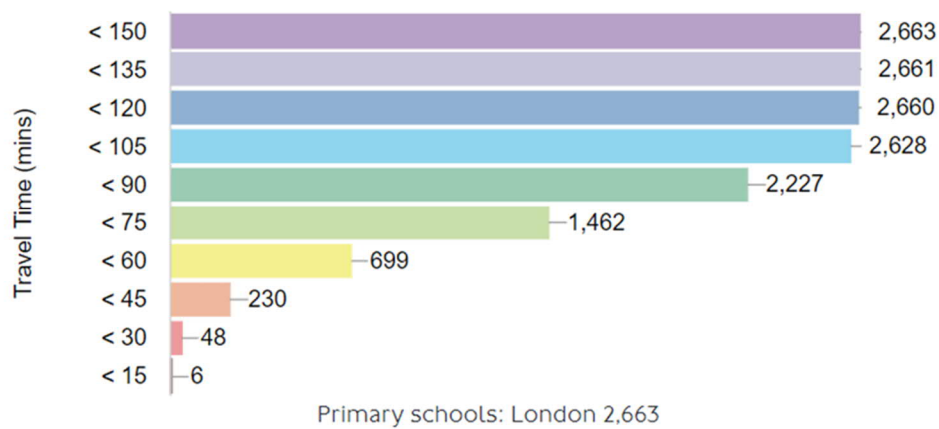


**Figure 3-7 - Employment Catchment Analysis**

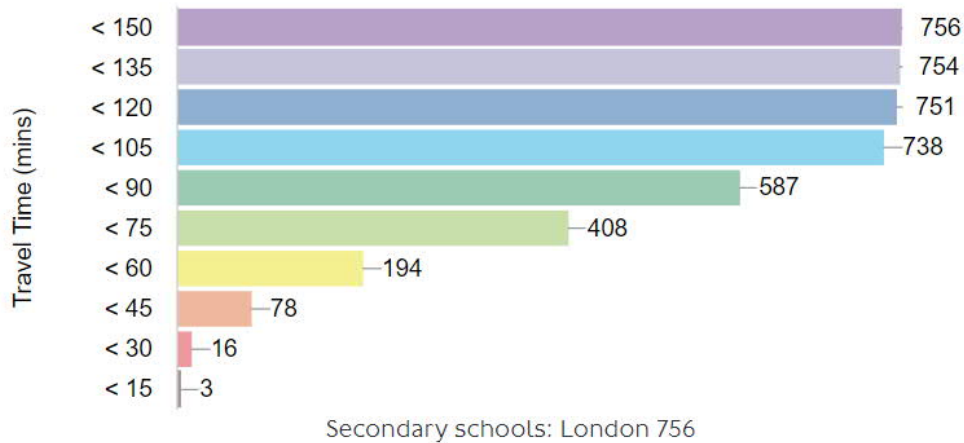


- 3.4.9. Figure 3-7 above shows the 2031 forecast for employment opportunities. The graph provides the public transport travel times it would take to reach these employment opportunities from the Site.
- 3.4.10. Figure 3-8 and Figure 3-9 below provide the same travel time information for primary school catchment and secondary school catchment from the Site.

**Figure 3-8 - Primary School Catchments Analysis**



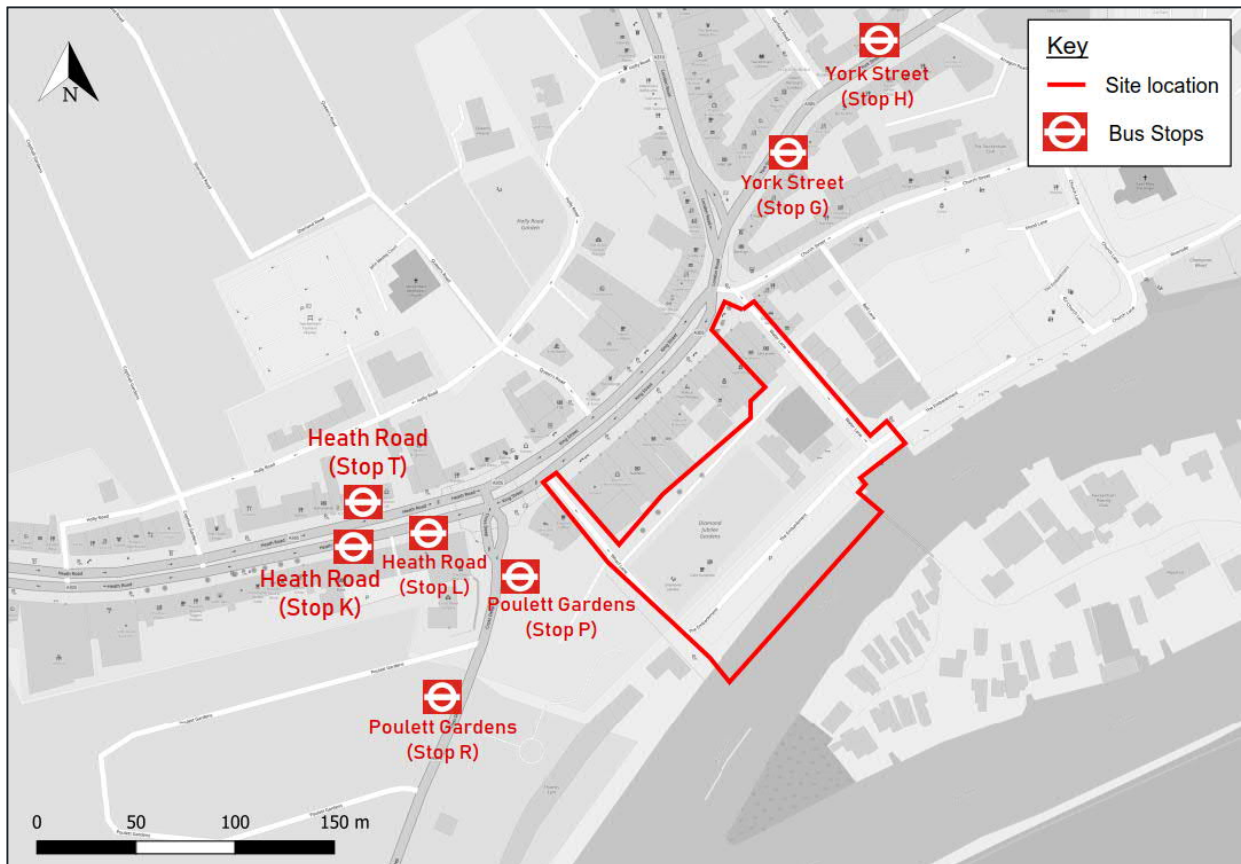
**Figure 3-9 - Secondary Schools Catchment Analysis**



## BUS SERVICES

3.4.11. The nearest bus stops to the Site are located on York Street (A305) circa 100m (1-minute walk) to the north of the Site. There are also bus stops located along Cross Deep (A310) and Heath Road (A311). These stops provide access to a good range of services with many also providing night services. The location of these local bus stops is shown in Figure 3-10.

**Figure 3-10 - Local Bus Stop Locations**



3.4.12. Information on local bus services including route destination and frequency is provided in Table 3-1.

**Table 3-1 – Summary of Local Bus Services**

Route	Stop name	Route Summary	Peak Frequency (per hour)
<b>33</b> (N33 - 24 hour service)	York Road Twickenham Stop G / Stop H Poulett Gardens Stop P / Stop R	Fullwell Station – Lonsdale Road	4
<b>290</b>	York Road Twickenham Stop G / Stop H Heath Road Twickenham Stop T / Stop L / Stop K	Staines Bus Station – Arragon Road	3
<b>490</b>	York Road Twickenham Stop G / Stop H Heath Road Twickenham Stop T / Stop L / Stop K	Pools on The Park – Heathrow Terminal 5	6
<b>H22 (N22 – 24 hour service)</b>	York Road Twickenham Stop G / Stop H Heath Road Twickenham Stop T / Stop L / Stop K	The Bell – Manor Road	5
<b>R68</b>	York Road Twickenham Stop G / Stop H Poulett Gardens Stop P / Stop R	Kew Retail Park – Hampton Court Station	4
<b>R70</b>	York Road Twickenham Stop G / Stop H Heath Road Twickenham Stop T / Stop L / Stop K	Nurserylands Shopping Centre – Richmond / Manor Road	6
<b>110</b>	Heath Road Twickenham Stop T / Stop L / Stop K	School Road – West Middlesex Hospital	2
<b>267</b>	Heath Road Twickenham Stop T / Stop L / Stop K	Hammersmith Bus Station – South Road / Fullwell	5
<b>281</b>	Heath Road Twickenham Stop T / Stop L / Stop K	Hounslow Bus Station – Tolworth Tower	5

## RAIL SERVICES

- 3.4.13. Twickenham station is located circa 10-minutes walking distance of the Site, and provides Southwestern Railway services to London Waterloo and destinations including Reading, Kingston, and Wimbledon. Twickenham station provides links to the London Underground and London Overground network with Richmond the closest station, serving the District line. These are shown in Table 3-2 below.

**Table 3-2 – Summary of Rail Services**

From Station	Stop name	AM Peak Frequency	PM Peak Frequency
		0800-0900	1700-1800
Twickenham	Reading	2	2
	Chiswick	4	3
	London Waterloo	15	13
	Wimbledon	2	2
	Kingston	2	2
	Windsor and Eton Riverside	2	2

## PARKING CONDITIONS

- 3.4.14. Whilst parking is not permitted along the A305 King Street to the north of the Site, car parking is currently provided as on-street parking on Water Lane, The Embankment and Water Lane.
- 3.4.15. On-street parking is available along the majority of Water Lane and The Embankment for resident permit holders or as pay and display, with the hours of operation Monday to Saturday 0800-1830, with a max stay of four hours.
- 3.4.16. Parking on Wharf Lane is also pay and display with spaces provided for permit holders and business permit holders where it is leased to businesses.
- 3.4.17. A total of 26no. private parking spaces were previously provided within a car park to the rear of King Street, accessible via the service road. The car park has since been closed awaiting redevelopment.
- 3.4.18. Overall, a total of 85no. on-street car parking spaces will be removed as part of the Council CPZ review scheme with the exception of:
- Six bays (total to be confirmed) along the Embankment which will remain dedicated to EPI servicing.
  - Two bays which are re-provided along Wharf Lane for the use of EPI residents and visitors.
  - One bay for disabled badge holders along the Service Road.
  - Two disabled badge holders bays along Water Lane.
  - Two on-street parking spaces which can be allocated by the LPA in any way they see fit, we anticipate the bays may be retained as P&D for general visitors of the area.
  - One motorcycle bay re-provided along Water Lane.
- 3.4.19. The removal of parking from the Embankment forms part of the Council's initiative following extensive survey work. The vision for the Embankment is to create a place for people, facilitating an area of activity and event space which draws people to the riverside. The reduction of car parking provision along the Embankment will in turn reduce associated vehicle trips to the Embankment and along Wharf Lane and Water Lane.
- 3.4.20. In order to assess the existing parking utilisation and inform the Controlled Parking Zone (CPZ) review including the Site, the Council has commissioned Systra to carry out a specific study. Data was collected and

analysed for the area covered by CPZ zone D encompassing Water Lane, The Embankment and Wharf Lane using the Richmond Parking Methodology.

- 3.4.21. The highway network surrounding the Site was considered, with Manually Classified Turning Counts surveys undertaken at key junctions to inform the baseline understanding of the highway network operation and level of business. The surveys were commissioned by the LPA via Systra and were carried out pre-Covid in a neutral traffic condition.

### **Review of the CPZ Parking Proposals**

- 3.4.22. In December 2020, the Council commissioned its parking consultant for the Proposed Development, Systra, to carry out the review of the town centre car parks. The primary aim of this review was to ascertain if any improvements could be made to their operation with considerable focus placed on safety and accessibility to/from these sites for all. Systra was also asked to investigate the feasibility into the creation of a sub-zone in the CPZ as suggested by the Eel Pie Association.
- 3.4.23. The Council notes that introducing a CPZ sub-zone can create parking difficulties for residents that would be situated immediately outside its boundary in the CPZ. It is felt appropriate to implement the parking proposals allowing these to settle into operation and not to consider a sub-zone at this time in both the Riverside area and Station areas. Any further consideration of a sub-zone or sub-zones would involve further reassessment of the parking demand across the CPZ and consultation with all properties in the CPZ.
- 3.4.24. In summary, the parking proposals developed to date seek to address the displacement of the removal of 82 parking spaces around The Embankment area. The true impact of the removal of the spaces is not known at this time as the Council works towards a resolution in this matter. The finalised proposals will be implemented by way of Experimental Traffic Orders which provide a period of operational experience and a statutory consultation period of six months along with an option to make early modifications if required. It may be necessary through future reviews over time to make further changes as the CPZ and car parks fully adapt to the removal of the spaces on The Embankment.

## 4 DEVELOPMENT PROPOSALS

### 4.1 INTRODUCTION

4.1.1. This section provides an overview of the scheme design for the Proposed Development relating to transport matters such as access, servicing and parking.

### 4.2 QUANTUM AND TYPE OF LAND USE

4.2.1. Table 4-1 and Table 4-2 detail the proposed mix of uses and associated areas at the development.

**Table 4-1 - Proposed Residential Development Land Use Schedule**

Land Use	Development Quantum
Residential Units	45 (Units)

**Table 4-2 – Proposed Commercial Development Land Use Schedule**

Land Use	Development Quantum
Workspace	320 (GIA)
Café	255 (GIA)
Pub	444 (GIA)
Retail	368 (GIA)
<b>Total</b>	<b>1,387 (GIA)</b>

4.2.2. The proposed development artistic render and ground floor layout are shown following on in Figure 4-1.





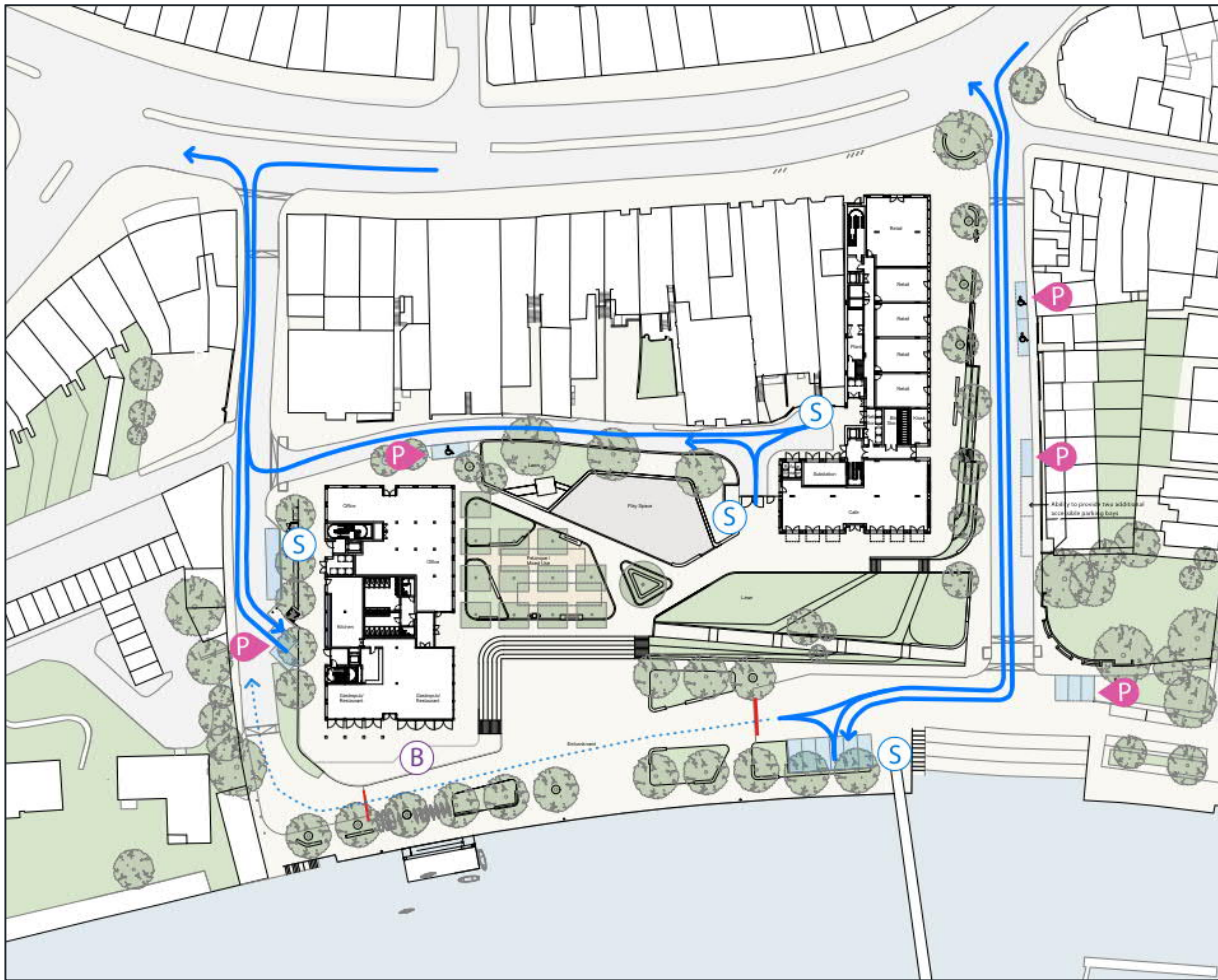
**Figure 4-1 – Site Ground Floor Layout**



### 4.3 PROPOSED ACCESS ARRANGEMENT

- 4.3.1. Movement and access through the Site is described in the RIBA competition report as an ecosystem that will enable *“better pedestrian and cycle amenity at the Waterfront, whilst maintaining excellent access to [Eel Pie Island]”*.
- 4.3.2. To this end part of the Embankment between Wharf Lane and some 15-20m west of the Eel Pie Island bridge landing will be limited to vehicles access for most part of the day, effectively creating a pedestrian and cycle priority area.
- 4.3.3. To maintain vehicular access for the nearby residents and businesses, Wharf Lane and Water Lane will operate as two-way vehicle routes.
- 4.3.4. A concept of the proposed movement and access routing through the Site is shown in Figure 4-2.

**Figure 4-2 – Vehicle movement and access concept through the site (source: Hopkins)**



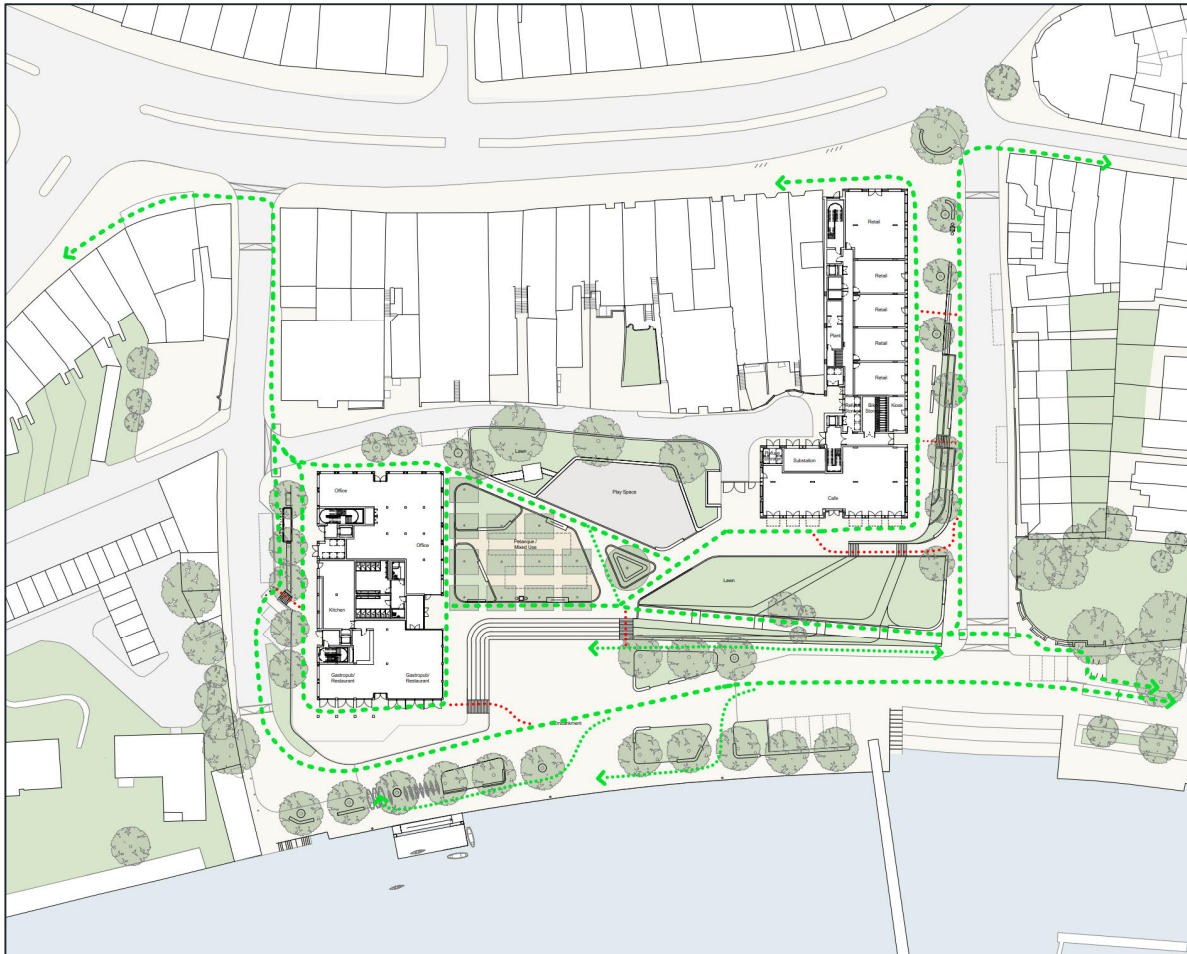
- 4.3.5. The access and servicing proposals developed to date seek to accommodate the needs of the area once the development is in place with the section of The Embankment, between Water Lane and Wharf Lane, closed to all vehicular traffic. The proposals have taken into account various comments and suggestions made in meetings with stakeholders and the consultation undertaken last year. In respect of these measures, a road safety audit will be undertaken to assess the implications to include consideration of any road safety concerns that have been raised to date.
- 4.3.6. The remainder of the time the space will be closed to traffic, details of the enforcement will be further considered and defined via Traffic Road Order. This could be enforced via cameras, or physical measures such as via bollard or barrier which will be unlocked through universal padlock for which the London Fire Brigade would hold a key, therefore allowing access onto the Embankment for emergency vehicles as needed.
- 4.3.7. A similar pedestrian priority arrangement has recently been implemented successfully on Church Street, north-east of the Proposed Development Site.

**PEDESTRIAN ACCESS**

- 4.3.8. Proposed pedestrian access to the Site will continue to be from Water Lane and Wharf Lane via King Street and the Embankment. The pedestrian route along the Embankment will be enhanced to provide pedestrian only access, while the Site will provide pedestrian routes throughout to enable a more natural pedestrian flow following key desire lines across the Site.



**Figure 4-3 - Pedestrian movement and access concept through the site (source:Hopkins)**



## CYCLE ACCESS

- 4.3.9. The Embankment and Wharf Lane currently form part of a signed advisory cycle route. The intention is to retain the same route, which will be suitable for cycling.
- 4.3.10. In consideration of the LPA proposed removal of the large public car park in the area, cycling should become significantly safer as well.
- 4.3.11. A preliminary Road Safety Audit was carried out on the proposed design to convert the Water Lane and Wharf Lane links to two-way traffic (including cycling). The projected low traffic flows are key to ensure cycle safety along the new Water Lane and Wharf Lane arrangement. This has been further considered in the Active Travel Zone Assessment section and via use of the TfL Cycle Route Quality Audit toolkit.

### New Cycle Route Quality Criteria Tool

- 4.3.12. The Quality Criteria are based on London Cycling Design Standard best practice guidance, focussing on whether conditions are appropriate for routes to be designed to mix people cycling with motor traffic as well as recommending an appropriate level of provision for route with dedicated space for cycling.
- 4.3.13. The tool features two tabs: one for an assessment of existing conditions; the other for proposed design approaches. The type of criteria the assessment is based on covers the expected vehicle flows, measures to reduce speeds, turning risks and features of any existing or proposed cycle facilities. The routes assessed were as follows:

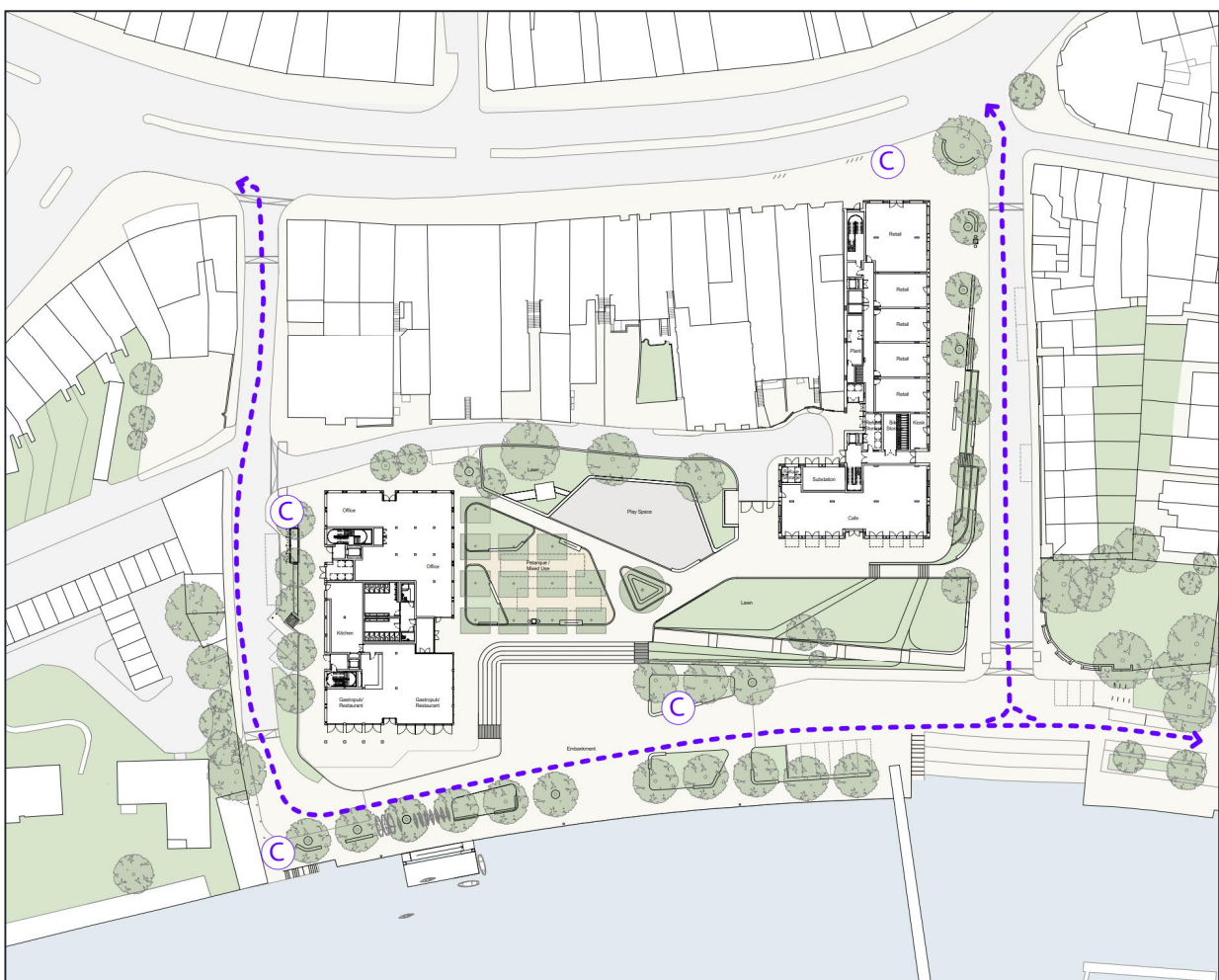
- Water Lane
- Wharf Lane
- The Embankment
- Service Road

4.3.14. A full audit can be found in **Appendix B**.

4.3.15. The audit found that for the existing conditions, Wharf Lane was able to provide a good level of provision for cycling, with the existing width of cycle lane, track or shared use facility currently provided at a good level. All 3 of the other routes were not applicable for the assessment.

4.3.16. For the proposed design approaches, the audit found that Water Lane, Wharf Lane and The Embankment all provided conditions that were suitable for people cycling to be mixed with traffic, with no additional design considerations required. Service Road was not applicable for assessment.

**Figure 4-4 - Cycle movement and access concept through the site (source: Hopkins)**



## 4.4 PARKING

### CAR PARKING

4.4.1. Car parking will be provided in accordance with the London Plan (2021), which states:

*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 ('car-lite'). Car-free development has no general parking but should still provide appropriate disabled persons parking for Blue Badge holders as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.*

- 4.4.2. The Proposed Development will be car-free with the exception of spaces provided for Blue Badge holders, and spaces re-provided for the use of tradespeople and visitors associated with local stakeholder's needs.
- 4.4.3. In addition to the parking identified, the Proposed Development has the potential to provide two further parking spaces on Water Lane, subject to further discussions and to be assigned by the LPA as appropriate. We anticipate that these spaces could provide general parking for blue badge holder visitors to the development.
- 4.4.4. In summary, the proposed parking spaces associated with the Proposed Development would comprise a minimum of 8 (maximum of 10) car parking spaces, plus 1 space for motorcycles, as set out below:
- Two parking bays on Wharf Lane designated for use by Eel Pie Island tradespeople only
  - One disabled parking bay at the western end of the Service Road for Blue Badge holder residents only
  - Two further disabled parking bays on Water Lane for Blue Badge holder residents only
  - Three Pay & Display bays retained on the Embankment to the immediate east of the junction with Water Lane
  - The potential for two further disabled bays on Water Lane for Blue Badge holder visitors
  - One space for motorcycle parking on Water Lane
- 4.4.5. In addition to the car and motorcycle parking bays, a total of 7 loading bays and 1 servicing area are proposed, as set out below:
- Six loading bays on the Embankment adjacent to the footbridge and dedicated for the use of Eel Pie Island tradespeople and businesses
  - One loading bay on Wharf Lane to serve the western part of the Proposed Development
  - A servicing area at the eastern end of the Service Road to serve the eastern part of the Proposed Development
- 4.4.6. Table 4-3 provides a summary of the existing and proposed parking facilities in the area encompassing Water Lane, Wharf Lane and the Embankment along with the net change associated with the Proposed Development. The total number of existing parking / loading bays (including motorcycle and street trader) is 116. The total number of proposed parking / loading bays (including motorcycle and street trader) is 15.

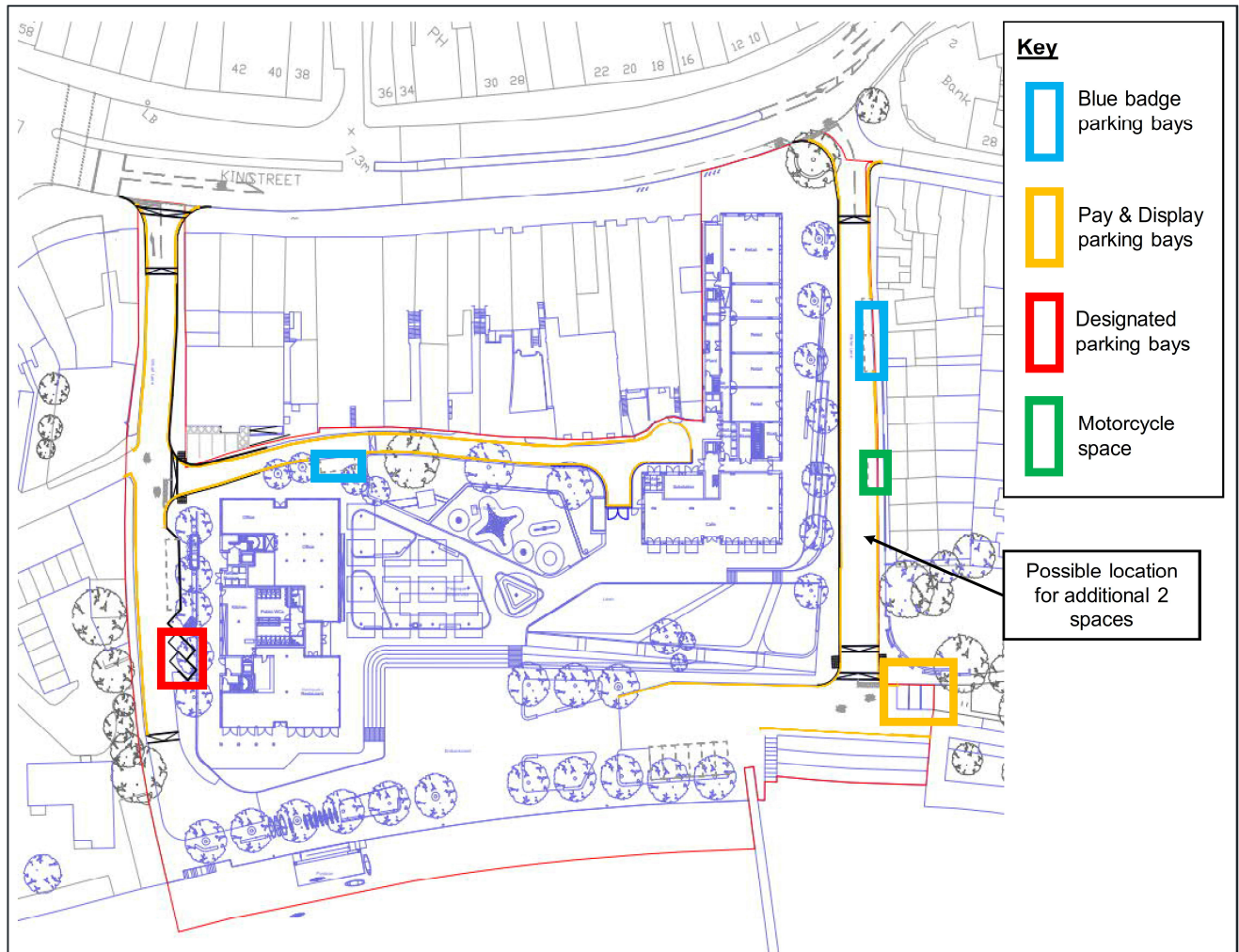
**Table 4-3 – Net Change in Parking Provision**

	Off-street Car Park	Disabled	Resident Permit/P&D*	P&D*	Resident/Business Permit*	Street Trader Permit*	Business Permit*	Loading Bay	M/C
<b>Existing</b>	26	-	50	11	17	1	7	3	1
<b>Proposed</b>	-	3	-	2	-	1	-	7	1
<b>Net</b>	-26	+3	-50	-9	-17	-	-7	+4	-

*\*changes to these parking allocations are carried out under the council CPZ revision*



**Figure 4-5 – Car Parking proposals**



**CPZ REVIEW**

- 4.4.7. The LPA has undertaken a review of the CPZs within Twickenham Town centre. The work was carried out by Systra on behalf of the Council, which recommended the removal of large parts of pay and display car parking along The Embankment and replacing these spaces with resident permit bays. An extract of the report is provided below for context. A full copy of the report can be found in **Appendix C**.
- 4.4.8. Following this, in June 2021, the LBRuT Transport and Air Quality Committee provided updated parking proposals after a further review and describes proposals developed to date for facilitating servicing and access in the area. The finalisation of these proposals will take into account the outcome of the forthcoming planning application for the Twickenham Official Riverside Development and once the development is fully constructed and operational.
- 4.4.9. In summary, the approved parking proposals comprised the creation of 29 new parking spaces and the change in designation of 81 parking spaces in the Central Twickenham Controlled Parking Zone (CPZ, Zone D). As of March 2021, this has since been amended to create 28 new parking spaces and the change in designation of 80 spaces. The approved proposals also included a review of the town centre car parks with a view to improving their accessibility and overall operation.
- 4.4.10. As part of the review of the CPZ the analysis has also been used to consider the feasibility of implementing a sub-zone in roads adjacent to the Riverside development site and adjacent to Twickenham Railway Station.

The sub-zone analysis reviewed the number of permits issued within a defined inner zone, comprising The Embankment, Eel Pie Island, Water Lane, Wharf Lane, Church Street, Bell Lane and Riverside.

- 4.4.11. The overnight parking survey reported a parking stress of 57% on average across the defined inner zone, therefore whilst creation of a sub-zone would be feasible in the existing scenario, the removal of 82 parking spaces (of which 81 are within the inner zone) would result in the parking demand exceeding supply. It had been suggested that properties within the sub-zone should be permitted to park elsewhere in the CPZ if no spaces were available in the sub-zone, however, this is likely to have implications for roads immediately outside the area and this would need to be taken into account.

### **The Embankment Parking Proposals**

- 4.4.12. In summary, the parking proposals developed to date seek to address the displacement of the removal of 82 parking spaces around The Embankment area. The true impact of the removal of the spaces is not known at this time as the Council works towards a resolution in this matter. The finalised proposals will be implemented by way of Experimental Traffic Orders which provide a period of operational experience and a statutory consultation period of six months along with an option to make early modifications if required. It may be necessary through future reviews over time to make further changes as the CPZ and car parks fully adapt to the removal of the spaces on The Embankment.

### **Proposed Additional Parking Bays**

- 4.4.13. In summary, the approved parking proposals as described previously comprised the creation of 29 new parking spaces and the change in designation of 81 parking spaces in the Central Twickenham Controlled Parking Zone (CPZ, Zone D). As of March 2021 this has since been amended to create 28 new parking spaces and the change in designation of 80 spaces.

### **Town Centre Car Parks – Review of Operation**

- 4.4.14. In December 2020, the Council commissioned its parking consultant for this scheme, Systra, to carry out the review of the town centre car parks. The primary aim of this review was to ascertain if any improvements could be made to their operation with considerable focus placed on safety and accessibility to/from these sites for all. Systra was also asked to investigate the feasibility into the creation of a sub-zone in the CPZ as suggested by the Eel Pie Association. The aim of the sub-zone is to provide parking priority to properties adjacent to the site in light of the removal of parking spaces in The Embankment/Water Lane/Wharf Lane area. This work involved an overall review of the parking stress across the whole of the CPZ.
- 4.4.15. Across the zone, there are 553 more residents permits issued than spaces provided and 69 fewer business permits than spaces provided. This calculation assumes an even split between uses for Shared-use spaces for robustness. For example, 190 Shared-use Resident and Visitor (Pay and Display and/or Pay by Phone) spaces is split evenly with a third counted for Residents, a third for Business and a third for Visitors. The actual proportion for each use will vary during the day or night and given the high permit demand it is likely that a greater proportion of residents are using these bays. Added to this is the existing provision for resident permit holders to park in the Holly Road car park (160 spaces) for free and without time limit.
- 4.4.16. Whilst there are more resident permits on issue in the zone than spaces provided, overnight parking beat surveys carried out in the area in March 2021 shows that there is some spare capacity across the CPZ. This applies to both the existing CPZ layout and if/when the planned removal of the spaces around the development site is implemented. Based on the parking beat surveys undertaken alone, the total average parking stress across all parking space permit designation types was 76%, proving that the whole of Zone D is just over three quarters occupied during the hours of 1am to 5am. This figure rises to 79% with removal of the 82 spaces in the Twickenham Riverside area.

## ELECTRIC VEHICLE CHARGING

4.4.17. To encourage sustainable travel, electric vehicle charging points should be provided in line with the London Plan, whereby Policy T6.1 Residential Parking, paragraph C states:

*“All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.”*

4.4.18. The London Plan demands that 20% of residential parking spaces across the development have ‘active’ electric vehicle charging points, with the remaining bays featuring passive provision for future conversion into electric charging bays. It is proposed as part of this development that 20% of bays have electric vehicle charging points, and the remaining 80% have capability for future conversion.

4.4.19. The Proposed Development ensures that:

- Opportunities to deliver Electric Vehicle Charging Points (EVCP) in line with national guidance and London Plan are identified within the Proposed Development plans.

4.4.20. During pre app consultation with the LPA, the Applicant was advised that the Council will continue undertaking a wider review of EVCP of Twickenham Town centre and therefore the final iteration of the Applicant proposals should be indicatively only. The Council will take ownership of delivering EVCP within the Proposed Development, in accordance with their ongoing review.

## CYCLE PARKING

4.4.21. The cycle parking on Site will provide the appropriate amount of cycle parking for the residents and visitors in accordance with London Plan and LCDS standards. Cycle parking will therefore be in a location that people feel safe using at all times of the day and is visible, accessible, well-overlooked and well lit.

4.4.22. For the commercial land uses and park space the visitor cycle parking will be provided where it is under active surveillance and easy to reach.

4.4.23. The residential cycle parking provision based on the London Plan guidance is set out in Table 4-4 below.

**Table 4-4 – Proposed Residential Cycle Parking Provision**

Block	Unit	Unit Mix	Long Stay	Short Stay
<b>Water Lane Building</b>	Studio	0	0	3
	1 bed	11	17	
	2 bed	9	18	
	3 bed	1	2	
	<b>Total</b>	<b>21</b>	<b>37</b>	
<b>Wharf Lane Building</b>	Studio	5	5	
	1 bed	9	14	
	2 bed	10	20	
	3 bed	0	0	
	<b>Total</b>	<b>24</b>	<b>39</b>	
<b>Total</b>		<b>45</b>	<b>75</b>	<b>3</b>

4.4.24. The commercial cycle parking provision based on London Plan guidance is set out in Table 4-5 below.



**Table 4-5 – Proposed Commercial Cycle Parking Provision**

Land Use	Development Quantum	Long Stay	Short Stay
<b>B1 Workspace</b>	320 sqm (GIA)	3	1
<b>A2-A5 Cafe'/Restaurants/Pub</b>	699 sqm (GIA)	4	18
<b>A1 Food Retail</b>	368 sqm (GIA)	3	10
<b>Total</b>	<b>1,387 sqm (GIA)</b>	<b>10</b>	<b>29</b>

- 4.4.25. It is anticipated that there will be 85 long stay cycle parking spaces provided across the site for all uses, and 32 new short stay spaces for all visitors. In addition, there are four existing Sheffield Stands for visitors within the Site which will be re-provided (See figure below).



**Figure 4-6 - Existing visitor cycle parking along the Embankment**

- 4.4.26. Long-stay cycle parking for residents will be provided as per the London Cycle Design Standards (LCDS), with 20% of spaces taking the form of accessible Sheffield Stands and 80% in the form of two-tier stands.
- 4.4.27. Short-stay cycle parking spaces will be provided within the public realm in the form of Sheffield stands, each providing parking for two bicycles.
- 4.4.28. Cycle parking location is indicated in the Landscape Documents and Design and Access Statement, an extract of the layouts is provided following on.

Figure 4-7 - Cycle Parking around the Site (source: Hopkins, Design and Access Statement)





Figure 4-8 - Cycle Parking Locations (source: LDA)

