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TRAVEL PLAN STATEMENT

7 DECEMBER 2021

189 Waldegrave Road, Teddington TW11 8LX

For

Waldegrave Mews Limited

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1 Introduction

- 1.1 This Travel Plan Statement has been prepared by Vision Transport Planning on behalf of Waldegrave Mews Limited. It has been prepared to support Waldegrave Mews Limited's development proposals in respect to land at 189 Waldegrave Road, Teddington (the site).
- 1.2 This Travel Plan Statement has been prepared to support a planning application for the demolition of existing buildings that are located to the rear of the site, following which the site would be redeveloped (including the renovation of 189 Waldegrave Road) to create a development of 18 residential apartments and 29.8 sqm of commercial floorspace (at 189 Waldegrave Road).
- 1.3 This Travel Plan Statement sets out the key objectives of the Travel Plan and sets out a strategy and action plan for encouraging sustainable travel for residents and visitors to the site, with an emphasis on reducing reliance on the private car.
- 1.4 This Travel Plan Statement has been prepared in relation to the proposed residential use of the site and relates specifically to land at 189 Waldegrave Road, Teddington.

2 Context

- 2.1 The site falls within the administrative boundaries of the London Borough of Richmond upon Thames. The site is positioned on the west side of Waldegrave Road and is located within an existing local retail parade that is situated to the north of Teddington.
- 2.2 The site covers an area of 1132 sqm and includes an existing three storey building (189 Waldegrave Road) that accommodates 76.7 sqm of commercial floor space at ground floor level (currently occupied by Waldegrave Motors) and residential land use at first and second floor levels (with one x two-bedroom apartment being accommodated, as existing). The site includes land to the rear of 189-207 Waldegrave Road, which includes an existing commercial warehouse (car workshop) with a floor area (GEA) of 230 sqm.
- 2.3 A planning application has been submitted for the demolition of existing buildings that are located to the rear of the site, following which the site would be redeveloped (including the renovation of 189 Waldegrave Road) to create a development of 18 residential apartments and 29.8 sqm of commercial floorspace (at 189 Waldegrave Road).
- 2.4 The development has been designed as a 'car free' development with a single 'disabled' car parking space provided within the forecourt area to the front of the site (which is currently utilised for car parking associated with the existing commercial land use). Secure long-term cycle parking will be provided within dedicated cycle storage areas and additional short-term cycle parking is also accommodated within the site layout.
- 2.5 The planning application is supported by a Transport Statement, which sets out the transport implications of the development proposals. The Transport Statement demonstrates that the development proposals are likely to result in a material reduction in vehicular traffic and servicing trips associated with the site, which will help to reduce congestion and emissions, and improve air quality and public health.
- 2.6 This Travel Plan Statement has been prepared to support the planning submission and seeks to encourage travel to and from the site by sustainable modes of transport in accordance with the 'car free' principles of the development. This Travel Plan Statement sets out commitments to provide physical infrastructure and soft measures designed to encourage travel to and from the site by sustainable modes of transport, thereby reducing reliance on the private car and reducing trips by single occupancy vehicles.

3 Existing Conditions

Existing Site

- 3.1 The site covers an area of 1132 sqm and includes an existing three storey building (189 Waldegrave Road) that accommodates 76.7 sqm of commercial floor space at ground floor level (currently occupied by Waldegrave Motors) and residential land use at first and second floor levels (with one x two-bedroom apartment being accommodated, as existing).
- 3.2 The site includes land to the rear of 189-207 Waldegrave Road, which includes an existing commercial warehouse (car workshop) with a floor area (GEA) of 230 sqm. A number of ancillary garages are also accommodated within the site, within land to the rear of 189-207 Waldegrave Road. Informal on-site car parking is accommodated within the large areas of hardstanding that are provided to the rear of the site.

Site Location and Surrounding Highway Network

- 3.3 The site is positioned on the west side of Waldegrave Road and is located within an existing local retail parade that is situated to the north of Teddington. The site is bounded, to the west, by the national rail track that runs between Teddington station (to the south) and Strawberry Hill station (to the north). To the north and south the site is bounded by existing residential land uses.
- 3.4 The site is located circa 750 metres to the south of Strawberry Hill mainline rail station and circa 950 metres to the north of Teddington mainline rail station. The site is adjacent to bus stops that are present within Waldegrave Road.
- 3.5 Waldegrave Road is classified as the A309 (principal road) and runs broadly on a north-south axis (to the east of the site). To the north, Waldegrave Road provides access to Shackleford Lane and onto the A310 Strawberry Vale. To the south, Waldegrave Road provides access to the A313 Hampton Road and (Teddington) High Street, where an extensive range of services and facilities can be accessed.
- 3.6 The surrounding highway network is characterised by streets that serve commercial, retail and residential land uses, are subject to a 20 mph speed limit (within the vicinity of the site) and benefit from street lighting and a good standard of pedestrian facilities. Figure 3.1 below, indicates the location of the site and its relationship to the local highway network.

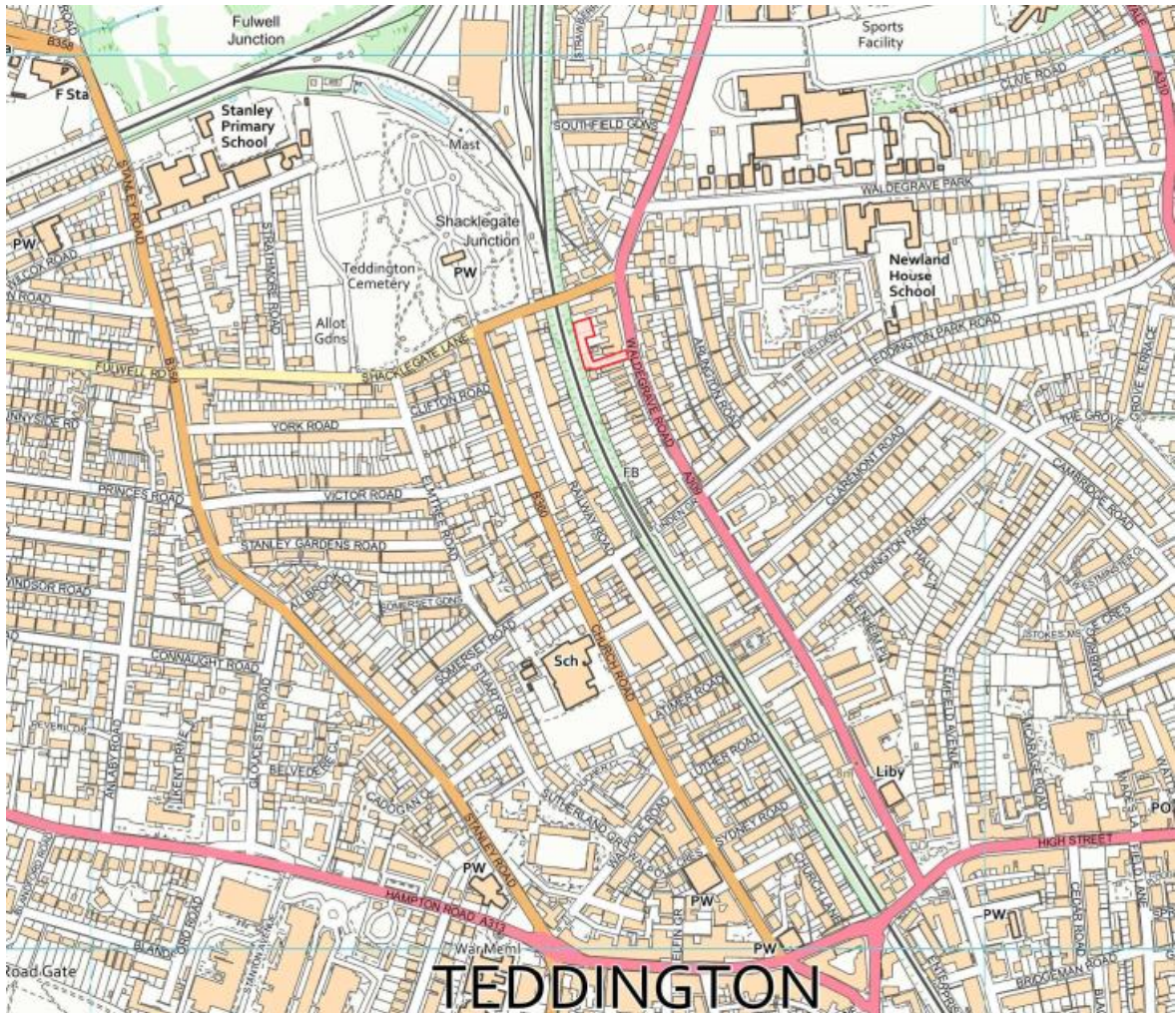


Figure 3.1 – Location Plan

- 3.7 Waldegrave Road benefits from having wide footways (circa 3.0 metres wide) on both sides of the carriageway. There are informal pedestrian crossing facilities (in the form of a pedestrian refuge, dropped kerbs and tactile paving) within Waldegrave Road, immediately to the front of 189 Waldegrave Road. Further formal pedestrian crossing facilities (in the form of a pelican crossing) are present within Waldegrave Road (to the south of the site).
- 3.8 The section of Waldegrave Road within the immediate vicinity of the site does not fall within a Controlled Parking Zone (CPZ). On-street parking within the vicinity of the site is either unrestricted (free parking) or subject to restrictions that operate between the hours of 8 am to 6.30 pm (Monday to Saturday) or 'at any time'. As such on-street parking within the vicinity of the site is controlled through existing legislation, with some areas of unrestricted on-street parking where this can be safely accommodated.

Access

- 3.9 The site is currently accessed directly from Waldegrave Road via a single private drive vehicular crossover. The existing access is 2.5 metres wide (where it crosses over the existing footway) and is blocked paved. The access is provided with tight kerb radii (rather than transition kerbs) and dropped kerbs.

Parking and Servicing

- 3.10 The site currently includes informal on-site car parking that is provided within the large areas of hardstanding, to the rear of the site, and within a private forecourt area to the front of 189 Waldegrave Road. Furthermore, the rear of the site accommodates a number of garages. In total the site provides on-site car parking for circa 20-25 cars (including garage spaces). There is no formal secure cycle parking currently provided on site.
- 3.11 Servicing for the existing building has occurred either directly from Waldegrave Road or via the existing access (for small vans etc.). The site does not benefit from having any formal refuse storage facilities. Refuse and recycling bins are stored to the rear of the site and moved to Waldegrave Road on collection days, to facilitate refuse collection from Waldegrave Road.

Accessibility

- 3.12 Public Transport Access Level (PTAL) is a measure which rates locations by distance from frequent public transport services and is the most widely recognised way to measure the connectivity of a site's location to the public transport network in London. Sites are ranked between 1 and 6 (with sub-divisions of 1a & 1b, and 6a & 6b), with 1 representing areas with low accessibility to public transport and 6 indicating areas that have excellent access to public transport.
- 3.13 The site is located in an area that has a PTAL rating of 2-3, with the southern part of the site falling within an area with a PTAL rating of 2 and the northern part of the site falling within an area with a PTAL rating of 3. It should be noted that the PTAL rating considers accessibility to public transport (and the level of public transport provision i.e. frequency). It does not consider accessibility to local services etc.
- 3.14 There are a number of bus stops located within a convenient walk distance of the site. The nearest bus stops to the site are within Waldegrave Road and are located directly to the front of the site (within 20 metres of the site's existing access). As such the bus stops within Waldegrave Road are within a short, very desirable (less than 100 metres) walk distance of the site. Bus stops within Waldegrave Road provide access to bus services 33 and N33. The 33 service provides a frequent service (every 4-9 mins throughout the day), with services operating seven days a week. The 33 service provides access to a range of destinations including Fullwell Station, Teddington, St Mary's University, Twickenham, Richmond (including station), North Sheen Station, East Sheen, Barnes Station and Barnes. The N33 service provides night time services to the same destinations.
- 3.15 Further bus services are accessible from bus stops that are located within Stanley Road (to the west of the site). Bus stops within Stanley Road are within a 700 metre walk distance of the site and provide access to bus services 281, 481 and 681, which provide access to a wide range of local destinations.

- 3.16 The site is located within a reasonable walk (within 12 minute walk distance) and cycle distance of a number of rail stations. Strawberry Hill mainline rail station is located some 750 metres to the north of the site and is within an 800 metre walk distance or 900 metre cycle distance from the site. Teddington Station is located 950 metres to the south of the site and is a circa 1000 metre walk or cycle distance of the site. Both stations are accessible by walking or cycling, from the site. Together these stations provide access to a range of destinations, by rail, including direct services to London Waterloo and connections to the London Underground. A map indicating the rail network is provided within Figure 3.2 below.

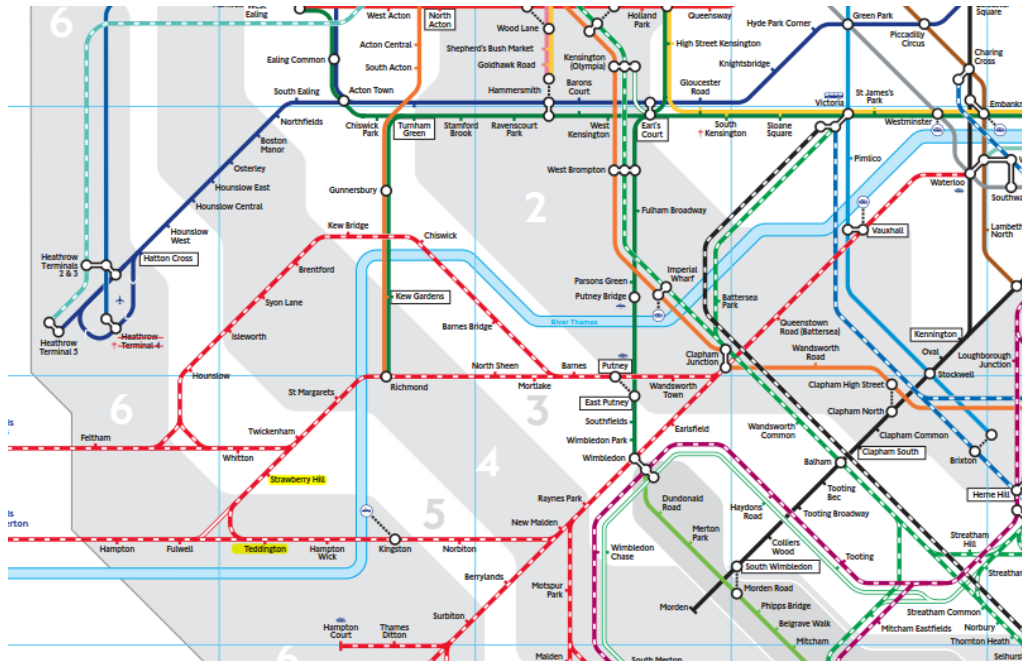


Figure 3.2 – London Rail and Underground Map

- 3.17 The PTAL rating and accessibility to public transport is one aspect when considering the accessibility of the site. For residential developments it is necessary to also consider accessibility to a range of local services and facilities and whether the day to day travel needs can be reasonably accommodated by sustainable means of transport (and in particular, by walking).
- 3.18 The Department for Transport's 'Manual for Streets' (MfS) recognises that walking "*offers the greatest potential to replace short car trips, particularly those under 2 km*" and encourages development in locations where the daily needs of residents are within walking distance, thereby reducing the need to travel by car. MfS refers to 'walkable neighbourhoods' as being typically characterised by having a range of facilities within 10 minutes' (up to about 800 metres) walking distance of residential areas, which residents may access comfortably on foot.
- 3.19 The site is particularly well located in terms of accessibility to local services, being located within Waldegrave Road's local shopping parade where a limited range of local services (including café, take-away services etc.) are located. Teddington's High Street, where a more extensive range of local facilities and services can be accessed, is within a 700 metre walk distance of the site. Twickenham town centre, where an extensive range of retail and leisure services and facilities can be accessed, is accessible from the site by cycling or by bus services that can be accessed from the bus stops that are located directly to the front of the site (within Waldegrave Road). Additionally, existing leisure, education, health and employment land uses are all within walking distance of the site.

- 3.20 The surrounding highway network benefits from a good standard of pedestrian facilities with footways generally present on both sides of streets within the vicinity of the site. Furthermore, there are existing formal pedestrian crossing facilities within Waldegrave Road.

Accessibility Summary

- 3.21 The site is located within walk and cycle distance of an extensive range of facilities and services that are accessible from the site. Furthermore, the site benefits from access to frequent bus services (within a 100 metre walk distance) as well as being accessible to rail services that are within an 800 metre walk distance of the site.
- 3.22 In summary, existing infrastructure is in place to facilitate access to the site by walking, cycling and public transport. It is concluded that the site is located in a highly accessible location and that the location of the site accords with the guiding principles of the National Planning Policy Framework and local policy, which seeks to encourage sustainable transport and reduce reliance on the private car.

4 Travel Plan Statement Objectives

4.1 The key objectives of this Travel Plan are:

- To reduce the need to travel to and from the site;
- To increase the proportion of journeys to and from the site by sustainable modes of transport; and
- To reduce single occupancy vehicle trips to and from the site.

4.2 The key benefits of achieving the above objectives are:

- Reduced CO2 emissions;
- Reduced demand for on-street parking within the local area;
- Improved health and well-being for future employees and visitors; and
- Reduced transport impacts in respect to local congestion.

5 Action Plan

- 5.1 There are a number of measures and initiatives that when implemented are likely to have a positive impact on the travel behaviour of future residents and visitors to the site. The measures and initiatives that will be implemented in connection with the proposed development are set out below.

Travel Plan Coordinator

- 5.2 At least three months prior to occupation of the site a Site Management Company will be set up. The Site Management Company will be responsible for the day-to-day management and maintenance of the site.
- 5.3 Prior to occupation of the site the Site Management Company will appoint a Travel Plan Coordinator for the site. It will be the responsibility of the Travel Plan Coordinator to promote sustainable travel to and from the site and this will include responsibility for the delivery of the commitments (as set out within this Action Plan) that are included within this Travel Plan Statement.

Travel Welcome Pack

- 5.4 A key tool in the delivery of the Travel Plan will be the preparation of a Travel Welcome Pack (TWP) for future residents. The TWP will be issued to all new residents of the site when they move in.
- 5.5 The TWP will provide future residents with information about the objectives of the Travel Plan and sustainable modes of transport that are available to residents, including timetables for passenger transport services along with approximate journey times by sustainable modes of travel.
- 5.6 The TWP will include maps of pedestrian and cycle routes to and from the site to promote walking and cycling as a viable (and healthy) mode of transport.
- 5.7 The TWP will include contact details of the Travel Plan Coordinator, who can act as a point of contact for future residents in respect to sustainable transport.
- 5.8 The TWP will provide future residents with information relating available car clubs and will offer future residents complimentary car club membership.

Travel Notice Board

- 5.9 A resident's travel notice board will be placed in a communal area within the site. The Travel Plan Coordinator will ensure up-to-date information relating to sustainable travel is provided on the notice board. The travel notice board will provide a means of on-going communication with residents.
- 5.10 The following information will be displayed on the travel notice board:
- Contact details of the Travel Plan Coordinator and their role;

- Timetables for passenger transport services along with approximate journey times by sustainable modes of travel;
- Maps of pedestrian and cycle routes to and from the site to promote walking and cycling as a viable (and healthy) mode of transport;
- Details of car clubs, car-share clubs and taxi services; and
- Details of local home delivery services (to reduce the need to travel).

Walking

- 5.11 To promote walking as a means of transport the Travel Plan Coordinator will arrange for details of walking routes and maps showing the public rights of way to be provided on the travel notice board.
- 5.12 In order to encourage walking the Travel Plan Coordinator will promote the health benefits of walking and will provide details of walking initiatives such as 'walk to work week' and 'walk to school week' with posters being provided on the travel notice board.

Cycling

- 5.13 Cycling is a mode of travel that may be attractive to future residents and their visitors. To encourage cycling as a mode of transport the development proposals include the provision of short term and long term cycle parking facilities in accordance with the minimum cycle parking standards that are set out within the London Plan.
- 5.14 A total of 30 long-term secure cycle parking spaces will be provided within stores to the rear of Block A and within Block B. A total of 6 short-term cycle spaces will be provided, with two 'Sheffield' style cycle hoops provided between Blocks A and B (providing 4 short-term spaces) and a single Sheffield style hoop providing a further 2 short-term spaces to the front of the commercial unit (Block A).
- 5.15 In addition to the physical measures (set out above) a number of soft measures will also be implemented to encourage cycling as a mode of transport. Soft measures will include:
- The Travel Plan Coordinator will ensure details and maps of cycle routes are available on the notice board.
 - The Travel Plan Coordinator will provide details (such as posters) on the travel notice board advertising cycling initiatives such as 'bike to work week' and 'cycle to work day'.
 - The Travel Plan Coordinator will encourage residents to form a Bicycle User Group (BUG). The BUG will be a further source of providing information on cycle related events, bicycle maintenance and cycle training courses. In addition, the Travel Plan Coordinator will seek to negotiate discounts with local cycle retailers with regards to the purchase of bicycles, bicycle equipment and cycle maintenance.

Public Transport

- 5.16 The Travel Plan Coordinator will ensure up-to-date information on public transport services and timetables will be provided on the travel notice board. Details will also be provided of useful website addresses for journey planning purposes.
- 5.17 The Travel Plan Coordinator will review the availability of 'Apps' and similarly available information technology that may be available to assist future travel planning. This may include Apps that provide live bus information (for example). Details of relevant Apps will be made available on the travel notice board.

Car Club Membership

- 5.18 To accommodate occasional private car trips all future residents will be offered (within the TWP) complimentary membership of an active car club, such as Zipcar. Zipcar are a recognised car club provider and are active within the Waldegrave Road area, with a car club vehicle positioned within Teddington Park Road (at its junction with Waldegrave Road), which is within a 200 metre walk distance of the site. Figure 5.1 provides an indication of Zipcar vehicle locations within the vicinity of the site.

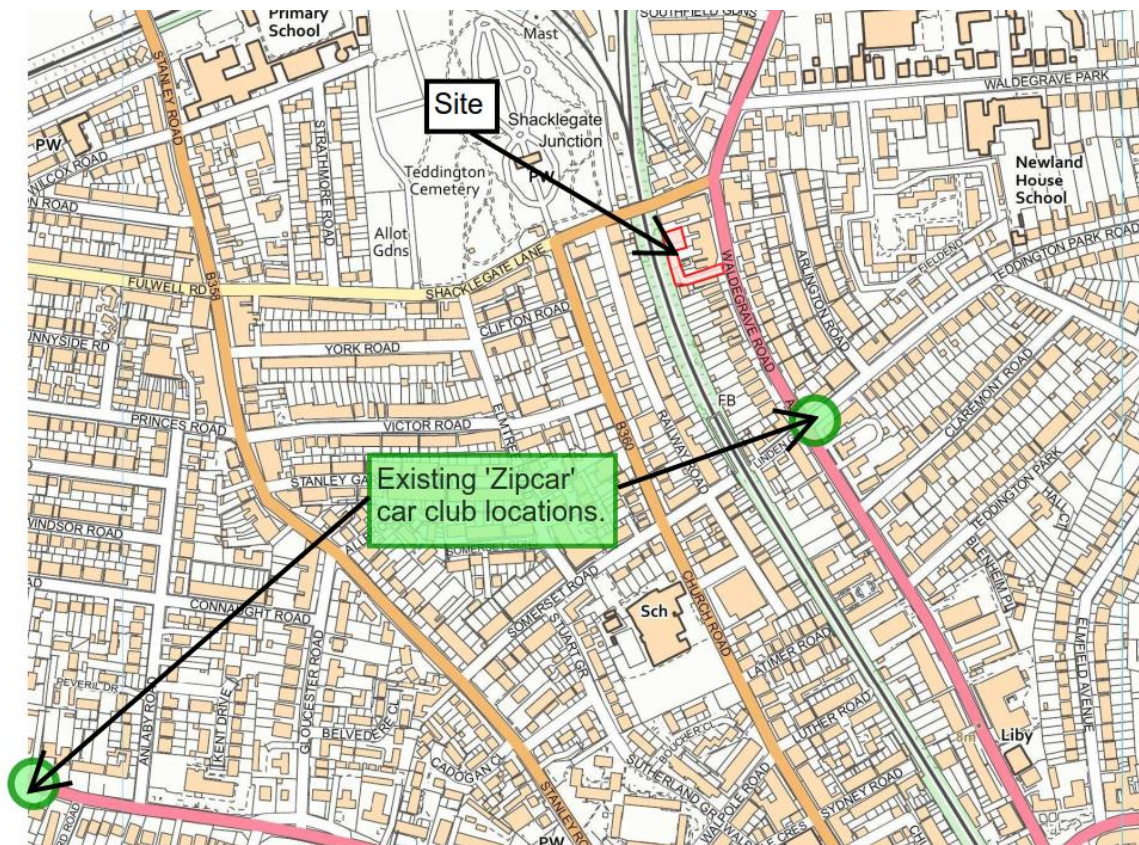


Figure 5.1 – Zipcar vehicle locations

Car Sharing

- 5.19 Car sharing can represent a cost effective and convenient alternative to travelling by single occupancy vehicle. The Travel Plan Coordinator will provide details of local and national car sharing websites on the travel notice board.

Reducing the Need to Travel

- 5.20 There are a number of measures and initiatives that can reduce the need to travel for future residents, such as home working and home delivery services. The Travel Plan Coordinator will provide details, on the travel notice board, of home delivery services available within the local area.

6 Summary and Conclusions

- 6.1 This Travel Plan Statement has been prepared by Vision Transport Planning on behalf of Waldegrave Mews Limited. It has been prepared to support Waldegrave Mews Limited's development proposals in respect to land at 189 Waldegrave Road, Teddington (the site).
- 6.2 This Travel Plan Statement has been prepared to support development proposals for the demolition of existing buildings that are located to the rear of the site, following which the site would be redeveloped (including the renovation of 189 Waldegrave Road) to create a development of 18 residential apartments and 29.8 sqm of commercial floorspace (at 189 Waldegrave Road).
- 6.3 This Travel Plan Statement sets out the key objectives of the Travel Plan and sets out a strategy and action plan for encouraging sustainable travel for residents and visitors to the site, with an emphasis on reducing reliance on the private car.
- 6.4 This Travel Plan Statement has been prepared in relation to the proposed residential use of the site and relates specifically to land at 189 Waldegrave Road, Teddington.
- 6.5 Through implementation of the Action Plan included within this Travel Plan Statement, sustainable transport to and from the site will be encouraged and future transport impacts minimised. As such the Travel Plan Statement assists in achieving the guiding principles of sustainable development as set out within the National Planning Policy Framework. Furthermore, by reducing traffic impacts associated with the site and encouraging and facilitating the use of sustainable modes of transport, the development proposals support TfL's 'Healthy Streets for London' document, 'Vision Zero for London' and the Mayor's Transport Strategy.