

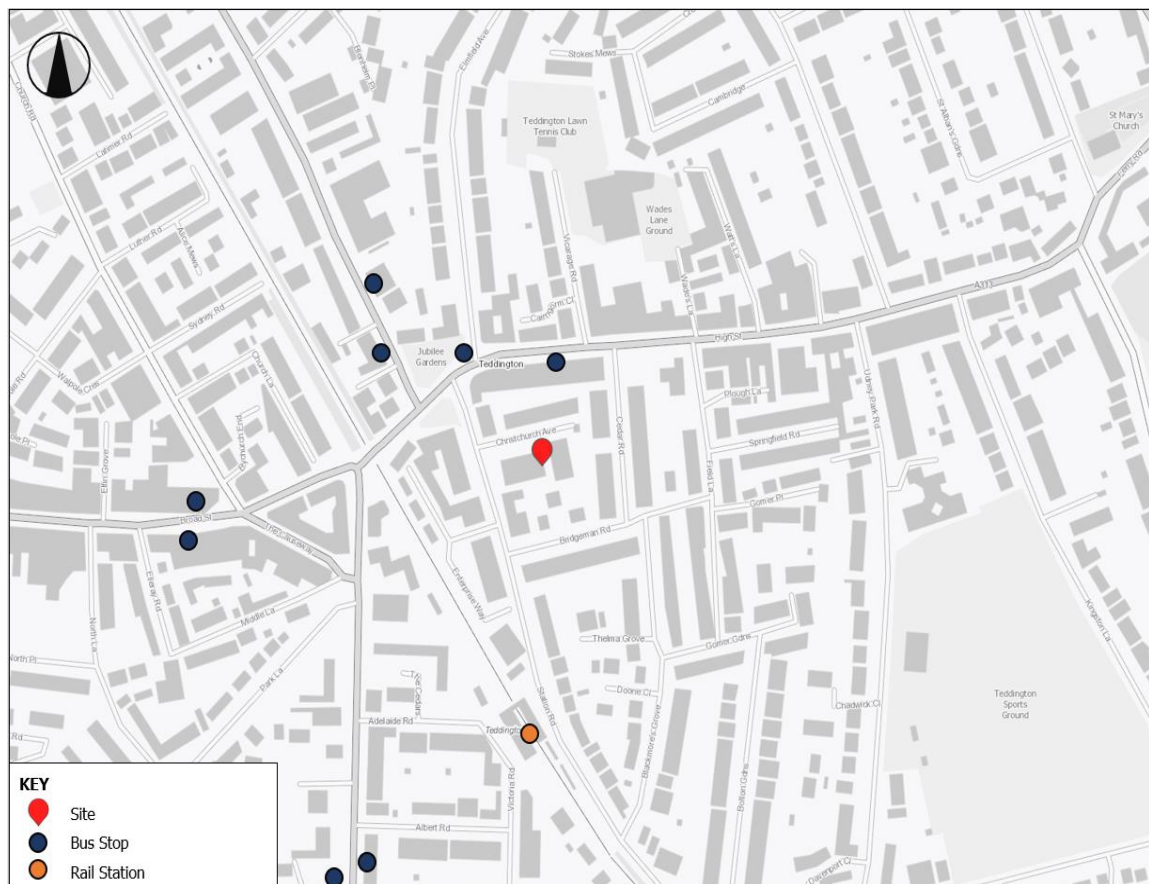
Job No: 2022-4450
File Ref: N01-PS-Transport Note
Date: 21 March 2022
Job Title: Sugden Hall, Station Road, Teddington

Subject: Transport Statement

INTRODUCTION

1. TTP Consulting has been appointed to consider the transport effects of the proposed change of use of Sugden Hall in Teddington from Class F1 (learning and non-residential institutions) to Class E (mental therapy). **Figure 1** shows the site location.

Figure 1 – Site Location Plan



2. This Transport Statement will provide detail of the proposed use, the level of trips associated with it and consider any effect the proposed site use could have on the operation of the local transport infrastructure.

EXISTING SITUATION

3. Sugden Hall is located on Station Road in Teddington, approximately 100 metres south of Teddington High Street and 200 metres north of Teddington Train Station. The building is located on the eastern side of Station Road and is set back from the site boundary by a small forecourt.
4. Sugden Hall is currently vacant having been used by a local scout group until 2014. It was then used from 2015 to 2017 by Christ Church, whilst the current church building on Christchurch Avenue was refurbished. The building was most recently used by contractors converting the former church to the north of Sugden Hall to apartments.

Accessibility

Foot

5. Footways are provided on both sides of Station Road which provide convenient access to Teddington High Street to the north and Teddington Station to the south. These footways form a part of an established pedestrian network that provides access to town centre facilities and surrounding residential areas.

Cycle

6. Cycling is considered to be a suitable mode of transport for distances up to 8km with factors such as health, gradients, facilities, access to a car and journey purpose influencing a person's choice to cycle. There is limited dedicated cycle infrastructure in the immediate vicinity of the site but to the north east, cycle tracks are provided on the High Street's footways over the railway line to help cyclists negotiate their way past the mini roundabout junction of the High Street with the A313 Broad Street and the A309 Park Road.
7. Approximately 3 kilometres to the south east of the site (a 10 minute cycle ride) at Kingston Bridge, cyclists can access National Cycle Route 4 which provides access to central London to the east and west along the River Thames to local destinations including Hampton Court, and Walton on Thames.

Bus

8. The site is conveniently accessible by buses serving Teddington town centre. The closest bus stops are located on the High Street approximately 200 metres (3 – 4 minutes walk) north of the site. Further stops are located on Waldegrave Road and Park Road within 5 minutes walk of the site. In total, these stops provide access to 5 bus routes that serve a range of destinations including Twickenham, Richmond, Kingston and Hampton. Copies of Transport for London's bus spider maps showing the routes of these services are provided at **Appendix A**.

Train

9. Teddington Station is located 200 metres south (a 3 - 4 minute walk) of the site. The station is operated by South Western Railways with services providing access to destinations including London Waterloo, Shepperton, Kingston and Twickenham.

PTAL

10. Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The PTAL is categorised into six levels, where 6 represents a high level of accessibility and 1 a low level of accessibility. The site has a PTAL level of 3, representing an average level of accessibility by public transport for a site in London. A copy of the PTAL report is contained at **Appendix B**.

Local Road Network

11. Station Road is a single carriageway two way road that provides access to Teddington High Street to the north and the train station and surrounding residential areas to the south. The site is located within the Teddington controlled parking zone, which operates from Monday to Friday between 8:30am and 10:30am.
12. There are on street parking bays on Station Road in the vicinity of the site which allow parking for one hour from Monday to Saturday between the hours of 8am and 6:30pm. In total, these bays provide capacity for in the order of 14 cars to park. Further short stay parking opportunities are available on the High Street, where pay and display parking bays allow parking for two hours from Monday to Saturday between 9am and 5pm. In addition, there are four short stay car parks in the town centre within 10 minutes walk of the site.

DEVELOPMENT PROPOSALS AND EFFECT

13. The change of use is sought to enable the site to be occupied and operated by Attachment Matters, a practice that primarily provides children's therapy for local authorities/health trusts/social services/post-adoption. The building would contain five consulting rooms (four large and one small), a training room, WCs and kitchen. The site has no car parking but the proposals include the provision of parking for 5 bicycles within the courtyard at the front of the property in accordance with London Plan cycle parking standards.
14. Based on Attachment Matters' experience of operating from their existing site in Mortlake, it is anticipated that the five consulting rooms would be used to see 100 clients over the course of a week, and average of 20 per day. The training room would be used in the order of once every two weeks, with attendance typically being nine people including the person running the training session. As such, allowing for one member of staff for each consulting room plus receptionist, the typical number of staff and clients on site at any one time would be 11 as follows
 - Six staff (five practitioners and one receptionist);
 - Five clients;
15. Given that staff would be on site before clients arrive and would leave after clients depart, it is anticipated that the maximum level of trips in any one hour period would be 20 comprising the following;
 - Five clients arriving to see a practitioner;
 - Five clients leaving after their appointment; and
 - Ten parents/carers accompanying clients (children) to their appointment.
16. The site is located immediately adjacent to Teddington town centre, the boundary of which passes along the eastern side of Station Road, as shown on the London Borough of Richmond's Local Development Plan Proposals Map. The site is accessible by local bus and train services and on foot and bicycle from local residential areas.
17. To determine the likely mode of transport used by clients/parents travelling to and from the site, reference has been made to the 2011 census to determine the method of travel to work for people

working in the middle layer super output area Richmond Upon Thames 021 where the site is located.

Table 1 shows the modes of travel used by people travelling into the area for work.

Table 1 – Method of Journey to work – Workday Population		
Travel Mode	Number of People	% Mode Share
Underground, metro, light rail or tram	98	1.9%
Train	730	13.8%
Bus, minibus or coach	545	10.3%
Taxi	5	0.1%
Motorcycle, scooter or moped	54	1.0%
Driving a car or van	2,645	50.0%
Passenger in a car or van	125	2.4%
Bicycle	393	7.4%
On foot	673	12.7%
Other method of travel to work	20	0.4%

18. On the basis that people visiting the site travel using the same modes of transport as people working in the area, during the busiest period on a typical weekday, there would be in the order of 5 car trips to and from the site (associated with 5 parents driving 5 children to appointments) and 5 parents and 5 children travelling by public transport, on foot or bicycle.
19. This level of trips is negligible and would not have a material effect on the operation of the local transport network. In terms of parking the 5 car trips would be associated with people arriving for an appointment and with people leaving from the previous appointment. As such, the number of cars parking in the vicinity of the site at any one time would generally be low, in the order of two or three vehicles at a time. As noted, parking bays on Station Road provide short stay parking for 14 cars and there are a range of opportunities to park on the High Street or within town centre car parks. It is therefore considered that the level of car trips associated with clients visiting the site would not have a material effect on the operation of the local on street parking supply.
20. Existing on street parking restrictions limit the potential for long stay parking near the site and as such, it is considered that staff would likely walk, cycle or use public transport when travelling to and from work. Six staff travelling to and from the site in this way would have no effect on the local pedestrian/cycle infrastructure or on public transport services.
21. It should be noted that this assessment is considered to be robust given that;
 - It assumes that each consulting room is fully utilised throughout the day;

- It has been assumed that each client would be accompanied by an adult whereas some older children may travel to and from the site unaccompanied; and
- It takes no account of trips to and from the site that could occur if it were occupied in accordance with its existing permitted use;

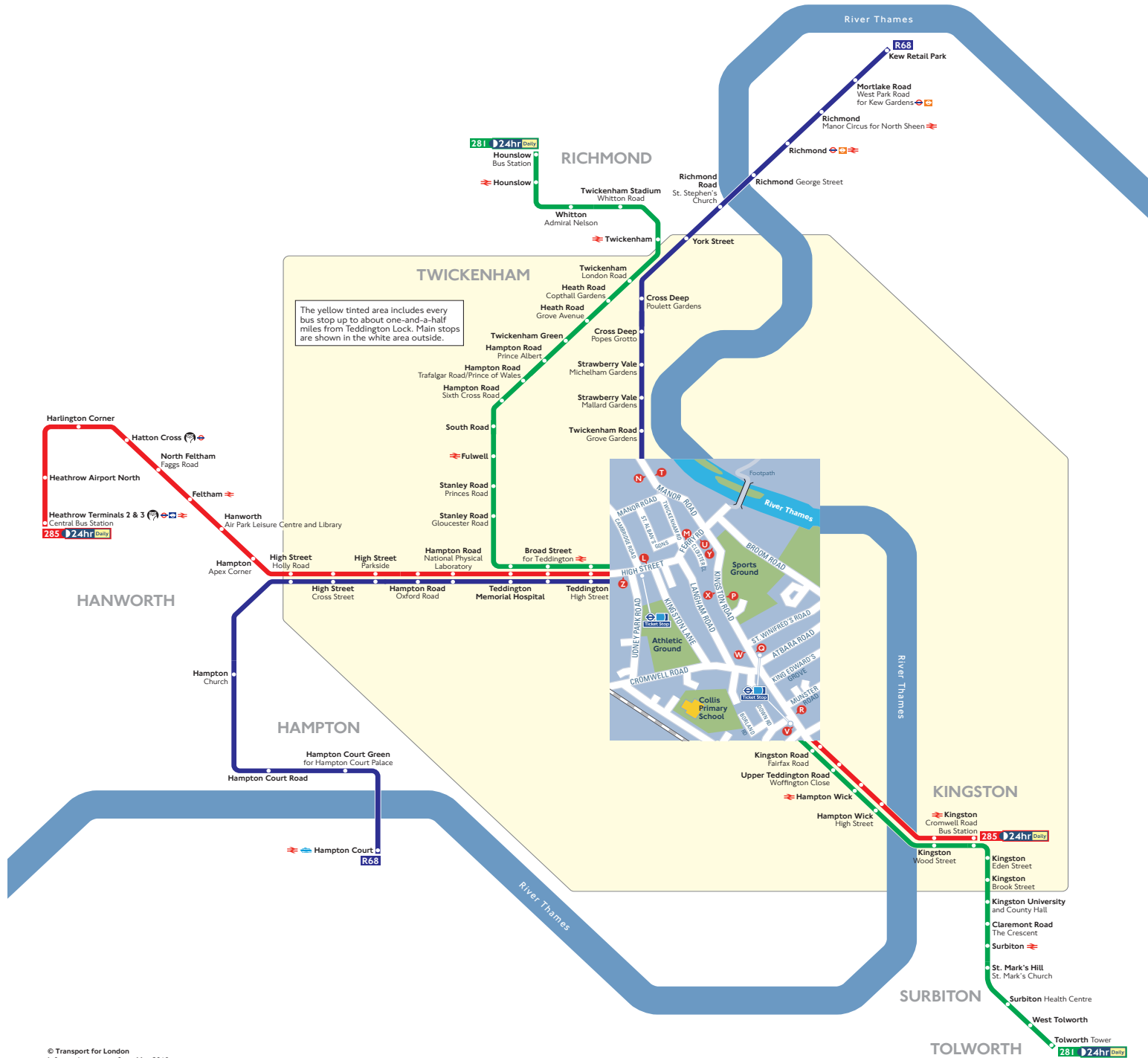
SUMMARY AND CONCLUSION

22. This note considers the transport effect of the proposed change of use of Sugden Hall in Teddington from Class F1 (learning and non-residential institutions) to Class E (mental therapy).
23. In summary, it is considered that;
- The site is in an accessible location immediately adjacent to Teddington town centre;
 - The site is accessible by public transport and by foot and cycle from local residential areas; and
 - The level of trips to and from the site will be low and should not have any effect on the operation of the local transport network or town centre parking supply.
24. It is therefore concluded that the proposed change of use fully accords with guidance provided by the National Planning Policy Framework, which advises that;
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

Appendix A

(TfL Spider Maps)

Buses from Teddington Lock



Route finder

Bus route	Towards	Bus stops
281	Hounslow	V W X Y Z
	Tolworth	L M P O R
285	Heathrow Terminals 2 & 3	V W X Y Z
	Kingston	L M P O R
R68	Hampton Court	T U Z
	Kew Retail Park	L M N

Other buses

Bus route	Towards	Bus stops
681 sch	Hounslow	V W X Y Z

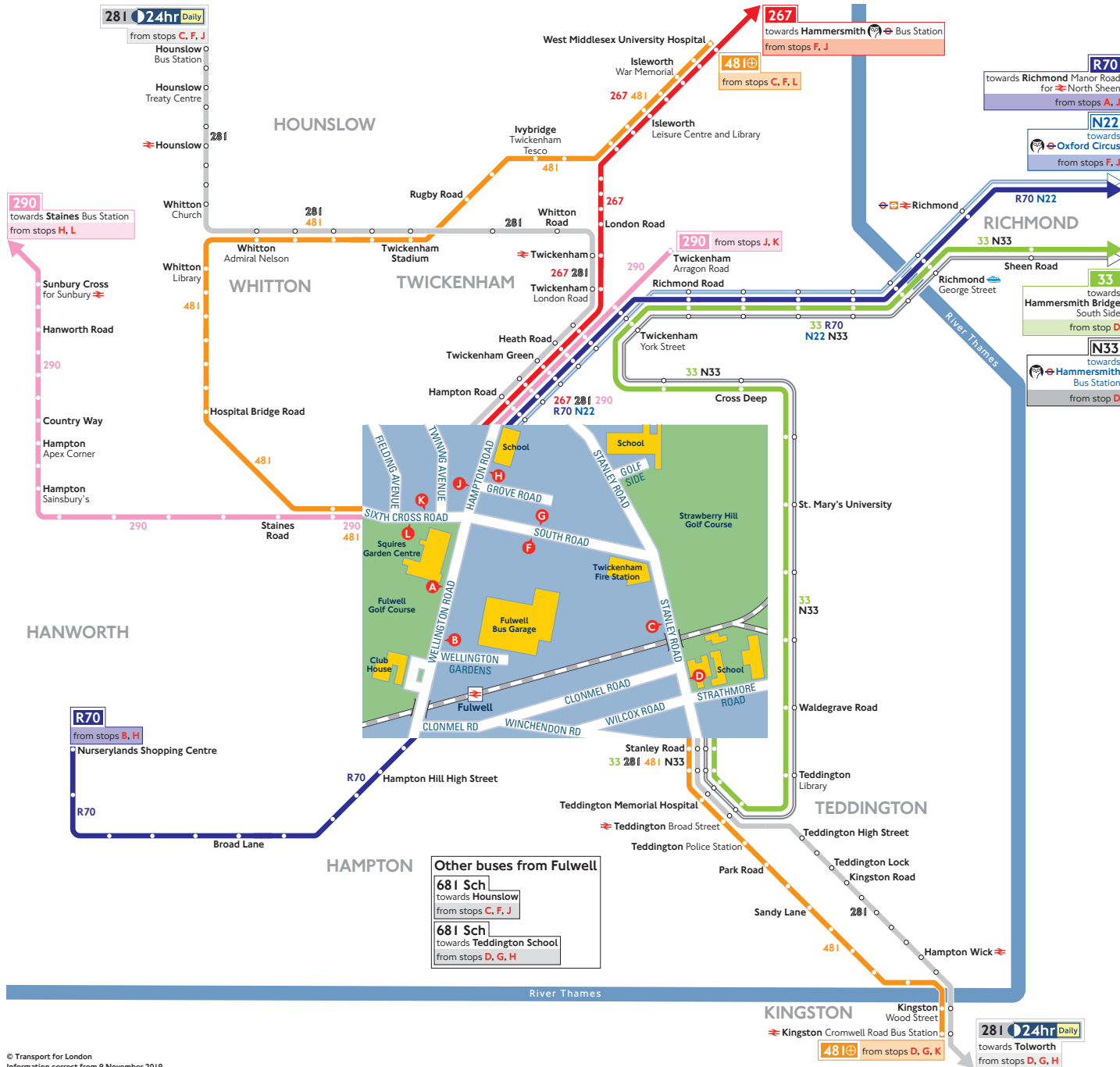
Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Buses from Fulwell



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)



Key

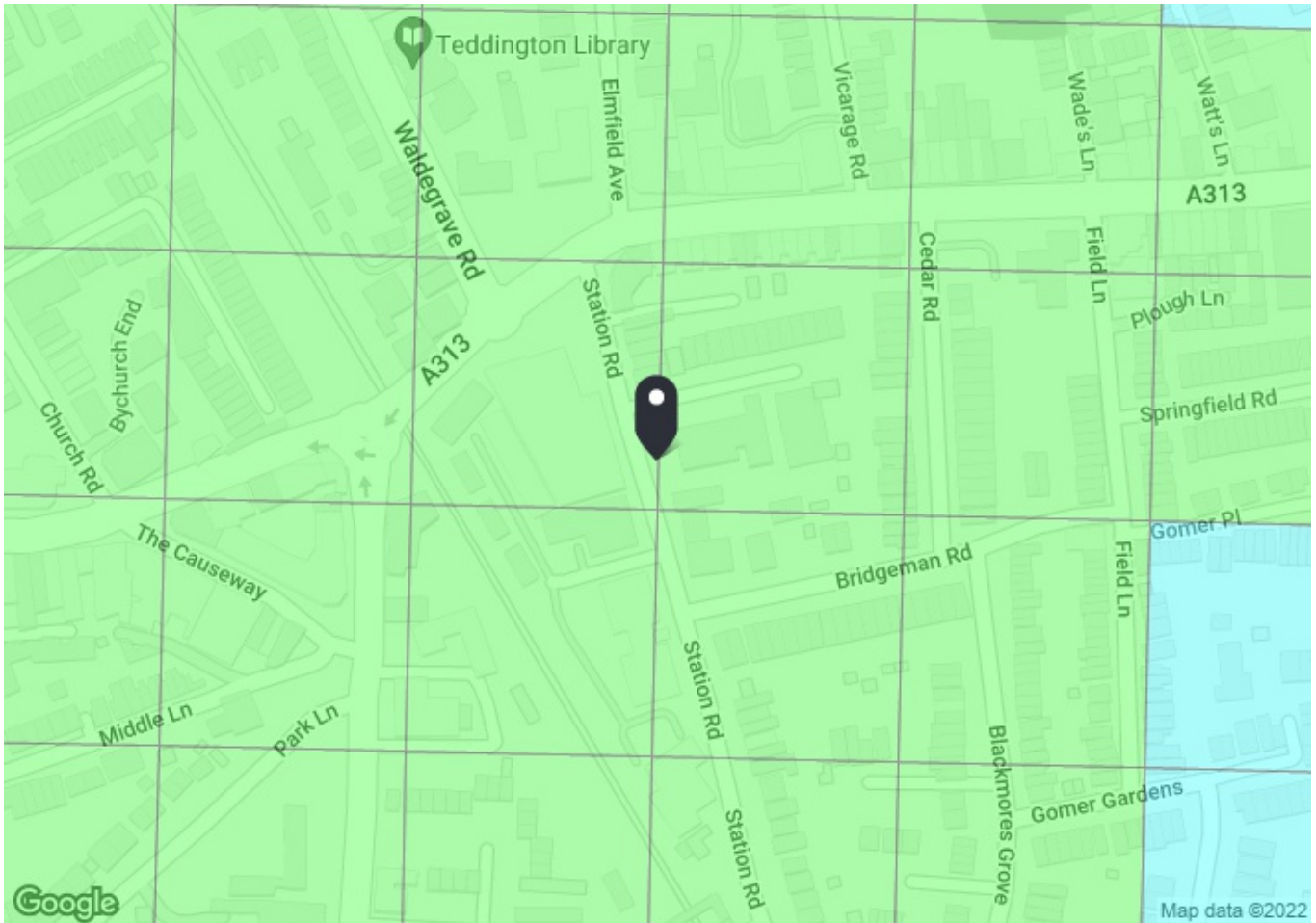
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights
	Except evenings
	School journeys

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Appendix B

(PTAL Report)



PTAL output for Base Year
3

11C Station Rd, Teddington TW11 9AA, UK
 Easting: 515995, Northing: 171014

Grid Cell: 36134

Report generated: 17/03/2022

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	TEDDINGTON HIGH STREET	281	122.87	7.5	1.54	6	7.54	3.98	0.5	1.99
Bus	TEDDINGTON HIGH STREET	285	122.87	6	1.54	7	8.54	3.51	0.5	1.76
Bus	TEDDINGTON HIGH STREET	R68	122.87	4	1.54	9.5	11.04	2.72	0.5	1.36
Bus	TEDDINGTON PARK ROAD	481	256.74	1	3.21	32	35.21	0.85	0.5	0.43
Bus	TEDDINGTON PARK ROAD	X26	256.74	2	3.21	17	20.21	1.48	0.5	0.74
Bus	TEDDINGTON LIBRARY	33	108.08	7.5	1.35	6	7.35	4.08	1	4.08
Rail	Teddington	'WATRLMN-SHEPRTN 2H09'	405.17	2	5.06	15.75	20.81	1.44	1	1.44
Rail	Teddington	'SHEPRTN-WATRLMN 2H10'	405.17	2	5.06	15.75	20.81	1.44	0.5	0.72
Rail	Teddington	'WDON-WATRLMN 2K03'	405.17	0.33	5.06	91.66	96.72	0.31	0.5	0.16
Rail	Teddington	'WATRLMN-WATRLMN 2K09'	405.17	2	5.06	15.75	20.81	1.44	0.5	0.72
Rail	Teddington	'WATRLMN-WATRLMN 2O09'	405.17	2	5.06	15.75	20.81	1.44	0.5	0.72
Rail	Teddington	'TEDNGTN-WATRLMN 2O90'	405.17	0.33	5.06	91.66	96.72	0.31	0.5	0.16
Rail	Teddington	'TWCKNHM-WATRLMN 2O92'	405.17	0.67	5.06	45.53	50.59	0.59	0.5	0.3

Total Grid Cell AI: 14.58