

**Job No:** 2020-3888-St Richard's Court, Ham  
**File Ref:** R01-PS-Transport Statement  
**Date:** 24 March 2022  
**Job Title:** St Richard's Court, Ham, London Borough of Richmond upon Thames

**Subject:** Proposed Residential Development of Garages

## 1. Introduction

- 1.1. TTP Consulting is instructed to advise on transport and highway matters associated with the proposed redevelopment of vacant garages on the western side of Ferrymoor opposite St Richard's Court in Ham. The site is outlined in red in the site location plan at **Figure 1**.

**Figure 1 – Site Location Plan**



- 1.2. The redevelopment site is located to the west of St Richard's Court, a parade of seven shops with duplex apartments above. It currently comprises 10 vacant garages and an area of hardstanding. The proposals seek to demolish the garages and construct two 4 bedroom houses. The development will provide three car parking spaces and storage for four bicycles. A copy of the Architect's site plans is provided at **Appendix A**.
- 1.3. The development proposals were the subject of a pre-application meeting with the London Borough of Richmond Upon Thames (LBRUT) in January 2022. The Council's pre-application response dated 14 January 2022 contained transport comments relating to parking on the existing site, the proposed parking arrangements for the development and the effect of any potential increase in demand for on street parking as a result of the development proposals. This Transport Statement will consider these matters and also provide information on the delivery and servicing arrangements for the site.

## **2. Site Location and Local Road Network**

- 2.1. St Richard's Court is a local arcade of shops in Ham with residential units above the ground floor retail use. It contains a range of local shops including a Tesco Express convenience store towards the northern end of the arcade. The arcade is served by a public car park outside its eastern frontage which contains 26 car parking spaces.
- 2.2. The site achieves a Public Transport Accessibility Level (PTAL) rating of 1B (poor) being within walking distance of one bus route (371). A copy of the PTAL report is attached at **Appendix B**. It should be noted that the bus route offers a connection to both Kingston and Richmond Stations, which are accessible by bus within 20 minutes.

### Local Highway Network

- 2.3. Ferrymoor is a single carriageway two way road that passes the northern and western sides of St Richard's Court and provides a connection between Croft Way and Ashburnham Road. There are numerous dropped kerbs along the street which provide access to garages and private driveways. The site is not located within a controlled parking zone and on street parking is widely available.

### Parking Survey

- 2.4. In order to ascertain the level of parking demand on streets surrounding the site, parking beat surveys were undertaken on Tuesday 9<sup>th</sup> June 2020 at 3.30am, Wednesday 10<sup>th</sup> June at 1:00am

and on Sunday 14<sup>th</sup> June at 4.30am in accordance with LBRuT methodology. The surveys took place overnight as this is when demand for parking in residential areas is highest given that most residents would likely be at home. It is considered that the surveys would be very robust given Coronavirus lock-down restrictions in place at the time.

- 2.5. The surveys recorded the number of cars parked on the public highway within a 200 metre walking distance of the site. The survey area has been extended to the end of a street or curtailed short of the 200 metre distance to create a logical survey area in accordance with LBRuT’s methodology. **Table 2.1** provides a summary of the number of vehicles parked on street during each survey and how many spaces were observed where additional vehicles could park. A copy of the survey results is attached at **Appendix C**.

<b>Period</b>	<b>Parked Vehicles</b>	<b>Observed Spaces</b>	<b>Occupancy</b>
Tuesday 9 <sup>th</sup> June 2020 3.30am	68	140	33%
Wednesday 10 <sup>th</sup> June at 1am	72	138	34%
Sunday 14 <sup>th</sup> June at 4.30am	78	127	38%

### **3. Effect of Development**

- 3.1. This section of the report will consider the effect of the development on the local transport network. The level of trips to and from two houses will be low and should not have any effect on the operation of the local road network. This assessment will therefore consider any effect of the development on local on street parking and consider the delivery and servicing arrangements for the site.
- 3.2. The Council’s pre application response requested that this assessment take account of the cumulative effect of this development and two other sites which are owned by the client. Details of the two other sites are as follows;
- Site 1 - Land South Of 171 And 171 Ashburnham Road Ham. The site is located at the southern end of St Richard’s Court. It currently comprises an area of hard and soft landscaping which borders Croft Way to the south. The proposals seek to provide a new retail unit with 2 bedroom duplex apartment above. No car parking is proposed. This development proposal is the subject of planning application reference 21/1328/FUL, which has yet to be determined.

- Site 3 – The site is located at the northern extent of St Richard’s Court. The proposals currently envisage the construction of four x 3 bedroom duplex apartments at first floor level above part of the existing Tesco store and service area and over a new parking/refuse storage area for the new apartments. No planning application has been submitted for this proposal at present.

3.3. It is noted that as neither of these site’s has planning consent a cumulative assessment is considered very robust.

Car Ownership – Garages Development site

3.4. To assess the potential parking demand by future residents of the development site, reference to the car ownership data for the Ham, Petersham and Richmond Riverside ward from the 2011 census has been undertaken. This shows that on average, occupants of privately owned houses with more than 5 habitable rooms (all rooms excluding bathrooms, hallways, landings and storage) own 1.38 cars per household. A summary of the data is set out in **Table 3.1**.

<b>Number of Cars or Vans</b>	<b>Number</b>	<b>Percentage</b>
No cars or vans in household	166	11%
1 car or van in household	784	50%
2 cars or vans in household	474	30%
3 cars or vans in household	143	9%
All Households	1567	100%
Sum of all Cars or Vans	2161	
Average Car Ownership	1.38	

\*Privately owned houses with 5+ habitable rooms.

3.5. On this basis, residents of the two houses on the development site could own three or four cars. The development proposals will provide car parking for three cars. This provision accords with car parking standards in the 2021 London Plan, which advises that properties with three or more bedrooms in outer London boroughs should be provided with up to 1.5 spaces per dwelling. As such, if residents of the houses on site were to each own two cars, the redevelopment of this site could result in one resident’s vehicle being parked on street.

3.6. The Council’s pre-application response commented that;

*"The principle of the development involves the demolition of 'vacant' garages, comprising of 10 parking spaces. The Transport Officer highlights that the forecourt is also made use of, as such, further than 10 parking spaces are lost. It may also be the case that the area is used "informally" by the nearby businesses or other residents and visitors, rather than by the allocated residential property numbers on each garage. Clarification on how the garages and forecourt are used will be required at formal submission to ascertain likely overspill of parking onto the surrounding roads."*

- 3.7. As noted, the garages on site are vacant and as such, their demolition would not result in additional cars being parked on street. With regard to use of the forecourt in front of the garages, it should be noted that the parking surveys presented at Appendix C show that no vehicles were parked on the forecourt.

#### Car Ownership – Sites 1 and 3

- 3.8. The submitted Transport Statement for Site 1 estimated that residents of the proposed duplex apartment could own one car, which would likely park on street given that the development provides no car parking.
- 3.9. So as to estimate the potential car ownership of residents of Site 3, which currently envisages the provision of four x 3 bedroom duplex apartments, reference has again been made to the 2011 census to obtain car ownership data for occupants of privately owned flats with more than 5 habitable rooms in the Ham, Petersham and Richmond Riverside ward. The data is shown in

**Table 3.2.**

<b>Table 3.2 – Average Car Ownership for Richmond upon Thames 017B*</b>		
<b>Number of Cars or Vans</b>	<b>Number</b>	<b>Percentage</b>
No cars or vans in household	62	21%
1 car or van in household	183	63%
2 cars or vans in household	39	13%
3 cars or vans in household	10	3%
All Households	294	100%
Sum of all Cars or Vans	291	
Average Car Ownership	0.99	
*Privately owned flats with 5+ habitable rooms.		

- 3.10. The data indicates that residents of Site 3 could own four cars. It is currently proposed that Site 3 will provide car parking for four cars and as such, demand for parking by residents should all be accommodated on site.

#### Parking Assessment

- 3.11. There is potential for the development of the garage site to increase demand for on street parking by one car. The proposed development of Sites 1 and 3 could also increase demand for on street parking by one car.

- 3.12. It is noted that the Council's parking survey methodology advises that when levels of on street parking demand exceed 85%, LBRuT will;

*"raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity."*

- 3.13. Given that the survey recorded at least 127 opportunities to park on street within the survey area, a utilisation of 38%, it is clear that an increase in on street parking by 2 cars would not be detrimental to the operation of the local on street parking supply.

#### Delivery and Servicing Activity

- 3.14. The development proposals provide a bin store for each property at the southern extent of the site. Refuse and recycling material would be collected by a refuse vehicle stopping on street outside the site frontage in the same way as for other properties in the vicinity. The bin stores are both within 10 metres of the carriageway edge, ensuring that refuse collectors do not need to carry waste sacks, dustbins or move wheeled bins more than 20 metres in total, in accordance with guidance contained within LBRuT's Refuse and Recycling Storage Requirements Supplementary Planning Document.

- 3.15. Deliveries to a development of this scale would be relatively infrequent and vehicles would need to stop on street in the same way as for the majority of residential properties in the area. It is considered that delivery and servicing activity associated with the proposed houses would not materially effect the operation of the local road network.

#### 4. Summary

4.1. This Transport Statement considers car parking and servicing arrangements for the proposed development at St Richard's Court in Ham. It presents a survey of existing on street parking demand which has been undertaken in accordance with LBRuT methodology and considers the effect of any increased parking demand as a result of the development proposal and two other proposed developments in the vicinity of the site. The assessment suggests that the existing and anticipated parking occupancy levels fall well below threshold levels that the Council considers saturated parking would occur and as such, it is considered that the development would not be detrimental to the operation of the local on street parking supply.

4.2. Delivery and servicing activity for the development would take place on street in the same way as the majority of the other residential properties in the area. Deliveries to a development of two houses would be low and it is not considered that this activity would have a detrimental effect on the operation of the local road network. It therefore meets the test of the NPPF at paragraph 109 which states that:

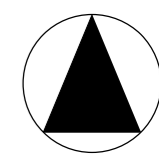
*"development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

4.3. In light of the above, it is concluded that the planning application proposal is acceptable in traffic and transport terms.

**Appendix A**  
**(Architect's Plans)**



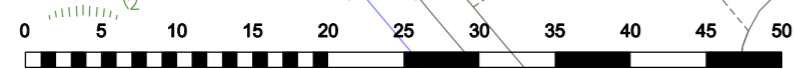
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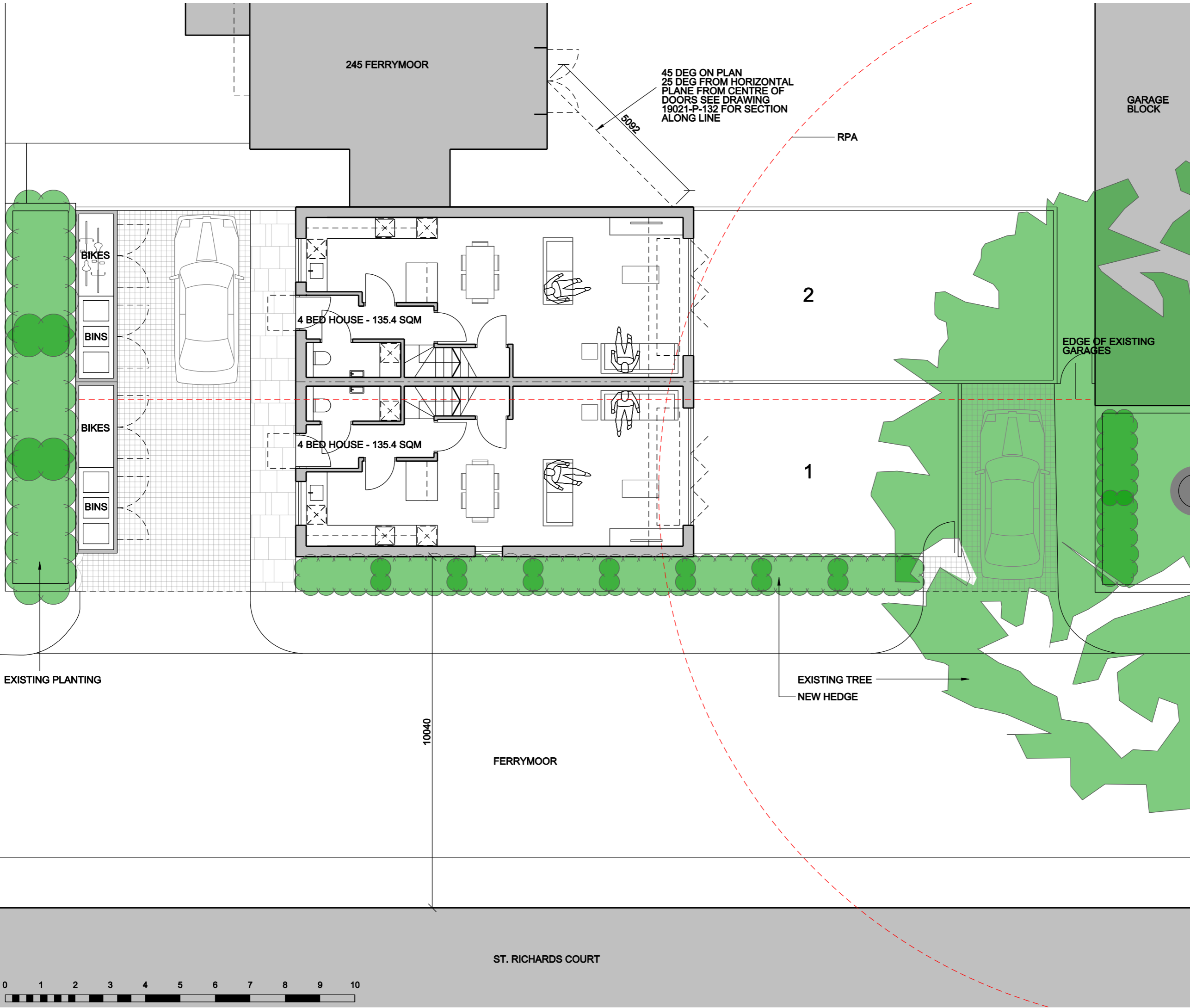
REVISIONS			
SCALE	DATE	DRAWN	CHECKED
1:500	06.10.21	SD	
PROJECT			
FERRYMOOR			
GARAGE SITE - 2			
HAM			
DRAWING			
PROPOSED SITE PLAN			

**zda** Zuber  
Dobson  
Architects

DRAWING No. 19021-P-122 REV



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A 07.02.22 UPDATED SD  
REVISIONS

SCALE	DATE	DRAWN	CHECKED
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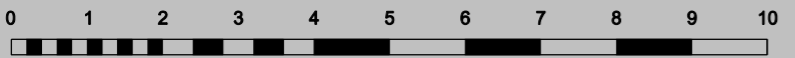
PROJECT  
**FERRYMOOR  
GARAGE SITE - 2  
HAM**

DRAWING  
**PROPOSED GROUND FLOOR**

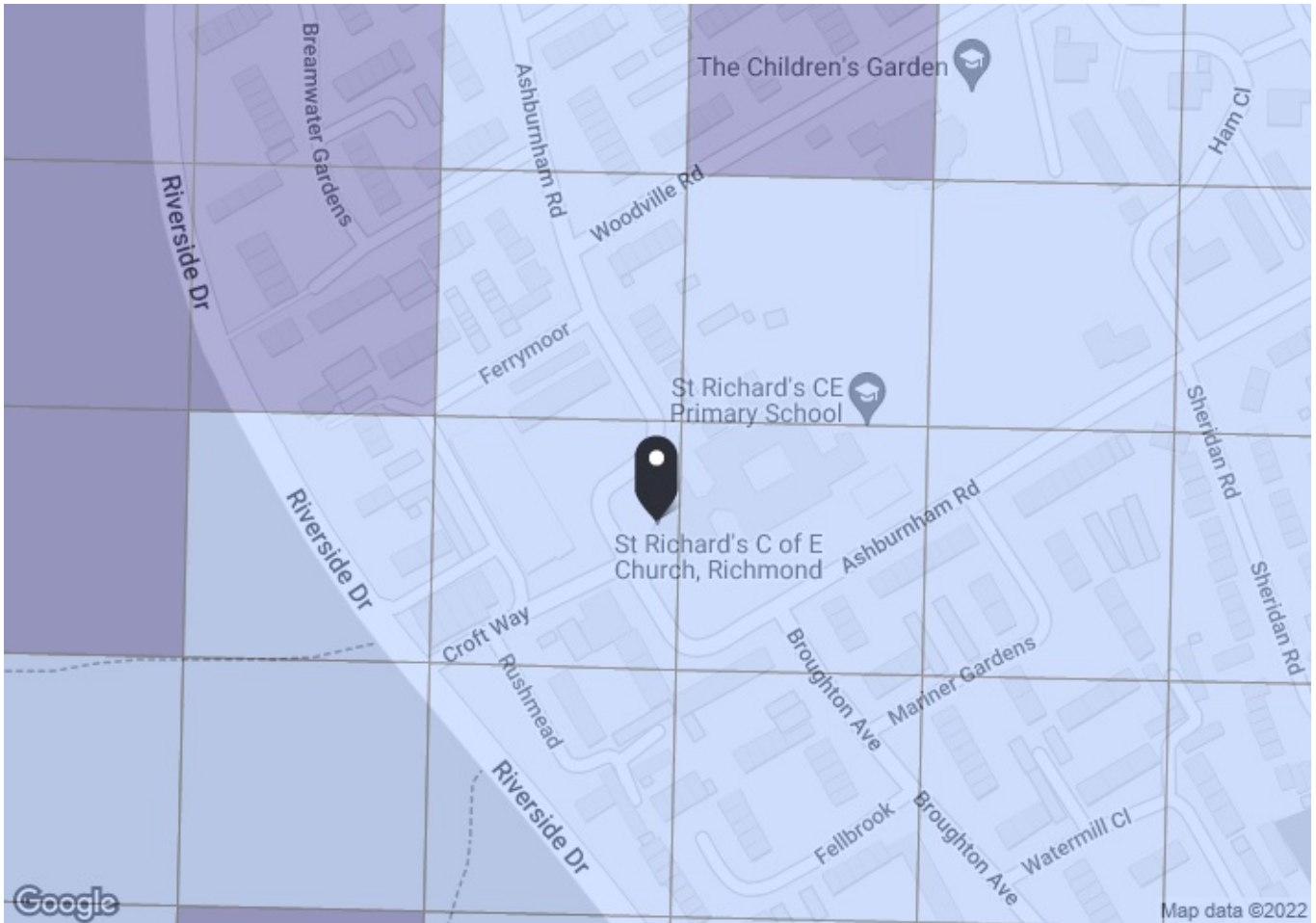
Trinity House, Church Road, Tunbridge Wells TN11 1AG  
+44 (0) 207 205 4994 info@zdarchitects.com

**zda** Zuber  
Dobson  
Architects

DRAWING No. REV  
**19021-P-125 A**



**Appendix B**  
**(PTAL Report)**



**PTAL output for Base Year 1b**

171 Ashburnham Rd, Richmond TW10 7NR, UK  
Easting: 516887, Northing: 172153

Grid Cell: 40660

Report generated: 24/03/2022

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**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)	

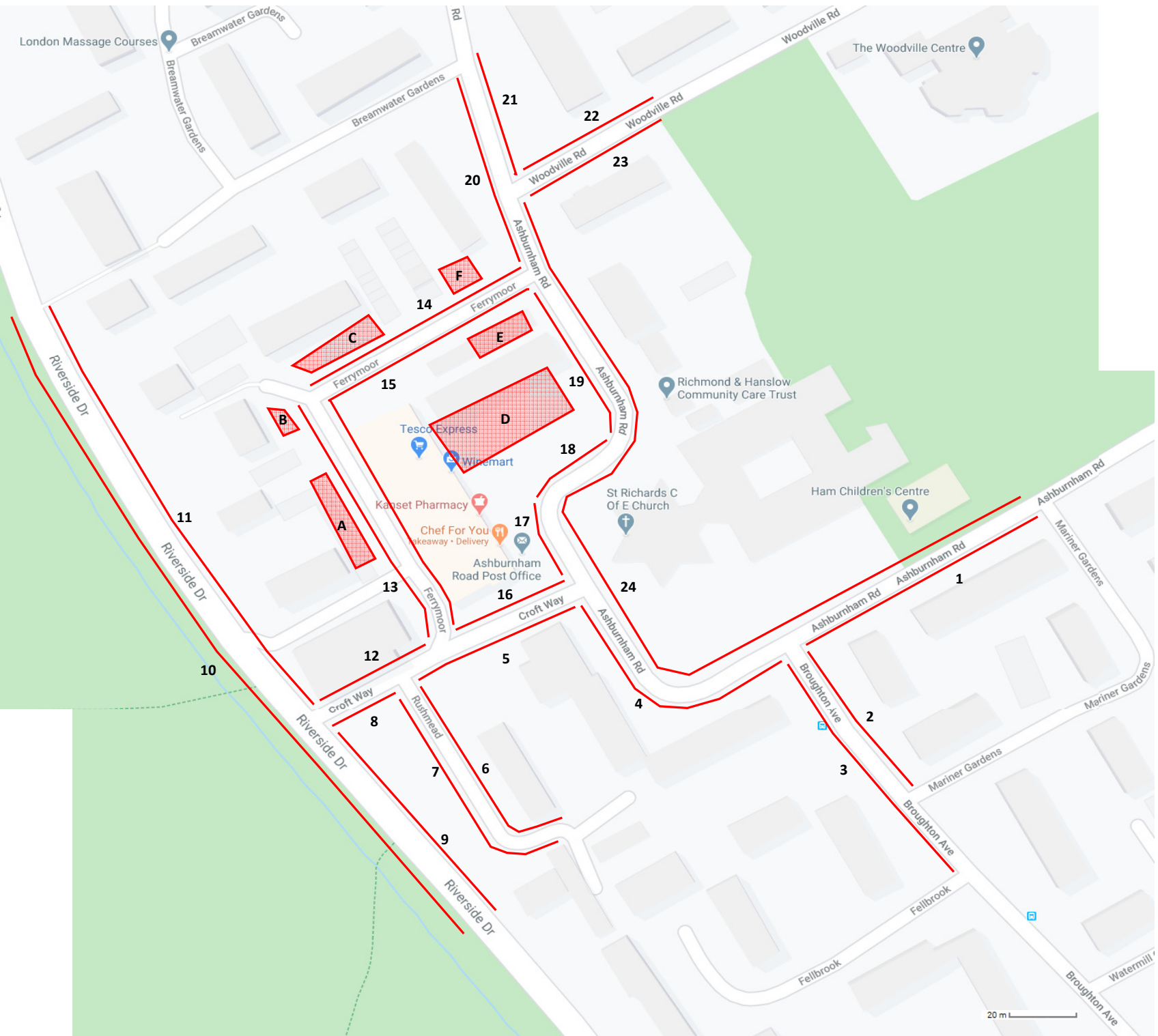
**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	B'GHTON AV/ASHBURNHAM RD	371	205	7	2.56	6.29	8.85	3.39	1	3.39
<b>Total Grid Cell AI:</b>									<b>3.39</b>	

**Appendix C**  
**(Parking Beat Data)**



London Massage Courses



Breamwater Gardens

The Woodville Centre



21

22

23

20

14

15

B

C

F

E

19

18

17

15

13

12

11

10

8

7

9

5

6

4

3

1

2

St Richards C Of E Church



Ham Children's Centre



Tesco Express



Wickemart



Kanset Pharmacy



Chef For You



takeaway · Delivery

Ashburnham Road Post Office



20 m



**KEY:**

- = DROPPED KERB
- = PEDESTRIAN CROSSING
- = DOUBLE YELLOW LINE
- = SCHOOL KEEP CLEAR
- = ACCESS
- = TURNING AREA
- = BUS STOP
- = OFF ROAD NOSE IN PARKING UNRESTRICTED
- = NOSE IN PARKING UNRESTRICTED
- = TOO NARROW UNRESTRICTED
- = LAY BY UNRESTRICTED
- = WOULD NOT PARK UNRESTRICTED

20 m



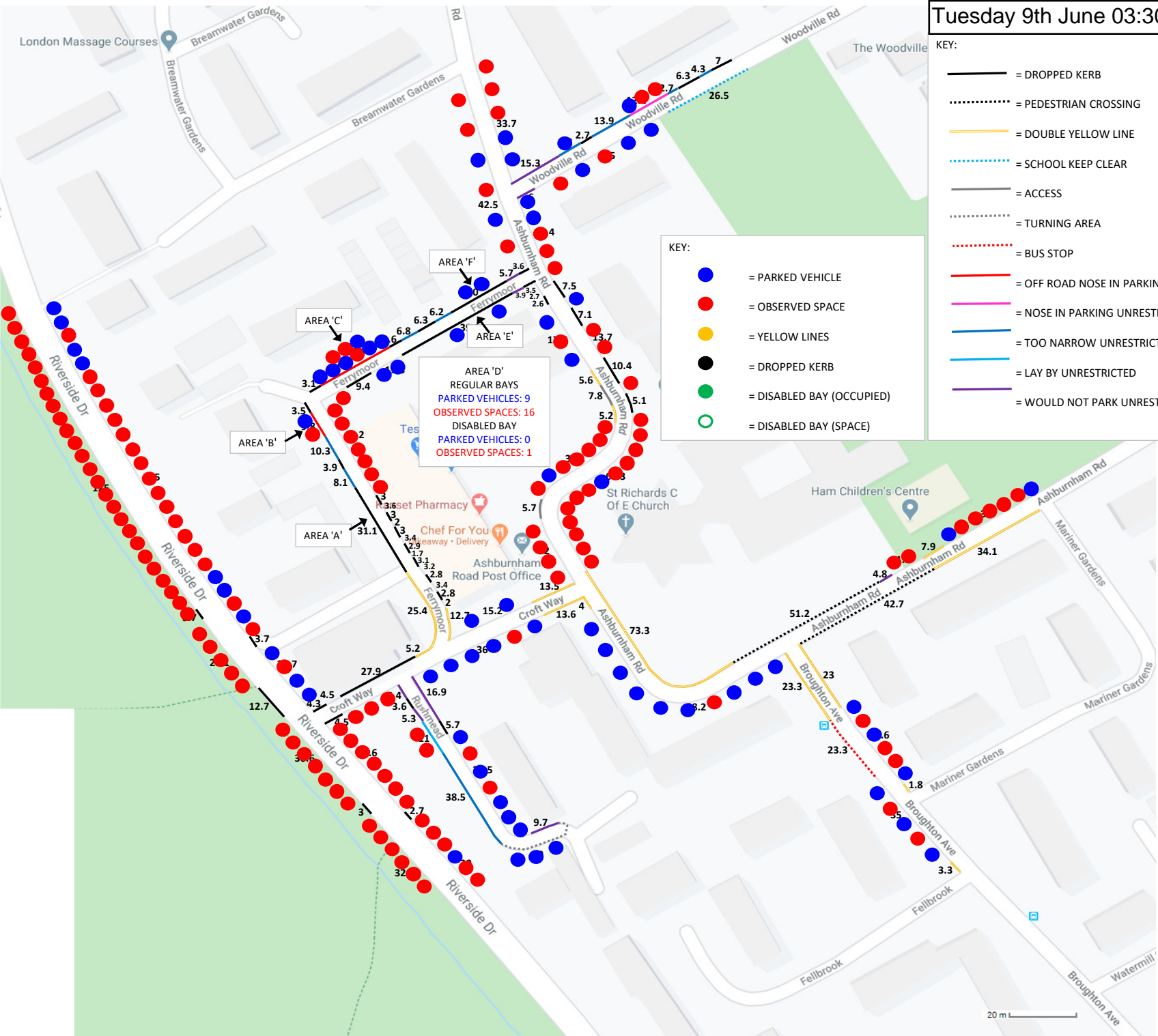
# K&M TRAFFIC SURVEYS

DATE : 9th, 10th AND 14th JUNWE 2020

DAY : TUESDAY, WEDNESDAY & SUNDAY

LOCATION : ST RICHARDS COURT, ASHBURNHAM RD, HAM

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	Tuesday 9th June 2020 time : 0330			Wednesday 10th June 2020 time : 0100			Sunday 14th June 2020 time : 0430		
					PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
ASHBURNHAM RD	1	DOUBLE YELLOW LINE	34.1										
		PEDESTRIAN CROSSING	42.7										
BROUGHTON AVE	2	DOUBLE YELLOW LINE	24.8										
		UNRESTRICTED	32.6	6	3	3	50.0%	3	3	50.0%	5	0	100.0%
	3	DOUBLE YELLOW LINE	26.6										
		UNRESTRICTED	35	7	3	2	60.0%	3	2	60.0%	4	1	80.0%
		BUS STOP	23.3										
ASHBURNHAM RD	4	UNRESTRICTED	68.2	13	9	1	90.0%	9	2	81.8%	10	1	90.9%
		DOUBLE YELLOW LINE	4										
CROFT WAY	5	DOUBLE YELLOW LINE	13.6										
		UNRESTRICTED	36	7	5	1	83.3%	3	3	50.0%	4	2	66.7%
RUSHMEAD	6	WOULD NOT PARK UNRESTRICTED	26.6										
		DROPPED KERB	5.7										
		UNRESTRICTED	35.5	7	5	2	71.4%	6	1	85.7%	5	1	83.3%
	7	TURNING AREA	20		3				3				
		TOO NARROW UNRESTRICTED	38.5										
		LAY BY UNRESTRICTED	11	2	0	2	0.0%	0	2	0.0%	0	2	0.0%
		WOULD NOT PARK UNRESTRICTED	10.7										
		DROPPED KERB	3.6										
CROFT WAY	8	UNRESTRICTED	15	3	0	3	0.0%	0	3	0.0%	0	3	0.0%
		DROPPED KERB	4.5										
RIVERSIDE DR	9	UNRESTRICTED	66.6	13	1	12	7.7%	1	12	7.7%	2	10	16.7%
		DROPPED KERB	2.7										
	10	UNRESTRICTED	222.2	43	0	43	0.0%	0	43	0.0%	0	43	0.0%
		DROPPED KERB	19.4										
11	UNRESTRICTED	150.7	30	10	18	35.7%	11	17	39.3%	11	17	39.3%	
	DROPPED KERB	3.7											
CROFT WAY	12	DROPPED KERB	32.2										
		UNRESTRICTED	4.5										
FERRYMOOR	13	DOUBLE YELLOW LINE	5.2										
		DOUBLE YELLOW LINE	25.4										
		DROPPED KERB	38.5										
		TOO NARROW UNRESTRICTED	18.4										
	14	OFF ROAD NOSE IN PARKING UNRESTRICTED	9.8	APP 3			see zone "B"		see zone "B"			see zone "B"	
		DROPPED KERB	37.6										
		OFF ROAD NOSE IN PARKING UNRESTRICTED	27.2	APP 9			see zone "C"		see zone "C"			see zone "C"	
	15	TOO NARROW UNRESTRICTED	13										
		WOULD NOT PARK UNRESTRICTED	5.7										
		DROPPED KERB	72.5										
16	WOULD NOT PARK UNRESTRICTED	3.9											
	UNRESTRICTED	76.3	11	2	8	20.0%	3	7	30.0%	3	7	30.0%	
	DOUBLE YELLOW LINE	12.7											
CROFT WAY	17	UNRESTRICTED	15.2	3	2	0	100.0%	2	0	100.0%	1	1	50.0%
		DOUBLE YELLOW LINE	13.2										
ASHBURNHAM RD	18	UNRESTRICTED	22	4	0	4	0.0%	0	4	0.0%	0	4	0.0%
		ACCESS	5.7										
		UNRESTRICTED	35.1	7	1	6	14.3%	1	6	14.3%	0	7	0.0%
	19	DOUBLE YELLOW LINE	5.2										
		ACCESS	7.8										
		DOUBLE YELLOW LINE	5.6										
		UNRESTRICTED	20.5	3	2	1	66.7%	2	1	66.7%	3	0	100.0%
20	DROPPED KERB	2.6											
	UNRESTRICTED	42.5	8	2	4	33.3%	2	4	33.3%	2	4	33.3%	
21	UNRESTRICTED	33.7	6	2	3	40.0%	2	3	40.0%	3	1	75.0%	
WOODVILLE RD	22	WOULD NOT PARK UNRESTRICTED	15.3										
		TOO NARROW UNRESTRICTED	29.1		1								
		DROPPED KERB	16										
	23	NOSE IN PARKING UNRESTRICTED	12.2	APP 4	1	2	33.3%	2	1	66.7%	2	2	50.0%
		SCHOOL KEEP CLEAR	26.5										
24	UNRESTRICTED	35	7	3	2	60.0%	3	2	60.0%	3	2	60.0%	
	WOULD NOT PARK UNRESTRICTED	6											
ASHBURNHAM RD	24	UNRESTRICTED	158.5	33	6	25	19.4%	5	27	15.6%	7	24	22.6%
		DROPPED KERB	30.1										
		DOUBLE YELLOW LINE	81.2										
		PEDESTRIAN CROSSING	51.2										
		WOULD NOT PARK UNRESTRICTED	4.8										
SEE MAP OF ZONES	A	IN FRONT OF GARAGES											
	B	NOSE IN PARKING UNRESTRICTED			1	1	50.0%	1	1	50.0%	1	1	50.0%
	C	NOSE IN PARKING UNRESTRICTED			6	3	66.7%	7	2	77.8%	6	2	75.0%
	D	REGULAR BAYS			9	16	36.0%	9	16	36.0%	10	15	40.0%
		DISABLED BAYS			0	1	0.0%	0	1	0.0%	0	1	0.0%
	E	IN FRONT OF GARAGES			2			3			3		
F	IN FRONT OF GARAGES			2			2			2			



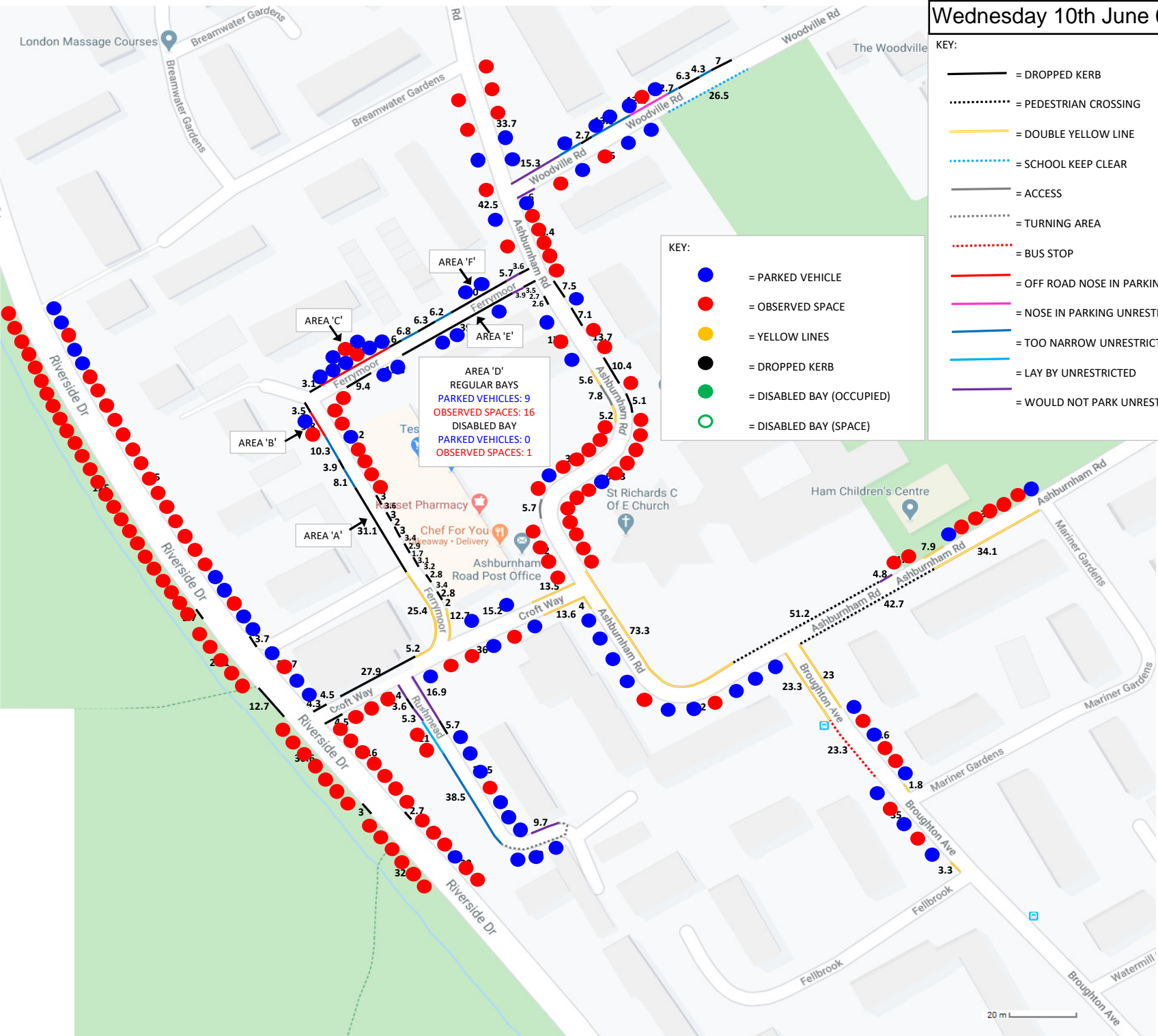
KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (OCCUPIED)
- = DISABLED BAY (SPACE)

KEY:

- = DROPPED KERB
- = PEDESTRIAN CROSSING
- = DOUBLE YELLOW LINE
- = SCHOOL KEEP CLEAR
- = ACCESS
- = TURNING AREA
- = BUS STOP
- = OFF ROAD NOSE IN PARKING UNRESTRICTED
- = NOSE IN PARKING UNRESTRICTED
- = TOO NARROW UNRESTRICTED
- = LAY BY UNRESTRICTED
- = WOULD NOT PARK UNRESTRICTED

AREA 'D'  
 REGULAR BAYS  
 PARKED VEHICLES: 9  
 OBSERVED SPACES: 16  
 DISABLED BAY  
 PARKED VEHICLES: 0  
 OBSERVED SPACES: 1



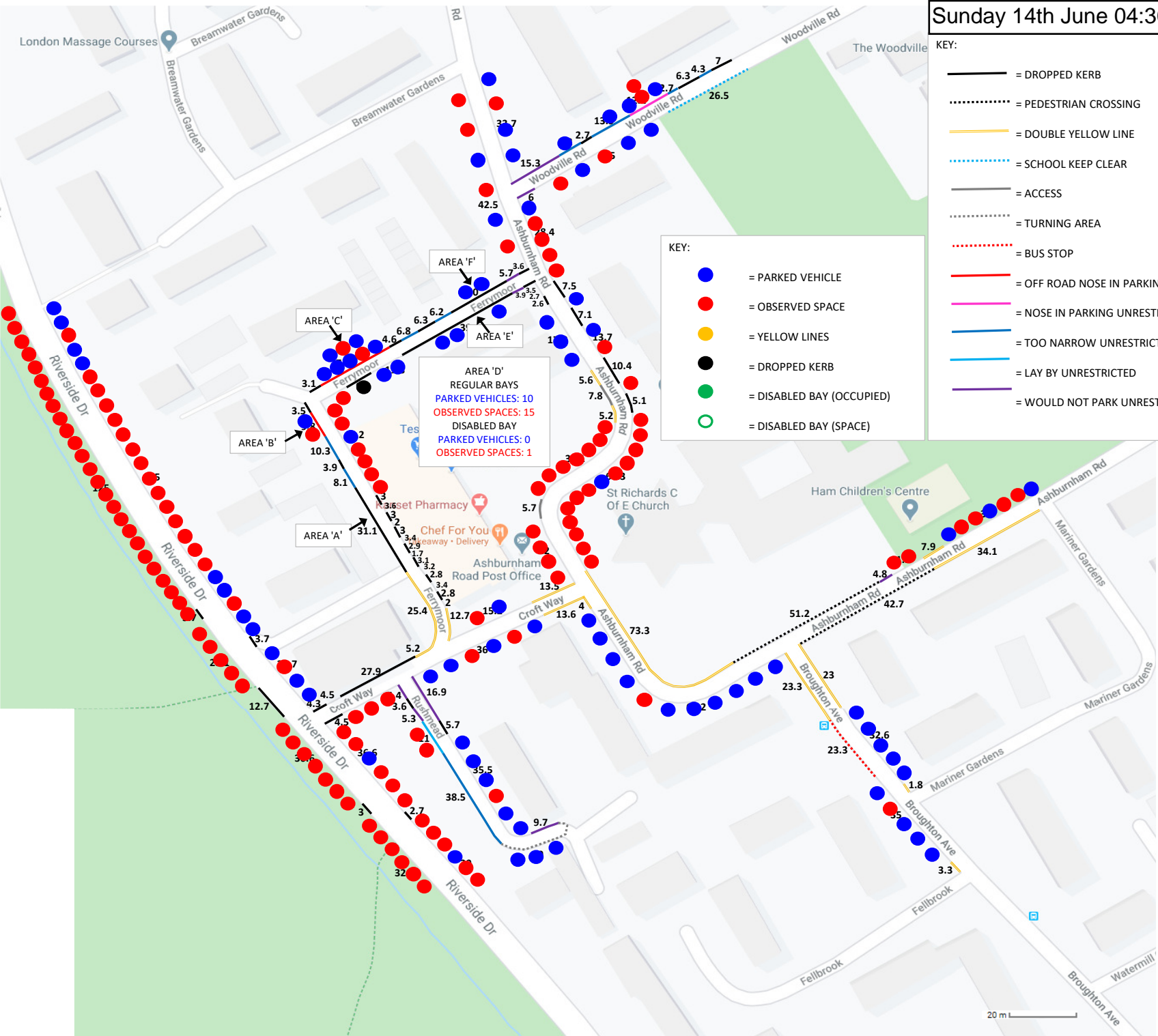
KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (OCCUPIED)
- = DISABLED BAY (SPACE)

KEY:

- = DROPPED KERB
- = PEDESTRIAN CROSSING
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- = TOO NARROW UNRESTRICTED
- = LAY BY UNRESTRICTED
- = WOULD NOT PARK UNRESTRICTED

AREA 'D'  
 REGULAR BAYS  
 PARKED VEHICLES: 9  
 OBSERVED SPACES: 16  
 DISABLED BAY  
 PARKED VEHICLES: 0  
 OBSERVED SPACES: 1



**AREA 'D'**  
 REGULAR BAYS  
 PARKED VEHICLES: 10  
 OBSERVED SPACES: 15  
 DISABLED BAY  
 PARKED VEHICLES: 0  
 OBSERVED SPACES: 1

**KEY:**

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (OCCUPIED)
- = DISABLED BAY (SPACE)

**KEY:**

- = DROPPED KERB
- = PEDESTRIAN CROSSING
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- = ACCESS
- = TURNING AREA
- = BUS STOP
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- = TOO NARROW UNRESTRICTED
- = LAY BY UNRESTRICTED
- = WOULD NOT PARK UNRESTRICTED