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# Greggs Bakery / Twickenham

## Transport Assessment

Prepared by Velocity

05 August 2022

# FORMER GREGGS FACTORY, TWICKENHAM RESIDENTIAL SCHEME TRANSPORT ASSESSMENT

PROJECT NO. 3760 / 3760/1180 DOC NO. D002

DATE: JULY 2022

VERSION: 1.3

CLIENT: LONDON SQUARE DEVELOPMENTS LTD

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# EXECUTIVE SUMMARY

This Transport Assessment details the transport implications and strategies associated with the proposed development of the former Greggs Bakery Site and No2 Gould Road in Twickenham. It assesses the impacts of the proposed development in the transport networks.

The existing use of the site is for industrial purposes and includes ancillary office floorspace associated with the bakery operations that previously operated from the Site. The bakery operation is now redundant, and Greggs ceased the bakery use on the Site in 2018. Greggs has been unable to sell the facility despite a marketing exercise which commenced in February 2018.

Greggs has operated on the Site since its acquisition in 1994. Agents for Greggs have advised that throughout this period, it has proven problematic from an operational and asset management perspective. The buildings gave rise to an unsustainable maintenance cost resulting in the business beginning a search for alternative premises in the late 1990s as the Site was considered unfit for purpose. The business operated from the Site unsatisfactorily and inefficiently, maintaining a difficult relationship with neighbouring residents. Alternative premises were identified in Enfield, and the Bakery production and distribution has now relocated outside of the Borough to a purpose-built facility which is more operationally efficient than the Bakery premises at Gould Road.

The Proposed development is for:

‘Demolition of existing buildings (with retention of a single dwelling) and redevelopment of the site to provide up to 116 residential units and 175 sqm commercial floorspace (Use Class E) with associated hard and soft landscaping, car parking and highways works and other associated works.’

The existing vehicular accesses are proposed to be retained, and a new shared use internal road on-site is proposed to connect the accesses. The proposed development will deliver 100 residential car parking spaces (equating to 0.86 spaces per dwelling, compliant with the London Plan (March 2021)’s requirements for an Outer London site with a PTAL of 2. A single disabled bay is proposed to be provided for the commercial unit. 20% of the proposed parking spaces will have active charging facilities, with all the remaining having passive provisions. In accordance with The London Plan parking standards, blue badge parking spaces for residents will be provided at 8% of the total number of dwellings from the outset. The site and its surrounding road network are situated within the Controlled Parking Zone (CPZ) WT (West Twickenham), which restricts parking from Monday to Saturday between 08:30 to 18:30.

All delivery and servicing activity generated by the residential and commercial uses will occur on-site.

A new car club bay is proposed on Edwin Road and is expected to support a car-lite or car-free lifestyle for some prospective residents as well as the Site’s neighbours.

Pedestrian-prioritised and landscaped footways and public realm on-site will be provided as part of the proposal. The walking experience through the site will be significantly improved with the new provision of the on-site internal road connecting to the existing surrounding road network (Edwin Road and Crane Road/Gould Road). The development has been designed to provide the best experience for cyclists travelling to/from the development to school, work and other destinations.



Cycle parking facilities will be provided in accordance with The London Plan. A total of 216 long-stay residential cycle parking will be provided and distributed in stores located within each of the proposed buildings or within the demise of the houses. Four residential short stay cycle parking spaces will be provided in accessible areas. Further long-stay and short-stay cycle parking will also be provided in accordance with The London Plan for the commercial use proposed.

The proposed development trip generation has been forecast and related to the capacity of the transport network. As a residential-led development, the impact on the highway network is expected to be minimal and accommodated without perceptible impact on other road users.

Whilst the site was operational as Greggs Bakery, the site generated a moderate number of regular daily HGV movements, with instances of conflict where large vehicles were passing other vehicles. Anecdotal evidence from residents identifies some of the damage to property and infrastructure that occurred as a result of too many HGVs using the roads.

Any use of the site will certainly result in the occasional HGV movement from the refuse collection or larger rigid vehicles, but the concentration of both HGV and LGVs associated with industrial use on the site has historically caused safety issues. It is likely that if the site were brought into industrial use again, this issue would likely continue.

The key benefits in transport terms of delivering a residential-led scheme compared to its previous use as an industrial factory is a substantive reduction in the number of HGV movements and the associated highway safety benefits of this on the surrounding residential streets.





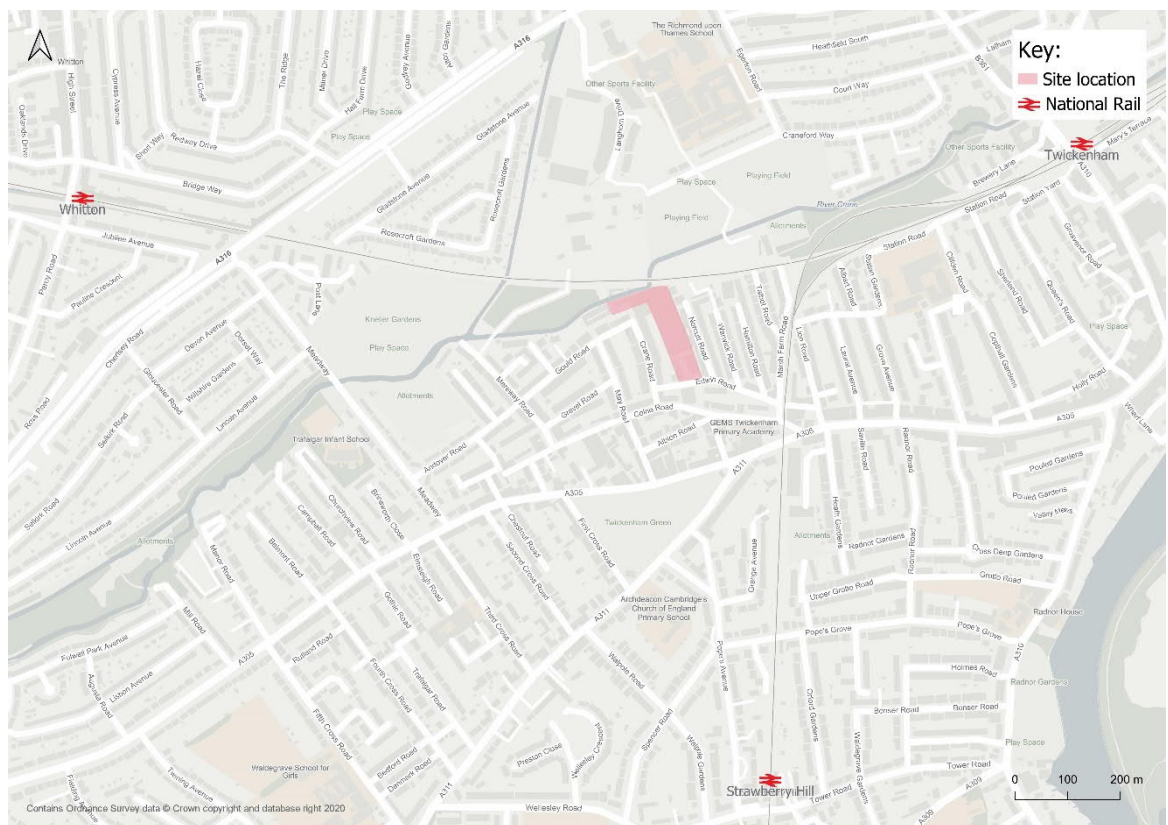
# 1 INTRODUCTION

1.1.1 This Transport Assessment (TA) has been prepared by Velocity Transport Planning to accompany a detailed planning application for the redevelopment of the former Greggs Bakery Site and No2 Gould Road, Twickenham, TW2 6RT. The land referred to herein as 'the site', to which the planning application pertains, is located within the administrative boundary of the London Borough of Richmond upon Thames (LBRuT).

## 1.2 SITE LOCATION

1.2.1 Figure 1-1 illustrates the location of the site. The existing Site comprises the former Greggs Bakery Site in Twickenham and no.2 Gould Road, within the London Borough of Richmond Upon Thames. The Site is L shaped and is bound by the River Crane to the north and the railway line beyond, residential properties on Norcutt Road to the east, Edwin Road to the south, residential properties on Crane Road to the west and further residential properties on Crane Road/ Gould Road and at Crane Mews to the north-west.

Figure 1-1: Site location and local context



1.2.2 The surrounding area is predominantly residential in character comprising rows of terraced streets. Crane Mews to the west comprises a mixed-use building of small commercial units and residential. To the south of the Site, there is a small workshop for light industrial use.

1.2.3 Lockcorp House on Norcutt Road to the east of the Site comprises an office building which has been the subject of various applications and has resulted in planning permission being granted for residential use.



The most recently received approval for 15 affordable flats (mix of one, two and three bedroom units). Norcutt Road comprises mews-type properties with small rear gardens that adjoin the Site. Craneford Way Depot to the north of the Site beyond the River Crane and railway line comprises a large, underdeveloped waste Site.

- 1.2.4 The north of the Site is adjacent to the River Crane. The river and land beyond to the north of the Site are designated as Metropolitan Open Land (MOL). The Hamilton Road Conservation Area is located to the east of the Site, with the boundary running between the back gardens of the properties on the east side of Norcutt Road.
- 1.2.5 Twickenham Railway Station, operated by Southwestern Railway, provides a number of services to and from London Waterloo and destinations in the southwest. In addition, several bus services are accessible within a 550m walk of the site along Heath Road.
- 1.2.6 The site has a PTAL of 2, indicating a poor level of public transport accessibility. As a result of the site being situated within an Outer London area with lower-than-average accessibility to public transport services, higher maximum car parking standards apply, as set out in the London Plan (March 2021).
- 1.2.7 The site and its surrounding road network are situated within the Controlled Parking Zone (CPZ) WT (West Twickenham), which restricts parking from Monday to Saturday between 08:30 to 18:30.

### 1.3 EXISTING SITE USE

- 1.3.1 The existing Site comprises the former Greggs Bakery Site in Twickenham and no.2 Gould Road, within the London Borough of Richmond Upon Thames. The Site is L shaped and is bound by the River Crane to the north and the railway line beyond, residential properties on Norcutt Road to the east, Edwin Road to the south, residential properties on Crane Road to the west and further residential properties on Crane Road/Gould Road and at Crane Mews to the north-west.
- 1.3.2 There is a range of buildings covering the majority of the Site, which comprises an area of 1.1ha. The majority of the Greggs Bakery Site is covered by a single-storey industrial shed alongside large extract equipment. There are also a number of associated two and three-storey commercial buildings across the remainder of the Site, which have developed in a piecemeal way over time. The existing buildings have reached the end of their life cycle. The application site also includes no. 2 Gould Road, a two-storey end of terrace house.
- 1.3.3 Due to the current plot coverage, the total floorspace across the Site is 9,051 sqm existing Greggs industrial GIA and 75 sqm existing residential house GIA. The existing structures are built up to the boundaries of the gardens of the properties at Norcutt Road and Crane Road.
- 1.3.4 The Site is highly constrained and is accessed via Edwin Road to the South and via Gould Road to the north of the Site. There is a small yard to the south of the Site accessed from Edwin Road, which is where HGVs access the Site. A limited amount of car parking associated with the existing bakery is located within the Site accessed off Gould Road to the north of the Site. Staff from Greggs Bakery were previously able to park on the surrounding streets prior to parking restrictions associated with the introduction of the 'West Twickenham CPZ', which came into force in May 2018.
- 1.3.5 The existing use of the site is for industrial purposes and includes ancillary office floorspace associated with the bakery operations that previously operated from the Site. The bakery operation is now redundant, and



Greggs ceased the bakery use on the Site in 2018. Greggs has been unable to sell the facility despite a marketing exercise which commenced in February 2018.

1.3.6 Greggs has operated on the Site since its acquisition in 1994. Agents for Greggs have advised that throughout this period, it has proven problematic from an operational and asset management perspective. The buildings gave rise to an unsustainable maintenance cost resulting in the business beginning a search for alternative premises in the late 1990s as the Site was considered unfit for purpose. The business operated from the Site unsatisfactorily and inefficiently, maintaining a difficult relationship with neighbouring residents. Alternative premises were identified in Enfield, and the Bakery production and distribution has now relocated outside of the Borough to a purpose-built facility which is more operationally efficient than the Bakery premises at Gould Road.

## 1.4 WHAT IS BEING BUILT?

1.4.1 The description of the proposed development is as follows:

‘Demolition of existing buildings (with retention of a single dwelling) and redevelopment of the site to provide up to 116 residential units and 175 sqm commercial floorspace (Use Class E) with associated hard and soft landscaping, car parking and highways works and other associated works.’

1.4.2 The development quantum is summarised in Table 1-1 and Table 1-2.

Table 1-1: Proposed development accommodation schedule

| DWELLING TYPE | NO. OF UNITS | FLATS | HOUSES |
|---------------|--------------|-------|--------|
| 1-bedroom     | 33           | 33    | -      |
| 2-bedroom     | 33           | 28    | 5      |
| 3-bedroom     | 46           | 4     | 42     |
| 4-bedroom     | 4            | -     | 4      |
| Total         | 116          | 65    | 51     |

Table 1-2: Proposed commercial floorspace

| COMMERCIAL USE CLASS | FLOOR AREA (GIA) | FLOOR AREA (GEA) |
|----------------------|------------------|------------------|
| E(g)(i)              | 175sqm           | 233sqm           |



1.4.3 In summary, the proposed development is seeking detailed planning permission for:

- Demolition of existing industrial buildings across the Site with the retention of an existing two-storey end of a terrace dwelling house on Gould Road.
- Redevelopment of the Greggs Bakery Site through the provision of a variety of buildings ranging from 2 – 5 storeys, comprising delivery of mews housing, four apartment buildings to the north of the Site fronting the River Crane and the delivery of a commercial building fronting Edwin Road.
- Delivery of 116 x residential units (Use Class C3) (33 x 1 bed, 33 x 2 bed, 46 x 3 bed, 4 x 4 bed) including 58 Affordable Housing units (47 affordable rent and 11 shared ownership), equating to 50% of residential provision by unit or 40% by habitable room.
- Provision of 175 sqm of commercial floorspace (Use Class E) designed as an affordable workspace with rents set at levels equivalent to 50% of open market rents and secured only for local small and start-up organisations.
- Creation of a new one-way street through the site.
- Car parking provision on site including 100 residential spaces, one blue badge allocated to the commercial and one public on-street car club parking space.
- 220 residential cycle parking spaces and four commercial

1.4.4 The proposed site layout is shown in Figure 1-2.



Figure 1-2: Proposed development plan



1.4.5 Detailed plans of the proposed development are contained within APPENDIX A.

## 1.5 WHY IS THE DEVELOPMENT PROPOSED?

1.5.1 The proposal would redevelop a currently unused and underutilised site to provide housing and workspace. It will contribute to the delivery of much-needed housing and new employment opportunities.

1.5.2 The proposed development would deliver new housing and commercial uses close to several local amenities. It is being built to meet local and London-wide needs as follows:

- Table 3.1 of the London Plan (March 2021) sets a target for 315 new homes per year in Richmond upon Thames, and the proposed development will contribute toward this target.
- The provision of commercial floor space will provide employment opportunities.

## 1.6 WHEN IS THE DEVELOPMENT PROPOSED?

- 1.6.1 Planning for demolition and construction is understandably at a preliminary stage and may be subject to review and modification during detailed construction planning. Subject to the timing of planning determination, it is envisaged that construction would commence in January 2024, with works taking around 122 weeks and completed in May 2026. Further information is provided in Section 6.11.1.

## 1.7 TRANSPORT DESIGN AND PLANNING PROCESS

- 1.7.1 This Transport Assessment has been prepared in accordance with the requirements of the National Planning Practice Guidance and Transport for London's (TfL) Transport Assessment guidance.
- 1.7.1 A planning application was submitted for the redevelopment of the site (planning ref: 19/0646/FUL) in February 2019, which reflected the same design and quantum of development but was refused permission in August 2020. The reasons for the refusal were not transport-based, and parking provision and highway impacts were acceptable.
- 1.7.2 The project team has collaborated to create a scheme that prioritises active and sustainable travel. The development provides car parking to London Plan (March 2021) standards and a significant amount of cycle parking. The site has been designed to provide attractive landscaping and public realm while accommodating occasional vehicle use, including servicing and refuse vehicles.

## 1.8 PLANNING HISTORY

- 1.8.1 A planning application was submitted for the redevelopment of the site (planning ref: 19/0646/FUL) in February 2019 and was refused permission in August 2020. The previous scheme provided 116 homes, including 40% affordable, 100 residential car parking spaces, 228 cycle parking spaces and a 175sqm B1 class office.
- 1.8.2 All aspects were supported aside from two reasons for refusal which were:
- Reduction of industrial floorspace at a site designated as Locally Important Industrial Land and Business Park; and
  - Lack of binding obligation to secure early and late stage reviews relating to affordable housing provision.
- 1.8.3 The response from Highways (transport) within the decision is below:
- No objection following amendments, subject to unilateral undertaking clauses surrounding restriction on CPZ parking permits, car club membership, highway works at the access points, and provision of new car club bay on Edwin Road, Traffic Management Orders.
- 1.8.4 On car parking:
- on balance, the total number of parking spaces for residential properties is considered acceptable for this type of development.
  - The development is located within a CPZ. The applicant has agreed to enter into a Unilateral Undertaking to preclude residents and employees of the site from purchasing residential and business parking permits within the CPZ. In addition, as part of the s106 agreement, the applicant will be required to provide 5-year memberships to the car club.



1.8.5 On cycle parking:

As such, the proposed cycle parking is in accordance with standards set out in the Draft London Plan.

1.8.6 The proposed application has not altered in terms of housing quantum and affordable housing provision and has retained the elements from the previous planning application that were found acceptable.

## 1.9 STRATEGIC POLICY DELIVERY

1.9.1 This section considers how the development will deliver a strategic transport policy.

### NATIONAL PLANNING POLICY FRAMEWORK (2021)

1.9.2 The National Planning Policy Framework (NPPF) was adopted in July 2018 and updated in July 2021. It sets out the Government's planning policies for England. At its heart, the NPPF sets out a presumption favouring sustainable development (Paragraph 11).

1.9.3 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

1.9.4 The proposed development supports the NPPF through:

- Its location in an area with good public transport access;
- Promoting sustainable transport by providing a significant number of cycle parking spaces; and
- Not having significant adverse impacts on the transport network or highway safety.

### LONDON PLAN (2021)

1.9.5 The proposed development has been reviewed against the current London Plan, adopted in March 2021 in Table 1-3.



Table 1-3: London Plan Compliance

| POLICY | REQUIREMENTS  | DEVELOPMENT CONTEXT   |
|--------|---|---|
| T2     | Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance.   | The proposed development is permeable and well-connected to key destinations by foot and cycle.   |
| T3     | Policy T3 states that development proposals should provide adequate protection for transport schemes, not remove vital transport functions or limit their necessary expansion without suitable alternative provisions. Proposals should also support capacity, connectivity and other improvements to the bus network, ensuring it can operate efficiently.   | The proposed development does not impact safeguarded transport schemes and is not expected to impact the bus network.   |
| T4     | 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 in the vicinity of new development.   | This Transport Assessment has been prepared in accordance with TfL's Healthy Streets TA Guidance.   |
| T5     | Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. 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).  | The proposed level of cycle parking is in accordance with the minimum standards.  |
| T7     | Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street.<br>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.<br>Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or nighttime. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing. | The development can accommodate all servicing trips and vehicle types forecast. A Delivery and Servicing Plan has been prepared in support of the planning application.<br>This TA includes a section that summarises the expected construction logistics, which has been prepared using the information provided by London Square. |





## HEALTHY STREETS

- 1.9.6 The development will provide a high-quality environment with enhanced space for walking and cycling.
- 1.9.7 This TA has been prepared in accordance with TfL's Healthy Streets TA Guidance, including an Active Travel Zone (ATZ) assessment of routes to key active travel destinations in the local area.

## VISION ZERO

- 1.9.8 The proposed development will contribute to a large reduction in site traffic generated by Heavy Goods Vehicles (HGVs) due to its change of land use from B2 to residential uses, which is expected to improve road safety conditions.
- 1.9.9 The proposed long-stay and short-stay cycle parking in conjunction with the residential Travel Plan and workplace Travel Plan statement are expected to support and encourage a mode shift from private vehicles to walking and cycling where possible. Furthermore, the proposed on-site shared space and landscape improvements will help reduce motor traffic dominance, encourage walking and cycling and improve road safety for vulnerable road users.
- 1.9.10 The Active Travel Zone assessment includes an analysis of Killed or Serious Injury (KSI) collisions along routes to key active travel destinations and suggests changes to make these areas safer using the Healthy Streets approach.

## THE MAYOR'S TRANSPORT STRATEGY

- 1.9.11 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 1.9.12 Three key themes are at the heart of the strategy:
1. Healthy Streets and healthy people
  2. A good public transport experience
  3. New homes and jobs
- 1.9.13 The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:
- Create high-density, mixed-use places; and
  - Unlock growth potential in underdeveloped parts of the city.
- 1.9.14 The proposed development would deliver the transport principles of Good Growth through:
- Providing a mixed-use development on an underutilised and vacant site.
  - Facilities that will encourage walking and cycling, such as landscaped areas and cycle parking.
  - Inclusive and accessible design enabling access for everyone travelling to and from the development.
  - Promoting efficient freight by preparing a Delivery and Servicing Plan to be secured by planning.



# 2 TRANSPORT PLANNING FOR PEOPLE

2.1.1 This section summarises who the development will be for and when and why they will travel. Census data and TfL's Transport Classification of Londoners' demographic segment data have been reviewed to inform this section.

## 2.2 WHO THE DEVELOPMENT IS FOR?

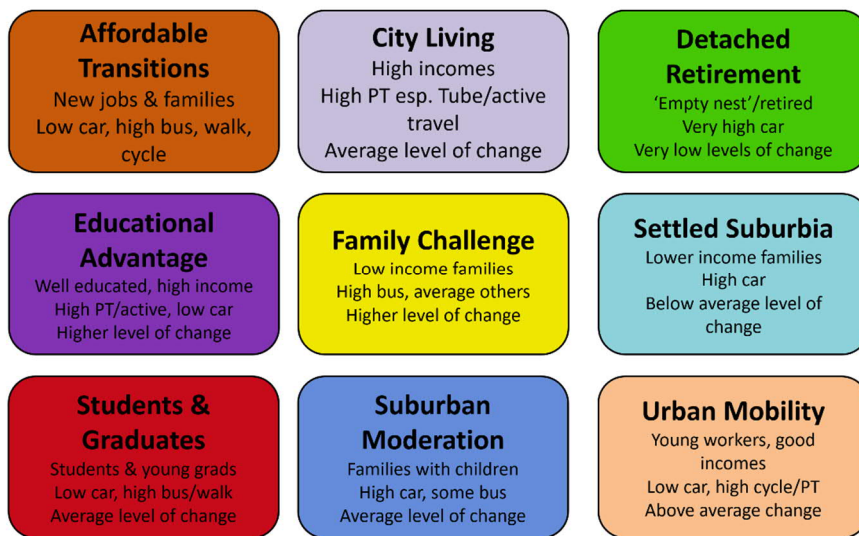
2.2.1 The proposed development will primarily be for residents and their visitors and employees of the affordable office workspace. There will also be an element of visitors to the office space.

### TRANSPORT CLASSIFICATION OF LONDONERS

2.2.2 The Transport Classification of Londoners (TCoL) is a multi-modal segmentation tool developed by TfL that has been designed to categorise Londoners based on the travel choices they make and the motivations for making those decisions. Understanding these behaviours and motivations is expected to assist with the effective planning of London.

2.2.3 Figure 2-1 summarises the high-level tier demographic segments identified by TCoL.

Figure 2-1: TCoL demographic segments



2.2.4 The existing demographics at the borough level are shown in Table 2-1.

Table 2-1: Existing demographic classifications within Richmond Upon Thames

| AFFORDABLE TRANSITIONS | CITY LIVING | DETACHED RETIREMENT | EDUCATIONAL ADVANTAGE | FAMILY CHALLENGE | SETTLED SUBURBIA | STUDENTS & GRADUATES | SUBURBAN MODERATION | URBAN MOBILITY |
|------------------------|-------------|---------------------|-----------------------|------------------|------------------|----------------------|---------------------|----------------|
| 0.0%                   | 15.0%       | 66.0%               | 1.0%                  | 1.0%             | 7.0%             | 2.0%                 | 6.0%                | 2.0%           |

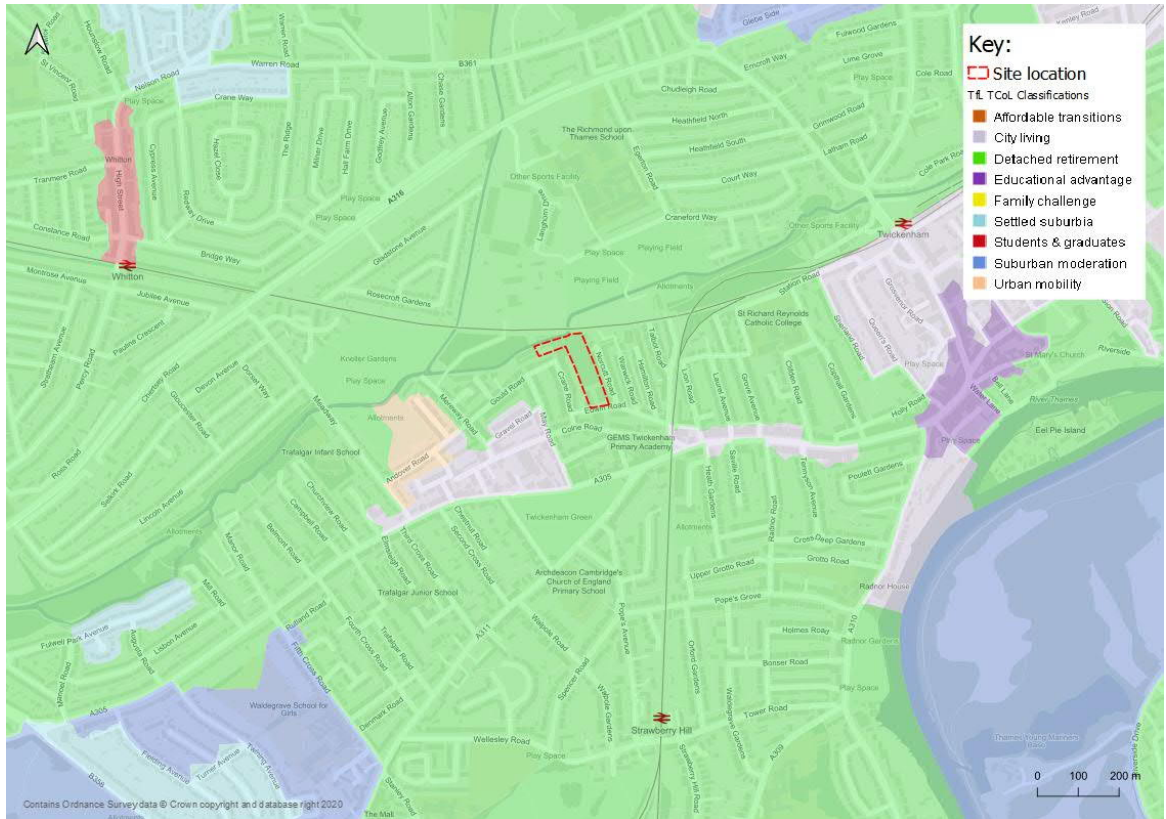
2.2.5 Most residents in Richmond Upon Thames are classified within two segments: Detached Retirement and City Living.



## TRANSPORT CLASSIFICATION NEAR THE SITE

2.2.6 Further spatial analysis of local demographics is shown in Figure 2-2. The site is situated within an area that is mainly categorised as 'Detached Retirement', with some nearby areas categorised by 'City Living and 'Urban Mobility'.

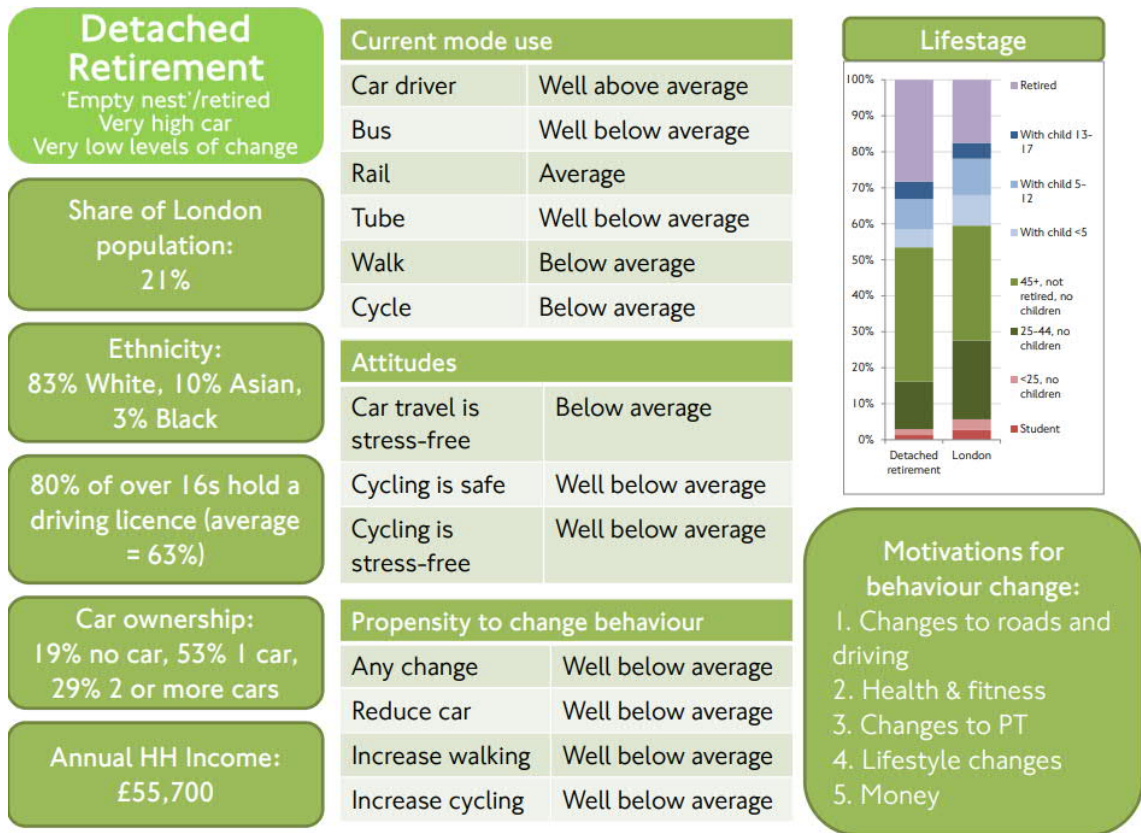
Figure 2-2: TCoL demographic segments - Tfl



2.2.7 TfL's segment profile for 'Detached Retirement' is set out in Figure 2-3. It indicates that existing residents have very high levels of car use relative to other modes; this is reflective of car ownership levels where 53% own one car and 29% own two or more cars.



Figure 2-3: Detached Retirement Segment Profile



- 2.2.8 The segment profile indicates that existing residents living near the site have a low propensity to change travel behaviours, particularly in terms of increasing walking and cycling and for any change (including reduction) in driving/travel by car. Residents are less likely to make changes leading to healthy and sustainable travel patterns.
- 2.2.9 However, the existing data does not consider different demographic segments that may emerge as a result of new developments coming forward in the area (such as the proposed development site) and the subsequent shift in travel behaviours/modes of the new/emerging demographic segments. In particular, the typology and nature of the proposed development are different to much of the current typology and associated demographic behaviours.
- 2.2.10 The proposed development will provide a mixture of tenures and dwelling sizes. Table 2-2 sets out the most likely future residents at the development based on the demographic segment profiles and their propensity to change travel behaviour.

Table 2-2: Residents at the proposed development

| SEGMENT     | PEOPLE       | AT THE PROPOSED DEVELOPMENT | CURRENT MODE          | PROPENSITY TO CHANGE | PROPENSITY TO CHANGE BY MODE   |
|-------------|--------------|-----------------------------|-----------------------|----------------------|--|
| City Living | High incomes | 1-2 and 3-4-bedroom units   | High public transport | Average              | Reduce car – below average<br>Increase walking – below average<br>Increase cycling – average |



| SEGMENT               | PEOPLE              | AT THE PROPOSED DEVELOPMENT | CURRENT MODE                  | PROPENSITY TO CHANGE | PROPENSITY TO CHANGE BY MODE  |
|-----------------------|---------------------|-----------------------------|-------------------------------|----------------------|---|
| Urban Mobility        | Young professionals | 1-2-bedroom units           | Low car/high public transport | Above average        | Reduce car – well above average<br>Increase walking – well above average<br>Increase cycling – well above average |
| Educational advantage | Higher-income       | 1-2 and 3-4-bedroom units   | Low car/high public transport | Above average        | Reduce car – well below average<br>Increase walking – above average<br>Increase cycling – above average           |

2.2.11 Overall, the likely demographic profile segments of the proposed development represent a good opportunity to maintain and even reduce car use and to seek to increase active travel amongst prospective residents.

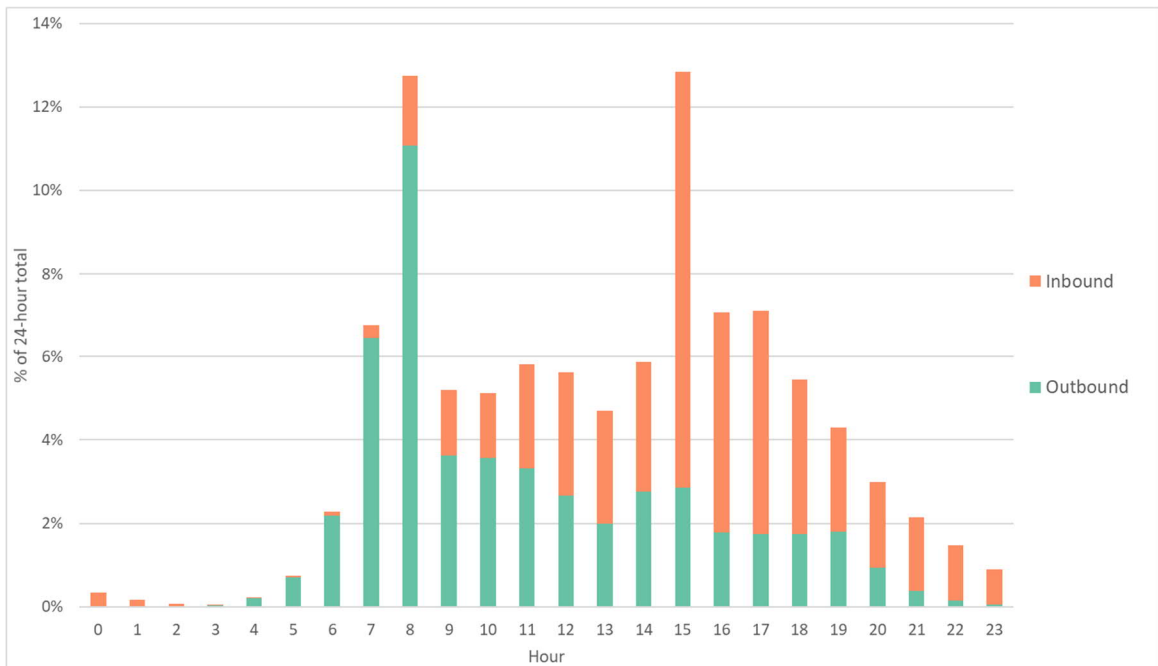
### 2.3 WHEN WILL PEOPLE TRAVEL?

2.3.1 Data from the 'London Travel Demand Survey' (LTDS) has been analysed to indicate when future residents and employees may travel. Journeys to/from Outer London boroughs have been reviewed to reflect the site location.

#### RESIDENTS

2.3.2 A daily profile of journeys to and from home (for all journey purposes) is shown in Figure 2-4. The highest proportion of residential trips is undertaken between 15:00 and 16:00.

Figure 2-4: Trips by start time (weekday) - Residents



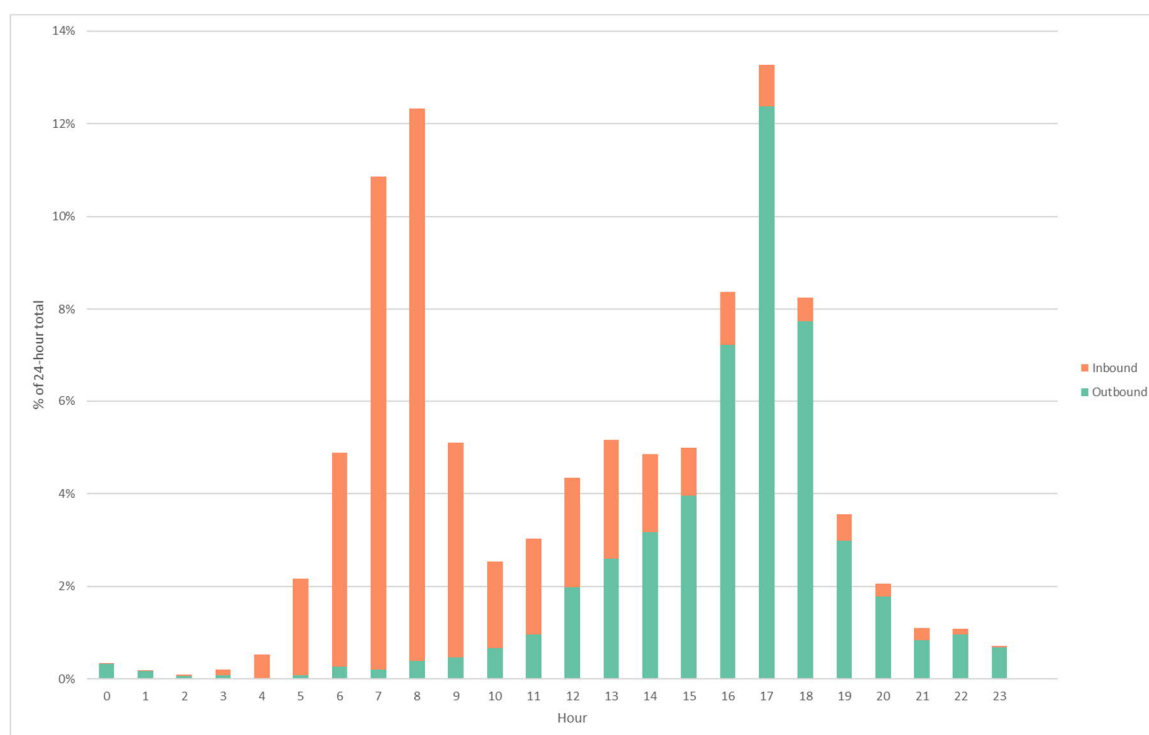
2.3.3 Figure 2-4 shows a tidal profile of outbound/inbound movements, with the majority of outbound movements occurring in the morning hours and the majority of inbound trips occurring between 15:00 and 16:00 in the afternoon.



## EMPLOYEES

- 2.3.4 The office workspace is anticipated to operate within the typical office/workplace working hours (i.e., from 08:00 and 18:00), which is likely to mean outbound resident trips will coincide with inbound workspace employee trips during the morning peak period, and inbound residential trips will occur concurrently with outbound workspace employee trips in the evening. Figure 2-5 shows that the highest number of employee trips is undertaken between 08:00 and 09:00 (trips to work) and between 17:00 and 18:00 (trips from work).

Figure 2-5: Trips by start time (Weekday) - Employees



## 2.4 WHY WILL THEY TRAVEL?

### RESIDENTS

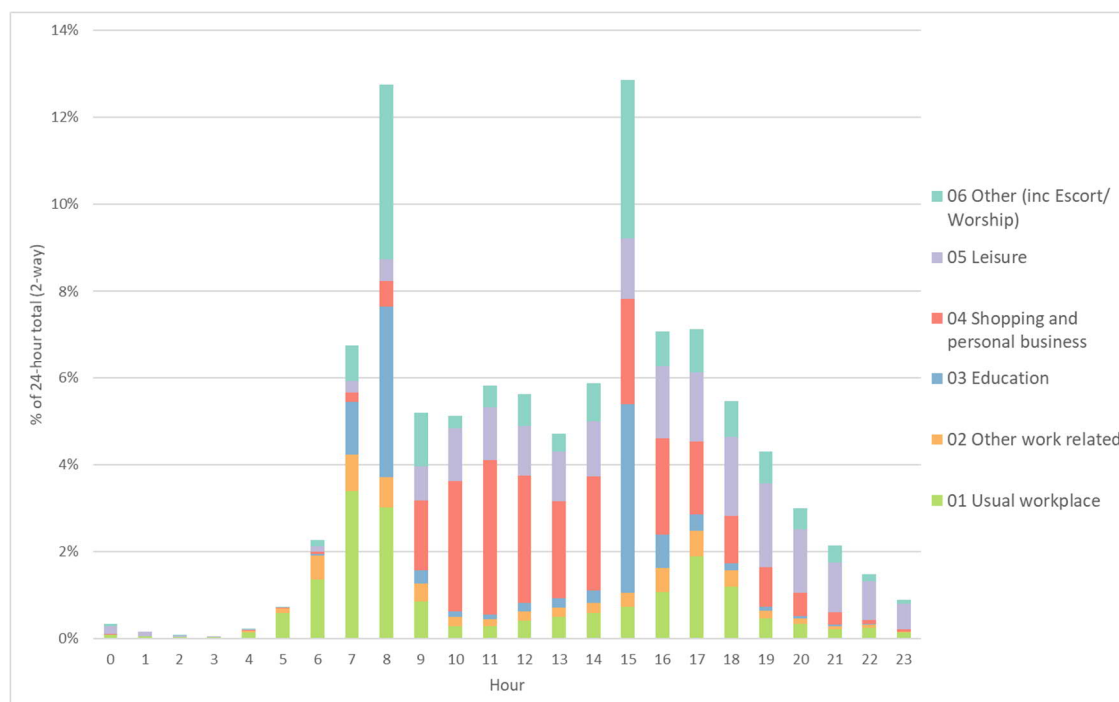
- 2.4.1 LTDS data for the following trip purposes were used to determine the likely distribution of journeys in an average 24-hours period based on trips from home to:

- Usual workplace;
- Other work-related;
- Shopping and personal business;
- Leisure, and
- Other (incl. place of worship).

- 2.4.2 The journey purpose of residents across a weekday is shown in Figure 2-6.



Figure 2-6: Trips by time and journey purpose (Weekday) – residents



2.4.3 The LTDS data shows that the majority of trips generated by residents in the afternoon during 15:00 and 16:00 as a result of trips from school and associated parent escorts. It should be noted that these journeys are, on average, much shorter than journey mode for the purpose of work, so they generally have less impact on the highway and public transport network.

2.4.4 The proportion of residents' journeys by purpose is shown in Table 2-3.

Table 2-3: Residents' journey purpose

| JOURNEY PURPOSE                | DAILY | 08:00 - 09:00 (AM PEAK) | 15:00 - 16:00 (SCHOOL PM PEAK) | 17:00 - 18:00 (WORK PM PEAK) |
|--------------------------------|-------|-------------------------|--------------------------------|------------------------------|
| Usual workplace                | 9%    | 35%                     | 3%                             | 11%                          |
| Other work-related             | 5%    | 5%                      | 3%                             | 4%                           |
| Education                      | 21%   | 46%                     | 61%                            | 8%                           |
| Shopping and personal business | 22%   | 5%                      | 14%                            | 21%                          |
| Leisure                        | 31%   | 7%                      | 13%                            | 37%                          |
| Other (inc. Escort/ Worship)   | 12%   | 1%                      | 7%                             | 18%                          |

#### EMPLOYEES

2.4.5 Employees will travel for the purpose of work as a destination and for work-related matters such as attending meetings.



# 3 SITE AND SURROUNDINGS

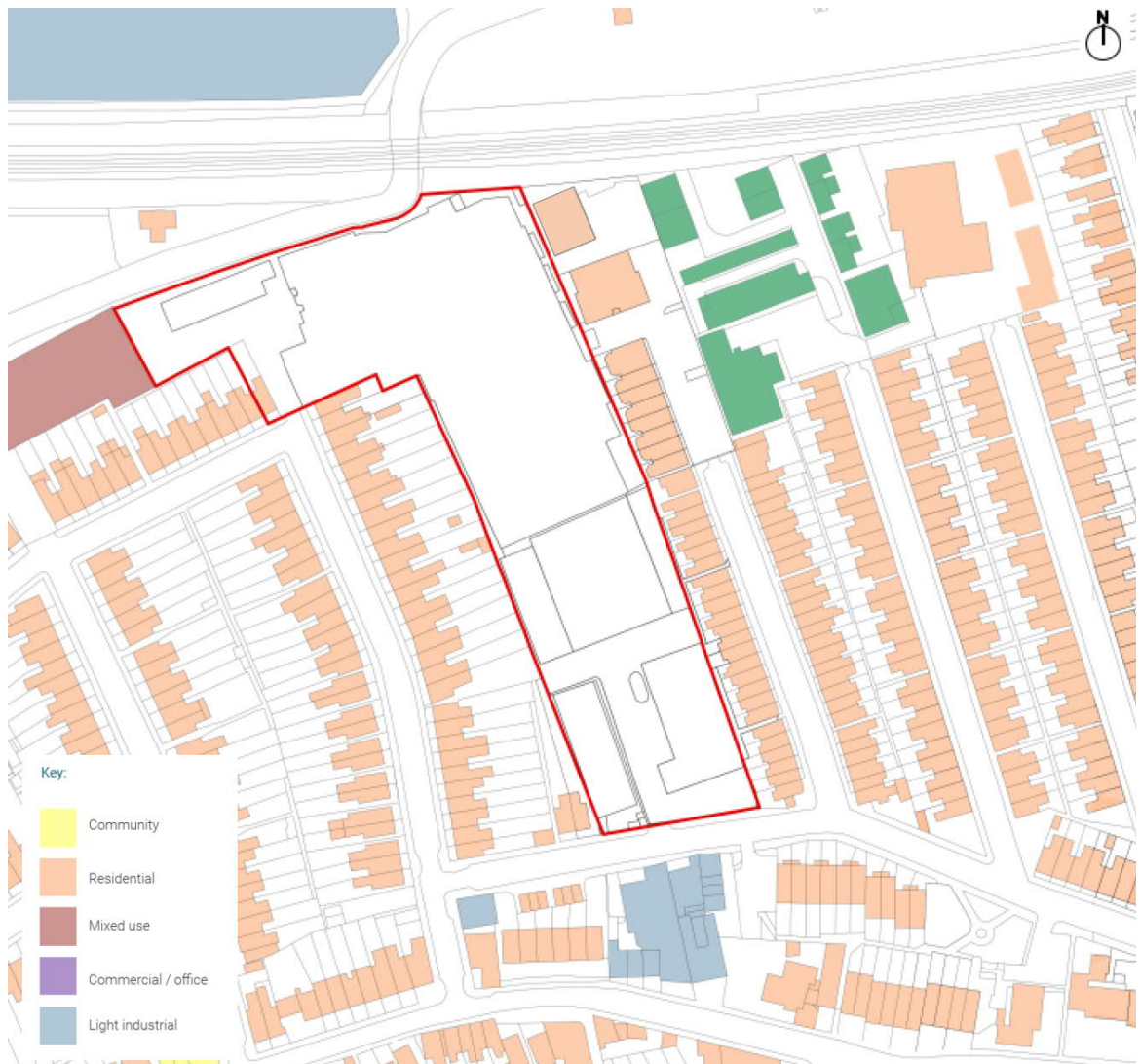
## 3.1 INTRODUCTION

3.1.1 This section sets out the transport conditions before and after the proposed development is built. It considers the site itself and its immediate surroundings.

## 3.2 SURROUNDING LAND USES

3.2.1 The immediate surrounding area of the site is predominantly residential, with pockets of commercial and light industrial buildings, as shown in Figure 3-1.

Figure 3-1: Existing surrounding land uses



Source: Assael document