

**TRANSPORT STATEMENT
(INCLUDING TRAVEL PLAN
STATEMENT)
CHURCH ROAD
RICHMOND**

TRANSPORT STATEMENT (INCLUDING TRAVEL PLAN STATEMENT) CHURCH ROAD RICHMOND

MEADOW HALL, CHURCH ROAD, RICHMOND, TW10 6LN

TRANSPORT STATEMENT (INCLUDING TRAVEL PLAN STATEMENT)
SEPTEMBER 2022

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1 INTRODUCTION

1.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement (Including Travel Plan Statement) to accompany a proposed development at Meadow Hall, Church Road, Richmond, TW10 6LN (in The London Borough of Richmond upon Thames).

1.2 EXISTING SITE

The site is currently cleared and vacant.

Prior to demolition the site had a community social centre building on it known as “Meadow Hall”.

The site has a vehicle access from Church Road and hardstanding parking area that would have accommodated approximately 10 × parked cars.

1.3 PROPOSED REDEVELOPMENT

RHP’s proposal seeks 2 × buildings providing a total of 12 × dwellings plus 1 × support accommodation unit.

To the front of the site a “mansion block” building is proposed comprising 7 × 1-bedroom units which will be rented to people with a learning disabilities and 1 × support accommodation unit. To the rear of the site a “mews block” building is proposed comprising 5 × units which will be available on a London Living Rent basis for local people. The tenure of the scheme will be 100% affordable housing.

The proposal is for car free development and has no vehicle access or off-street parking.

1.4 TRANSPORT STATEMENT STRUCTURE AND CONTENTS

Sections 2 to 4 of this Transport Statement report detail the existing site, the site’s accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 10 of this report detail the proposals and their transport impact, mitigation measures and integration with planning policy and guidance.

The proposed redevelopment has been discussed in detail at formal Pre-Application level with LB Richmond.

2 EXISTING CONDITIONS - EXISTING SITE INFORMATION

2.1 LOCATION

The proposed redevelopment site is Meadows Hall, Church Road, Richmond, TW10 6LN.

Wimshurst Pelleriti are the project architects. Refer to Wimshurst Pelleriti's accompanying plans for the application site's location, site boundary and existing building layout.

2.2 EXISTING SITE INFORMATION

The site is currently cleared and vacant.

Prior to demolition the site had the "Meadow Hall" community social centre building on it.

The demolition followed the August 2018 approval of planning application "18/2020/FUL" for the "Demolition of single-storey building".

The site has an approximate 7.4m wide dropped kerb vehicle access from Church Road.

Reviewing online images of the site when it was in use it appears the hardstanding parking area would have accommodated approximately 10 × parked cars.

3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK

3.1 CONTEXT

The site is within an approximate 150m to 200m walk distance of LB Richmond's Richmond town centre boundary, and therefore the centre is considered to be within the site's 800m "walkable neighbourhood" ("Manual for Streets", DCLG & DfT, 2007).

Richmond town centre is designated as a "Major" centre in the "London Plan" (Greater London Authority, 2021).

3.2 BUS

The site has access to 13 × bus services as follows: 33, 65, 190, 337, 371, 391, 419, 490, 493, H22, H37, R68 and R70.

The 371 bus service passes the site on Church Road and is accessible from the recently renamed "Dynevor Road" bus stop just north of the site. The 33, 337, 493 bus services are accessible from "Church Road" stops on Sheen Road. The remainder of the bus services are accessible from George Street, The Quadrant and Richmond Station bus stops. These stops are shown on "Buses from Richmond" (TfL, 2017) spider map provided in Appendix A.

The site has access to rail and light rail services from Richmond Station which is accessible from Church Road. The station is approximately a 350m walk distance from the site.

3.3 RAIL

South West Trains' Hounslow / Kingston Loop, Waterloo Windsor and Waterloo Reading Lines are accessible from Richmond Station. London Overground's Richmond to Stratford service and London Underground District Line services are also accessible from Richmond Station.

3.4 PTAL

Public transport accessibility in London is often quantified and measured using TfL's "Public Transport Accessibility Level" (PTAL) model.

"Assessing transport connectivity in London" describes PTAL scores as follows (p.6, TfL, 2015):

"PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."

"PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."

"A location will have a higher PTAL if:

- It is at a short walking distance to the nearest stations or stops
- Waiting times at the nearest stations or stops are short
- More services pass at the nearest stations or stops
- There are major rail stations nearby
- Any combination of all the above."

TfL's online GIS-based PTAL tool was used to research the site's PTAL score. The PTAL tool calculated the site to have a high and "Excellent" PTAL score of 6a [Online] <<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>> [Accessed October 2021]. Details of the PTAL calculation are provided in Appendix B of this report.

3.5 OVERVIEW

Based on the proximity to a designated Major centre, access to 13 × bus services, access to various South West Trains' line / London Overground / London Underground District Line services from Richmond Station and Excellent PTAL 6a score the site is considered to be in a very sustainable setting.

4 EXISTING CONDITIONS - ROAD NETWORK

4.1 ROAD NETWORK

The site is accessed from Church Road. Church Road the B322 is a classified single carriageway B-road with a signed 20mph speed limit.

4.2 EXISTING ACCESS

The site has an approximate 7.4m wide dropped kerb vehicle access from Church Road for a hardstanding parking area that would have accommodated approximately 10 × parked cars.

4.3 PARKING

The site is within LB Richmond's Controlled Parking Zone Permit Zone A1 Richmond Town with restrictions in place Mondays to Saturdays 8.30am to 6.30pm.

5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION

5.1 PROPOSAL INFORMATION

RHP's proposal seeks 2 × buildings providing a total of 12 × dwellings plus 1 × support accommodation unit.

To the front of the site a “mansion block” building is proposed. The building comprises 7 × 1-bedroom units including a ground floor M4(3) wheelchair user dwelling and support accommodation unit. The mansion block units will be rented to people with a learning disabilities. The support accommodation unit will be operated by support staff to assist the residents of the 7 × residential units. At any one time, up to 1 or 2 × members of staff will occupy the unit.

To the rear of the site a “mews block” building is proposed. The building comprises 5 × units comprising 2 × 1-bedroom units and 3 × 2-bedroom units. The mews block units will be available on a London Living Rent basis for local people.

The tenure of the scheme will 100% affordable housing.

5.2 TRANSPORT PARAMETERS

The proposal is for car free development and has no vehicle access or off-street parking.

It is proposed that the existing dropped kerb vehicle access is removed and the footway reinstated and additional on-street parking is created as part of off-street highways works.

The proposal includes cycle storage as follows: a self-contained cycle store for the “mansion block”, individual cycle stores in each of the “mews block” units' front gardens and a short-stay Sheffield stand.

The proposal includes refuse and recycling stores positioned to the rear of the site; refuse and recycling containers will be placed at a bin presentation point next to the highway on collection days only.

Refer to Wimshurst Pelleriti's accompanying plans of the proposal.

6 PROPOSED DEVELOPMENT - PARKING

6.1 PROPOSAL INFORMATION

As discussed, RHP's proposal seeks 2 × buildings providing a total of 12 × dwellings plus 1 × support accommodation unit.

The proposal is for car free development and it is suggested that future resident occupants are ineligible to apply for up resident on-street parking permits by condition / agreement (with the exception of disabled occupants as discussed below).

The proposal includes cycle storage as follows: a self-contained cycle store for the "mansion block" and individual cycle stores in each of the "mews block" units' front gardens.

6.2 FRAMEWORK

To assess whether the proposed parking provision is appropriate Development Plan policies have been assessed.

6.3 VEHICLE PARKING

Development Plan parking policy and guidance is set out in: Policy LP 45 Parking Standards and Servicing of "Local Plan" (LB Richmond, 2018) and "London Plan" (Greater London Authority, 2021) Policy T6 Car parking and T6.1 Residential Parking.

Policy LP 45 refers to standards in Appendix 3.

Appendix 3 states residential car parking standards for PTAL 4 to 6 locations is "as per London Plan although local circumstances, CPZ times and onstreet parking conditions will need to be assessed" and cycle parking standards are as per the London Plan.

London Plan (GLA, 2021) car parking policies are Policy T6 Car parking and T6.1 Residential Parking.

Clauses A and B of overarching Policy T6 strongly encourage car free development and state (p.422): "A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy."

Policy T6.1 of London Plan refers to Table 10.3.

Table 10.3 provides a maximum parking standard which state all dwellings in PTAL 5 and 6 locations should be car free.

Based on these standards it is considered that general parking for the new dwellings would not be permissible at the site and the proposals are therefore considered acceptable.

The front “mansion block” building, which will be rented to people with a learning disabilities, includes a ground floor M4(3) wheelchair user 1-bedroom dwelling. Should a future occupant require a parking space it is considered that an on-street Disabled Badge Permit Holder space could be created. As discussed in the next section the existing 10.7m Permit Zone A1 Resident Permit Holders Only bay, outside 40 Church Road, could be extended to 15.0m in length outside the site (increasing net on-street permit holder by 1 × space, 2 × 5m spaces increased to 3 × 5m spaces) and a new 6.6m long Disabled Badge Holders Only bay could also be created outside the site. The disabled bay could be allocated to a disabled badge permit number relating to the ground floor M4(3) wheelchair user / occupant whilst living in the building.

Based on site context, accessibility and Development Plan policy the proposed re-provision and car free parking proposal is considered acceptable.

Based on the above, proposed provisions are considered acceptable.

6.4 CYCLE PARKING

Cycle parking policy and standards are discussed above; Policy LP 45 Parking Standards and Servicing of Local Plan (LB Richmond, 2018) and Policy T5 Cycling of London Plan (GLA, 2016).

London Plan (GLA, 2021) Policy T5 refers to Table 10.2.

Table 10.2 standards for residential uses prescribes the following:

Long-stay cycle parking spaces (e.g. for residents or employees)

- 1 space per studio or 1 person 1 bedroom dwelling
- 1.5 spaces per 2 person 1 bedroom dwelling
- 2 spaces per all other dwellings

Short-stay cycle parking spaces (e.g. for visitors or customers) • 5 to 40 dwellings: 2 spaces

- Thereafter: 1 space per 40 dwellings

The proposal includes cycle storage as follows: a self-contained cycle store for the “mansion block” and individual cycle stores in each of the “mews block” units’ front gardens.

The mansion block store provides 12 × cycle parking spaces comprising 10 × long stay cycle parking spaces and 2 × short stay cycle parking spaces.

Individual cycle stores in each of the mews block units’ front gardens provides 2 × long stay cycle parking spaces per unit.

The proposal provides cycle parking in excess of the London Plan minimum standards. It is considered cycle parking could be secured by planning condition.

7 PROPOSED DEVELOPMENT - LAYOUT

The existing site has an approximate 7.4m wide dropped kerb vehicle access from Church Road for a hardstanding parking area that would have accommodated approximately 10 × parked cars.

The proposal is for car free development and has no vehicle access or off-street parking.

It is proposed that the existing dropped kerb vehicle access is removed and the footway reinstated and additional on-street parking is created as part of off-street highways works.

Figures 1 to 3 show existing general arrangements and 2 × potential new arrangements.

A potential option shows the existing 10.7m Permit Zone A1 Resident Permit Holders Only bay, outside 40 Church Road, extended to 15.0m in length outside the site (increasing net on-street permit holder by 1 × space, 2 × 5m spaces increased to 3 × 5m spaces) and the creation of a new 6.6m long Disabled Badge Holders Only bay outside the site. As discussed the disabled bay could potentially be allocated to a disabled badge permit number for the ground floor M4(3) wheelchair user / occupant if needed and whilst living in the building.

An alternate potential option shows the existing 10.7m Permit Zone A1 Resident Permit Holders Only bay extended to 25.0m in length (increasing net on-street permit holder by 3 × spaces, 2 × 5m spaces increased to 5 × 5m spaces).

The detailed design of any new arrangements including the footway, traffic orders, signage, markings etc. will need to be discussed / agreed with LB Richmond engineers at a later date if the application is approved; the costs of these off-site works will be funded by the applicant.

The proposal includes refuse and recycling stores positioned to the rear of the site. The push / pull distance is approximately 35m and is in excess of 20m cited for local authority waste collection in "Refuse And Recycling Storage Requirements" (LB Richmond, 2015).

To overcome this refuse and recycling containers will be moved to and from a bin presentation point next to the highway on collection days only. Wimshurst Pelleriti's accompanying Design and Access Statement explains as follows:

"Given that the store is located behind a secure access gate, a managed refuse strategy is proposed whereby on collection days, the support staff or outside agent will move refuse containers to the off street presentation point adjacent to the entrance to the site."

The applicant will agree to a refuse strategy planning condition outlining this.

8 PROPOSED DEVELOPMENT – TRAVEL PLAN STATEMENT

As discussed in Section 3, based on the proximity to a designated Major centre, access to 13 × bus services, access to various South West Trains' line / London Overground / London Underground District Line services from Richmond Station and Excellent PTAL 6a score the site is considered to be in a very accessible setting.

Accordingly the application site is considered to be sustainably located with various sustainable travel mode options and supports / is supported by the National Planning Policy Framework (MHCLG, 2021) core planning principles and promoting sustainable transport policies.

It is considered that residents and support staff would travel to and from the site by sustainable travel modes.

To encourage sustainable travel and to limit / mitigate the impact of the proposal RHP will implement a Residential Travel Plan Statement.

The proposal, for car free housing comprising 12 × dwellings plus 1 × support accommodation unit, falls comfortably below TfL's 50 × unit Travel Plan Statement and 80 × unit Travel Plan thresholds.

In accordance with the guidance set out in "TfL Travel Planning Guidance November 2013" (TfL, 2013) it is considered a Travel Plan Statement would be appropriate (rather than a Full Travel Plan required for developments of over eighty dwellings).

A Travel Plan Statement is (TfL, 2013):

"Travel Plan Statement

Smaller developments that fall below the strategic-level Full Travel Plan threshold but which typically employ 20 or more staff, or comprise over 50 residential units, should submit a Travel Plan Statement. It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation. The level of information required should be agreed with the local authority planning officer at the earliest opportunity."

The Travel Plan Statement should include the following contents:

- Introduction
- Context
- Site Assessment
- Travel Surveys
- Objectives
- Measures
- Management
- Monitoring
- Schedule
- Action Plan

As a Travel Plan Statement target setting is not considered necessary in accordance with TfL Travel Planning Guidance.

The first items on the Travel Plan Statement Action Plan for RHP or their chosen consultant will be: to appoint a co-ordinator, to prepare travel information for distribution and prepare for baseline simple "main mode" iTrace travel surveys.

It is suggested that the Residential Travel Plan Statement measures include:

- Promotion of health and environmental benefits of sustainable / active travel to residents and support staff
- Marketing of public transport and cycle travel options set out in Section 3 of this report and useful journey planners (for example TfL Plan a Journey [Online] <<https://tfl.gov.uk/plan-a-journey/>>) by leaflet and information boards for residents and support staff
- Marketing of national sustainable travel / public health initiatives, for example "Bike Week" as part of a Travel Plan diary for residents and support staff

In accordance with TfL Travel Planning Guidance it is suggested that baseline simple "main mode" iTrace travel surveys are undertaken within six months of occupation and then repeated after 3 years and 5 years to monitor travel changes and maintain Travel Plan momentum / awareness.

The Residential Travel Plan Statement will be implemented by RHP or their chosen consultant prior to occupation.

9 PROPOSED DEVELOPMENT – DELIVERY SERVICING PLANNING

The proposal is for modest residential development. However to limit the proposal’s potential delivery and servicing impacts RHP will implement a Delivery Servicing Plan; this will involve RHP or their chosen consultant preparing a full Delivery Servicing Plan prior to occupation.

As set out in “Delivery and Servicing Plan Guidance - Planning for Safe, Clean, and Efficient freight in London December 2020” (TfL, 2020) DSPs provide specific benefits to developers, landlords, management companies and tenants in terms of cost savings to the business, improved neighbour relations and reduced environmental impact of site occupiers where a DSP is effectively implemented through:

- save time and money, for example a delivery booking system can free up space and employees’ time;
- contribute to Corporate Social Responsibility, for example out-of-peak delivery hours can reduce local congestion, and cleaner and more efficient deliveries help to achieve carbon reduction targets; and
- improve everyone’s safety, for example by providing adequate off-street loading bays.”

The proposal has no vehicle access or off-street loading bays.

Church Road has Single Yellow Lines and on-street parking bays which could be used to unload / load from without contravening traffic orders.

Per TfL’s Delivery and Servicing Plan Guidance it is suggested that the full DSP includes the following objectives and sub-objectives. It is suggested that RHP / the consultant refines these objectives and sub-objectives when preparing the full DSP.

Objectives

- To minimise the impacts of delivery and servicing movements to the facility
- To make the facility a greener and more pleasant environment

Sub-Objectives

- Reduction of local traffic levels /congestion as a consequence of delivery and servicing activities
- Minimise space required for storage and distribution of goods
- Promote use of low or zero emission vehicles for delivery and servicing
- Reduce CO2 and air pollutant emissions from deliveries and servicing
- Reduce noise impacts
- Maintain good relations with neighbours
- Improve reliability of trips
- Reduce the number of delivery and servicing trips
- Reduce the costs of deliveries and servicing to businesses at the site

Full DSP measures may include:

- Providing / dictating delivery arrangements
- Implementing a “signed for” and / or approved couriers scheme for deliveries
- Choosing FORS accredited suppliers
- Reviewing the supply chain and (where feasible)
 - ensuring that the overall volume of trips is as low as possible
 - implementing a delivery booking system
 - identifying opportunities to use non-road vehicle modes

- using suppliers with low or zero emission modes of transport
- aspiring to use sustainable transport

Once the dwellings are occupied (6 months to a year following completion) a baseline survey will need to be carried out by RHP or their chosen consultant. This will allow a full DSP to be prepared and include targets setting related to DSP objectives. The baseline survey will also serve as a starting point for future monitoring the DSP. It is suggested TfL's Delivery and Service Plan Guidance template is used for the survey.

The full DSP will include a reasonable survey schedule to monitor progress.

10 PROPOSED DEVELOPMENT - PROPOSAL POLICY INTEGRATION & IMPACTS

10.1 SUSTAINABLE LOCATION

The site is in close proximity to a designated Major centre, has access to 13 x bus services, has access to various South West Trains' line / London Overground / London Underground District Line services from Richmond Station and has Excellent PTAL 6a score the site is considered to be in a very accessible setting.

Accordingly the application site is considered to be sustainably located with various sustainable travel mode options and supports / is supported by The National Planning Policy Framework promoting sustainable transport policies.

10.2 VEHICLE AND CYCLE PARKING

The proposal's parking is considered acceptable and in accordance with Policy LP 45 Parking Standards and Servicing of "Local Plan" (LB Richmond, 2018) and "London Plan" (Greater London Authority, 2021) Policies T5 and T6.

10.3 LAYOUT

It is proposed that the existing dropped kerb vehicle access is removed and the footway reinstated and additional on-street parking (Residents Permit Holder bays or Residents and Disabled Permit Holder bays) is created as part of off-street highways works.

The proposal includes refuse and recycling stores positioned to the rear of the site. The push / pull distance is approximately 35m and is in excess of 20m cited for local authority waste collection in "Refuse And Recycling Storage Requirements" (LB Richmond, 2015); accordingly the applicant will manage collection by providing a temporary collection day only bin presentation point next to the highway and agrees to a refuse strategy planning condition.

10.4 TRAVEL PLANNING / TRAVEL PLAN STATEMENT

To encourage sustainable travel and to limit / mitigate the impact of the proposal RHP will implement a Residential Travel Plan Statement.

Outline details are provided in Section 8.

10.5 DELIVERIES AND SERVICING

To limit the proposal's potential delivery and servicing impacts RHP will implement a Delivery Servicing Plan.

Outline details are provided in Section 9.

10.6 TRIPS

Given that the proposals are for a modest car free residential development it is considered that detailed trip generation calculations are not required as the proposals' trip impacts are likely to be minimal / insignificant and within the day-to-day variations of traffic on the wider local distributor / strategic road network.

It is considered that the proposals are acceptable / not objectionable in this regard.

10.7 TRANSPORT IMPACTS AND SUMMARY

The development is in a sustainable and accessible location and is not considered to have any significant transport impacts.

From a transport perspective it is considered that the development supports / is supported by policies in:

- Local Plan
- London Plan
- National Planning Policy Framework

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of Paragraph 111 of The National Planning Policy Framework policy of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

11 SUMMARY

11.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement (Including Travel Plan Statement) to accompany a proposed development at Meadow Hall, Church Road, Richmond, TW10 6LN.

11.2 EXISTING SITE

The site is currently cleared and vacant.

Prior to demolition the site had a community social centre building on it known as “Meadow Hall”.

The site has a vehicle access from Church Road and hardstanding parking area that would have accommodated approximately 10 × parked cars.

11.3 PROPOSED REDEVELOPMENT

RHP’s proposal seeks 2 × buildings providing a total of 12 × dwellings.

To the front of the site a “mansion block” building is proposed comprising 7 × 1-bedroom units which will be rented to people with a learning disabilities and 1 × support accommodation unit. To the rear of the site a “mews block” building is proposed comprising 5 × units which will be available on a London Living Rent basis for local people. The tenure of the scheme will be 100% affordable housing.

The proposal is for car free development and has no vehicle access or off-street parking.

11.4 TRANSPORT STATEMENT SUMMARY

Sections 2 to 4 of this Transport Statement report detail the existing site, the site’s accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 10 of this report detail the proposals and their transport impact, mitigation measures and integration with planning policy and guidance.

As set out in this Transport Statement, the development is in a sustainable and accessible location and is not considered to have any significant transport impacts.

From a transport perspective it is considered that the development supports / is supported by policies in:

- Local Plan
- London Plan
- National Planning Policy Framework

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of Paragraph 111 of The National Planning Policy Framework policy of only preventing or refusing development on transport grounds where “there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

FIGURES

DROPPED KERB TO
NEIGHBOURING PROPERTY INC
FLAT SECTION AND QUADRANTS

7.0

3.5

EXISTING DROPPED KERB INC
FLAT SECTION AND RAKERS

7.4

4.0

ON-STREET PARKING BAY
ZONE A1 RESIDENT PERMIT
HOLDERS ONLY BAY

10.7



SCALE 1:200 © A4

PROJECT P2109.4
CHURCH ROAD
RICHMOND

TRANSPORT STATEMENT
FIGURE 1

EXISTING GENERAL ARRANGEMENTS

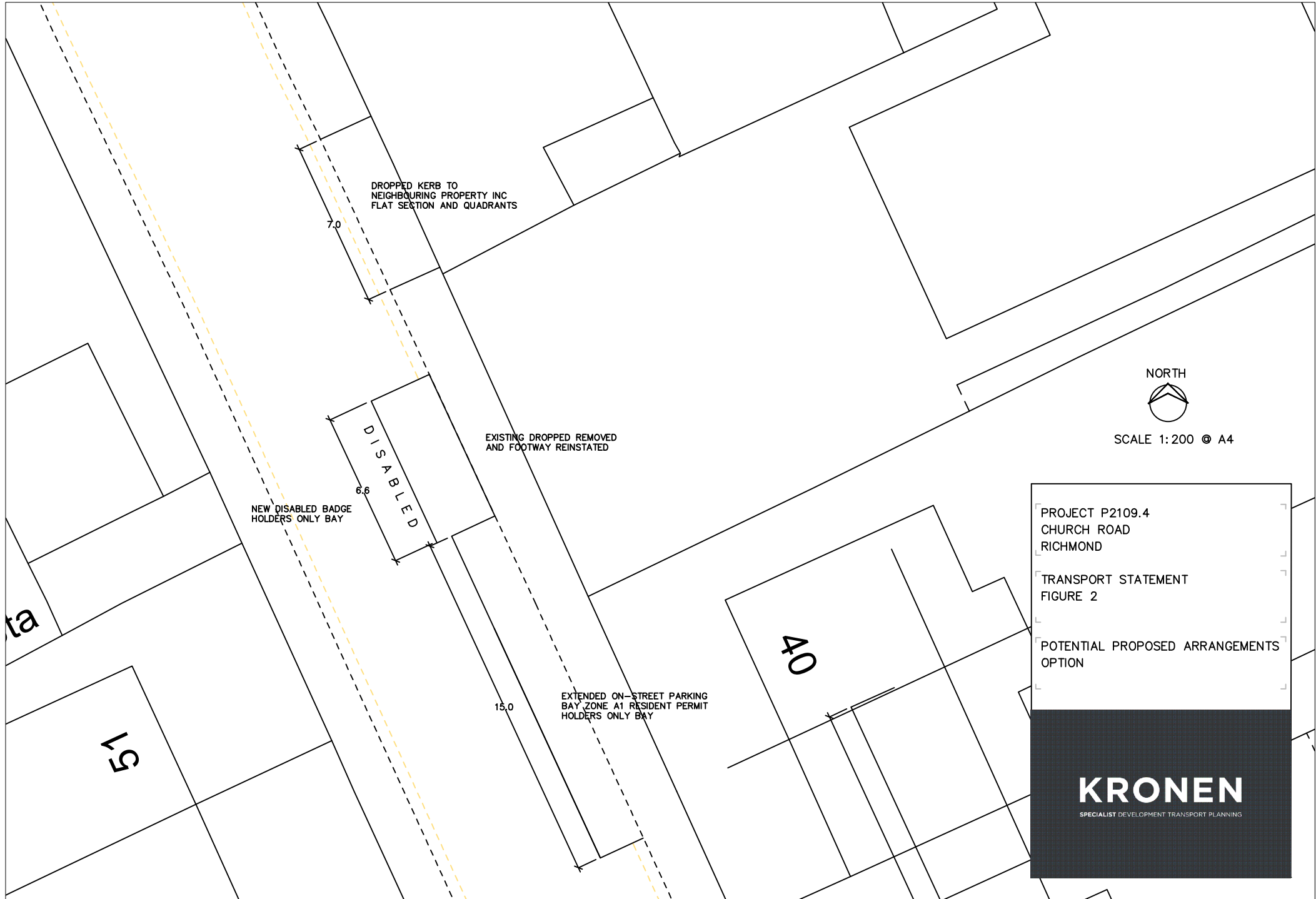
KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

ub Sta

51

40



DROPPED KERB TO
NEIGHBOURING PROPERTY INC
FLAT SECTION AND QUADRANTS

7.0

NEW DISABLED BADGE
HOLDERS ONLY BAY

6.6

D I S A B L E D

EXISTING DROPPED REMOVED
AND FOOTWAY REINSTATED

15.0

EXTENDED ON-STREET PARKING
BAY, ZONE A1 RESIDENT PERMIT
HOLDERS ONLY BAY

40

NORTH



SCALE 1:200 © A4

PROJECT P2109.4
CHURCH ROAD
RICHMOND

TRANSPORT STATEMENT
FIGURE 2

POTENTIAL PROPOSED ARRANGEMENTS
OPTION

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

DROPPED KERB TO
NEIGHBOURING PROPERTY INC
FLAT SECTION AND QUADRANTS

7.0

EXISTING DROPPED REMOVED
AND FOOTWAY REINSTATED

25.0

EXTENDED ON-STREET PARKING
BAY ZONE A1 RESIDENT PERMIT
HOLDERS ONLY BAY

NORTH



SCALE 1:200 © A4

ub Sta

51

40

PROJECT P2109.4
CHURCH ROAD
RICHMOND

TRANSPORT STATEMENT
FIGURE 3

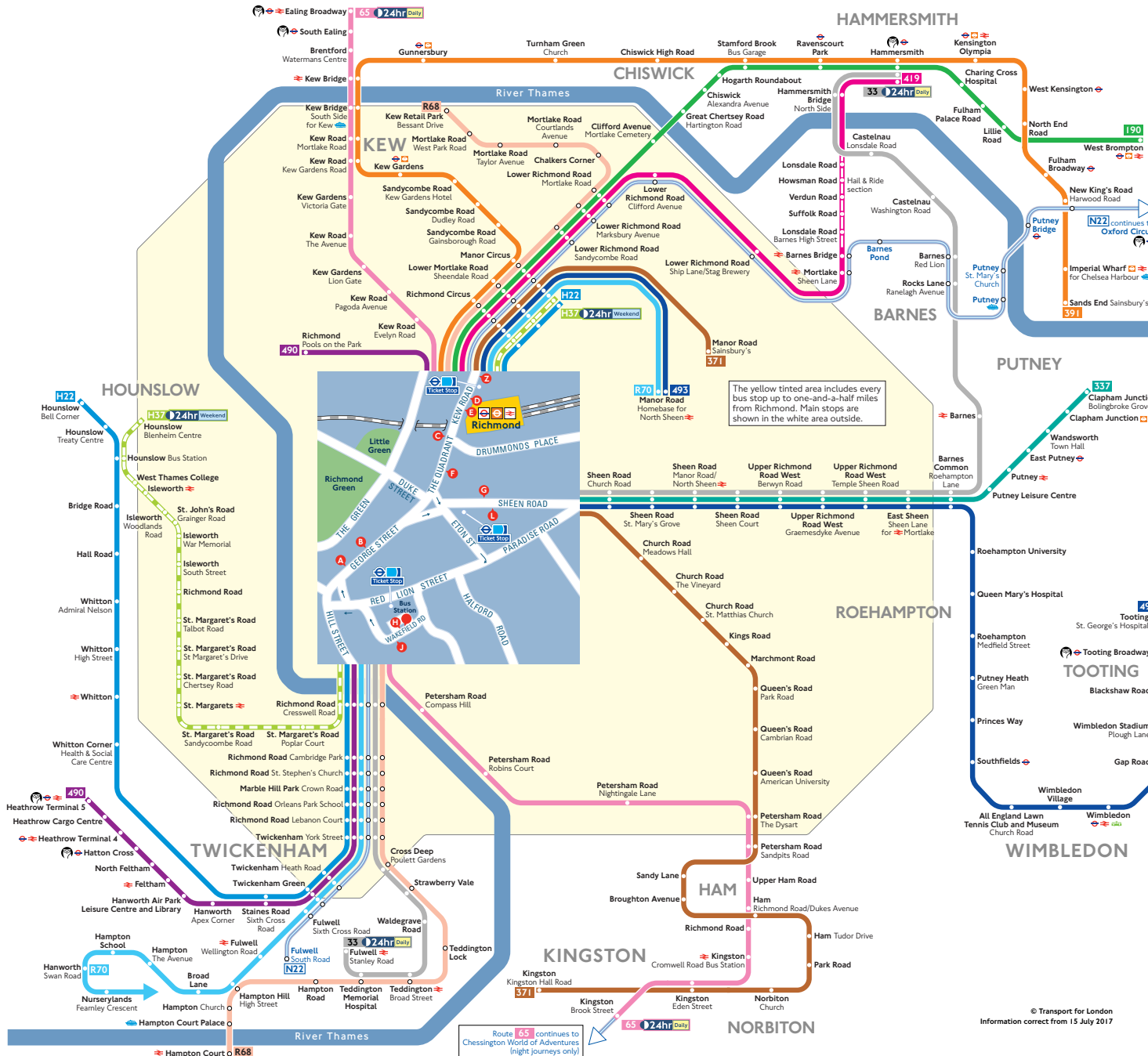
POTENTIAL PROPOSED ARRANGEMENTS
OPTION

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

APPENDIX A

Buses from Richmond



The yellow tinted area includes every bus stop up to one-and-a-half miles from Richmond. Main stops are shown in the white area outside.

Route 65 continues to Chessington World of Adventures (night journeys only)

Route finder

Bus route	Towards	Bus stops
33 24hr Daily	Fulwell	J L
	Hammersmith	A G
65 24hr Daily	Ealing Broadway	B C
	Kingston	D F J
	Chessington World of Adventures (nights only)	D F J
190	West Brompton	B C
337	Clapham Junction	A G H
371	Kingston	D F G
	Manor Road Sainsbury's	B C E J L
391	Sands End	B C
419	Hammersmith	B C
490	Heathrow Terminal 5	B F J
	Pools on the Park	B C
493	Manor Road Homebase	B C E J L
	Tooting	D F G
H22	Hounslow	B E J
	Manor Circus	B C
H37 24hr Weekend	Hounslow	B F J
	Manor Circus	B C
R68	Hampton Court	B E J
	Kew Retail Park	B C
R70	Manor Road Homebase	B C
	Nurserylands	B E J

Night Buses

Bus route	Towards	Bus stops
N22	Fulwell	B F J
	Oxford Circus	B C

Other Buses

Bus route	Towards	Bus stops
969	Roehampton Vale ASDA ▼	B G
	Whitton ▼	J L

Key

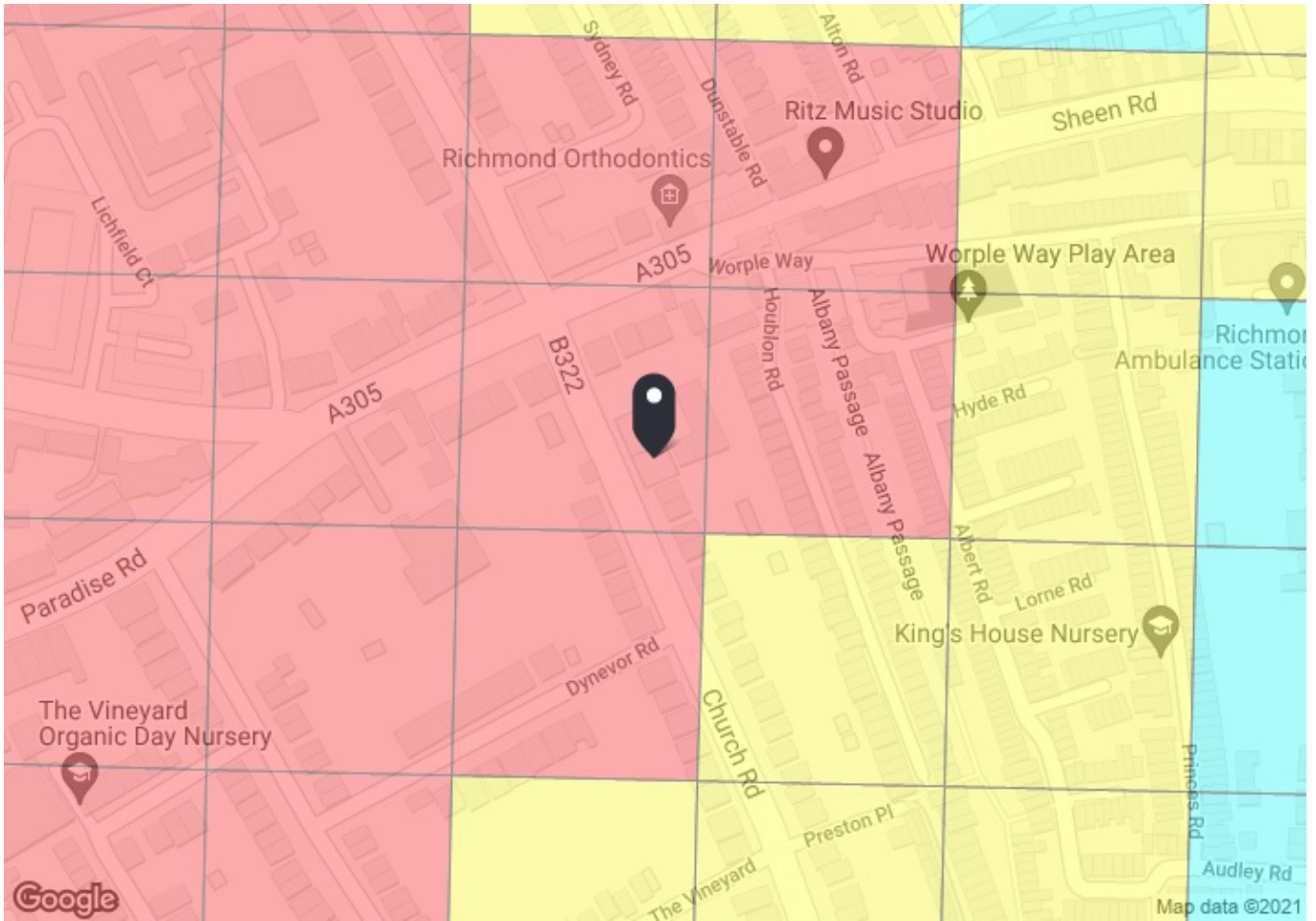
- 33 Day buses in black
- N22 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- DLR Connections with DLR
- Connections with London Trams
- Connections with river boats
- One journey on Tuesdays and Fridays only
- Operates daily with 24-hour service Friday and Saturday nights
- 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.

© Transport for London
Information correct from 15 July 2017

APPENDIX B



PTAL output for Base Year 6a

Meadows Hall, Richmond, UK
Easting: 518376, Northing: 174924

Grid Cell: 53121

Report generated: 28/10/2021

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	RICHMOND THE QUADRANT	190	462.8	4	5.79	9.5	15.29	1.96	0.5	0.98
Bus	RICHMOND THE QUADRANT	419	462.8	4	5.79	9.5	15.29	1.96	0.5	0.98
Bus	RICHMOND THE QUADRANT	490	462.8	5	5.79	8	13.79	2.18	0.5	1.09
Bus	RICHMOND THE QUADRANT	H37	462.8	10	5.79	5	10.79	2.78	0.5	1.39
Bus	RICHMOND THE QUADRANT	R68	462.8	4	5.79	9.5	15.29	1.96	0.5	0.98
Bus	RICHMOND THE QUADRANT	R70	462.8	6	5.79	7	12.79	2.35	0.5	1.17
Bus	RICHMOND THE QUADRANT	391	462.8	6	5.79	7	12.79	2.35	0.5	1.17
Bus	RICHMOND THE QUADRANT	H22	462.8	5	5.79	8	13.79	2.18	0.5	1.09
Bus	RICHMOND THE QUADRANT	65	462.8	9	5.79	5.33	11.12	2.7	0.5	1.35
Bus	CHURCH ROAD SHEEN ROAD	371	36.77	7	0.46	6.29	6.75	4.45	1	4.45
Bus	SHEEN ROAD CHURCH ROAD	33	118.65	7.5	1.48	6	7.48	4.01	0.5	2
Bus	SHEEN ROAD CHURCH ROAD	493	118.65	5	1.48	8	9.48	3.16	0.5	1.58
Bus	SHEEN ROAD CHURCH ROAD	337	118.65	5	1.48	8	9.48	3.16	0.5	1.58
Rail	Richmond	'RICHMND-GUILDFD 2N13'	546.83	0.33	6.84	91.66	98.49	0.3	0.5	0.15
Rail	Richmond	'ALDRSHT-WATRLMN 1N90'	546.83	1	6.84	30.75	37.59	0.8	0.5	0.4
Rail	Richmond	'RDNG4AB-WATRLMN 2C10'	546.83	0.67	6.84	45.53	52.36	0.57	0.5	0.29
Rail	Richmond	'WATRLMN-RDNG4AB 2C13'	546.83	0.67	6.84	45.53	52.36	0.57	0.5	0.29
Rail	Richmond	'RDNG4AB-WATRLMN 2C14'	546.83	0.33	6.84	91.66	98.49	0.3	0.5	0.15
Rail	Richmond	'RDNG4AB-WATRLMN 2C16'	546.83	0.33	6.84	91.66	98.49	0.3	0.5	0.15
Rail	Richmond	'WATRLMN-RDNG4AB 2C17'	546.83	1.33	6.84	23.31	30.14	1	0.5	0.5
Rail	Richmond	'RDNG4AB-WATRLMN 2C18'	546.83	0.67	6.84	45.53	52.36	0.57	0.5	0.29
Rail	Richmond	'WATRLMN-RDNG4AB 2C85'	546.83	0.33	6.84	91.66	98.49	0.3	0.5	0.15
Rail	Richmond	'WATRLMN-RDNG4AB 2C87'	546.83	0.33	6.84	91.66	98.49	0.3	0.5	0.15
Rail	Richmond	'RDNG4AB-WATRLMN 2C90'	546.83	0.33	6.84	91.66	98.49	0.3	0.5	0.15
Rail	Richmond	'SHEPRTN-WATRLMN 2H92'	546.83	1	6.84	30.75	37.59	0.8	0.5	0.4
Rail	Richmond	'WDON-WATRLMN 2K03'	546.83	0.33	6.84	91.66	98.49	0.3	0.5	0.15
Rail	Richmond	'WATRLMN-WATRLMN 2K09'	546.83	2	6.84	15.75	22.59	1.33	1	1.33
Rail	Richmond	'WATRLMN-WATRLMN 2O09'	546.83	2	6.84	15.75	22.59	1.33	0.5	0.66
Rail	Richmond	'WATRLMN-WATRLMN 2R09'	546.83	2	6.84	15.75	22.59	1.33	0.5	0.66
Rail	Richmond	'WSORAER-WATRLMN 2U10'	546.83	2	6.84	15.75	22.59	1.33	0.5	0.66
Rail	Richmond	'WATRLMN-WSORAER 2U13'	546.83	2	6.84	15.75	22.59	1.33	0.5	0.66
Rail	Richmond	'HOUNSLW-WATRLMN 2V05'	546.83	0.33	6.84	91.66	98.49	0.3	0.5	0.15
LUL	Richmond	'Upminster-Richmond'	546.83	6	6.84	5.75	12.59	2.38	1	2.38
LUL	Richmond	'Richmond-DagEast'	546.83	0.67	6.84	45.53	52.36	0.57	0.5	0.29

Total Grid Cell AI: 29.83