

**TRANSPORT STATEMENT  
CROSS DEEP COURT  
TWICKENHAM**

**KRONEN**

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

# TRANSPORT STATEMENT CROSS DEEP COURT TWICKENHAM

UNITS 3 AND 15, CROSS DEEP COURT, HEATH ROAD,  
TWICKENHAM, TW1 4AG  
TRANSPORT STATEMENT  
MARCH 2023

PREPARED FOR ARCHWAY INVESTMENTS  
PREPARED BY KRONEN LIMITED

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# 1 INTRODUCTION

## 1.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement to accompany a proposed development at Units 3 and 15, Cross Deep Court, Heath Road, Twickenham, TW1 4AG (in The London Borough of Richmond upon Thames).

## 1.2 EXISTING SITE

Unit 3 Cross Deep Court fronts Cross Deep and comprises a ground floor pharmacy, Day Lewis Pharmacy, a small ground floor entrance foyer to a first floor gym, up until recently Escape Fitness.

Unit 15 Cross Deep Court fronts Heath Road and comprises a ground floor retail unit with ancillary first floor storage, Stevensons, a school uniform and sportswear retailer.

Other uses include apartments on upper floors, flats 1 to 21 "Addison Court".

Cross Deep Court has a vehicle access from Heath Road. This access leads to a parking area and communal rear service courtyard.

The project team has stated that the application site has waste collections and site deliveries from the rear courtyard area.

## 1.3 PROPOSED REDEVELOPMENT

The proposal seeks the retention of the ground floor commercial units and the conversion of first floor ancillary space to residential accommodation.

On the first floor the proposal seeks 6 × apartments comprising 4 × 1-bedroom units and 2 × 2-bedroom units.

The proposal retains existing access and parking arrangements.

The proposal is for car free housing development and apartments will have no 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 site is Units 3 and 15, Cross Deep Court, Heath Road, Twickenham, TW1 4AG.

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

The site is adjacent to the Heath Road junction with Cross Deep.

## 2.2 EXISTING SITE INFORMATION

Unit 3 Cross Deep Court fronts Cross Deep and comprises a ground floor pharmacy, Day Lewis Pharmacy, a small ground floor entrance foyer to a first floor gym, up until recently Escape Fitness. Alterations to Unit 3 including the insertion of a mezzanine floor follows approval of application "14/4537/FUL".

Unit 15 Cross Deep Court fronts Heath Road and comprises a ground floor retail unit with ancillary first floor storage, Stevensons, a school uniform and sportswear retailer.

Other uses include apartments on upper floors, flats 1 to 21 "Addison Court".

## EXISTING ACCESS, PARKING AND SERVICING

Unit 3, Day Lewis Pharmacy and Escape Fitness, has main pedestrian access is at ground floor from Cross Deep.

Unit 15, Stevensons, has its main pedestrian access from Heath Road.

Cross Deep Court has a vehicle access from Heath Road. This access leads to a parking area and communal rear service courtyard.

Parking spaces in the rear courtyard appear to be allocated to residential flats on the upper floors of Cross Deep Court, Addison Court.

The project team has stated that the application has waste collections and site deliveries from the rear courtyard area.

As shown on existing plans the site has secondary / service pedestrian accesses to the rear courtyard area.

The rear courtyard has large turning space; the vehicle access is suitable for HGV turning and a 7.5t Freight Transport Association Rigid HGV can ingress and egress in forward gear as discussed in Section 4. Having spoken to a resident when preparing the Transport Statement to support approved application "14/4537/FUL" it is understood that the service area is routinely used by goods vehicles and refuse vehicles and ingress and egress in forward gear is typical.

# 3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK

## 3.1 CONTEXT

The site sits centrally within the LB Richmond's Twickenham town centre boundary, and the town's services and amenities are within the site's 800m "walkable neighbourhood" ("Manual for Streets", DCLG & DfT, 2007).

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

## 3.2 BUS

The site has access to 8 × bus services as follows: 33, 267, 281, 290, 490, H22, R68 and R70. These services are summarised in Table 3.1 below.

The 267, 281, 290, 490, H22 and R70 bus services are accessible from Heath Road bus stops K, L and T outside Cross Deep Court. The 33 and R68 services are accessible from Poulet Gardens bus stops P and R on Cross Deep.

## 3.3 RAIL

The site has access to rail services from Twickenham Railway Station which is accessible from London Road.

The London Waterloo to Reading Line, London Waterloo to Windsor Line, The Hounslow Loop Line and The Kingston Loop Line rail services are accessible from Twickenham Railway 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 "Very Good" PTAL score of 5 [Online] <<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>> [Accessed February 2023]. Details of the PTAL calculation are provided in Appendix A of this report.

### 3.5 OVERVIEW

Based on the central location within a District centre, access to 8 × bus services, and access rail services from Twickenham Railway Station and Very Good PTAL 5 score the site is considered to be in a very sustainable setting.

# 4 EXISTING CONDITIONS - ROAD NETWORK

## 4.1 ROAD NETWORK

As discussed the site is next to the A305 Heath Road junction with Cross Deep.

The A305 Heath Road is a classified primary / distributor A-road carrying traffic between East Sheen and Hanworth.

## 4.2 EXISTING ACCESS

The site has vehicle access from Heath Road. This access leads to a parking area and communal rear service courtyard.

The courtyard has parking spaces numbered 1 to 25 in the rear courtyard; spaces appear to be allocated to residential flats on the upper floors of Cross Deep Court, Addison Court.

The project team has stated that the application site has waste collections and site deliveries from the rear courtyard area.

The rear courtyard has large turning space; the vehicle access is suitable for HGVs turning.

Swept path analysis undertaken using AutoCAD 2023 Vehicle Tracking shows a FTA 7.5t HGV arriving, turning and departing; refer to Figure 1.

Having spoken to a resident when preparing the Transport Statement to support approved application "14/4537/FUL" it is understood that the service area is routinely used by goods vehicles and refuse vehicles and ingress and egress in forward gear is typical.

## 4.3 ROAD NETWORK - PARKING

The site is located in LB Richmond's Permit Controlled Parking Zone Central Twickenham "D". Restrictions within this CPZ operate Monday to Saturday between 8.30am to 6.30pm.

There are two large car parks within the town centre and are within a short walk distance of the application site: LB Richmond Holly Road surface car park and LB Richmond Arragon Road multi-storey car park (173 and 440 car parking space respectively).

## 4.4 ROAD NETWORK - LOADING

There are two on-street loading bays within a short distance of the application site: one on Cross Deep opposite the site and the other on Heath Road also opposite the site. Both loading bays have "Loading Only Monday to Saturday 8.30am to 6.30pm 20 minutes No return within 1 hour" restrictions.



# 5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION

## 5.1 PROPOSAL INFORMATION

The proposal seeks the retention of the ground floor commercial units and the conversion of first floor ancillary space to residential accommodation.

On the first floor the proposal seeks 6 × apartments comprising 4 × 1-bedroom units and 2 × 2-bedroom units.

## 5.2 TRANSPORT PARAMETERS

The proposal retains existing access and parking arrangements.

The proposal is for car free housing development and apartments will have no off-street parking.

The proposal includes cycle storage within a ground floor store and provides 2 × vertical cycle parking spaces per apartment.

The proposal includes new refuse and recycling stores positioned next to the access.

Refer to CREATE's accompanying plans and Design and Access Statement for the proposal.

# 6 PROPOSED DEVELOPMENT - PARKING

## 6.1 PROPOSAL INFORMATION

The proposal seeks the retention of the ground floor commercial units and the conversion of first floor ancillary space to residential accommodation.

On the first floor the proposal seeks 6 × apartments comprising 4 × 1-bedroom units and 2 × 2-bedroom units.

The proposal retains existing access and parking arrangements.

The proposal is for car free housing development and apartments will have no off-street parking. Future occupants will be ineligible to apply for on-street residents and business CPZ / council car park parking permits by planning condition.

The proposal includes cycle storage within a ground floor store and provides 2 × vertical cycle parking spaces per apartment.

## 6.2 FRAMEWORK

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

## 6.3 VEHICLE PARKING

### 6.3.1 RESIDENTIAL PARKING

Policy LP 45 refers to standards in Appendix 3.

Appendix 3 states:

PTALs 0-3: 1- 2 bedrooms, 1 space As per London Plan

PTALs 0-3: 3+ bedrooms, 2 spaces As per London Plan

PTALs 4-6: as per London Plan although local circumstances, CPZ times and onstreet parking conditions will need to be assessed.

(Aside from the Local Plan it is noted that “Transport Supplement Planning Document (LB Richmond, 2020) advises that car free development is normally only inappropriate in principle for PTAL 1 and 2 sites.)

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

Table 10.3 states all PTAL 5 and 6 sites should be car free.

It is considered that the site context, conveniently located for services / facilities on foot and for public transport with a PTAL 5 score and with on-street parking controlled by a comprehensive CPZ, make it suitable for car free development.

In addition car free housing was deemed appropriate in pre-application feedback provided; reference “21/P 0448 /PREAPP”.

London Plan Policy T6.1 clause G expects a disabled parking space for developments creating more than 10 × dwellings. The proposal is below this threshold.

### 6.3.2 COMMERCIAL PARKING

The proposal includes commercial units with at ground floor level with reduced floor space.

It is understood that the existing site has no off-street commercial parking within the site curtilage.

Given the site context it is considered that retaining these arrangements is acceptable.

## 6.4 CYCLE PARKING

### 6.4.1 RESIDENTIAL PARKING

Cycle parking policy and standards are 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 uses an existing store room at ground floor accessed via the rear parking courtyard for long-stay resident cycle parking. Each flat will be provided with 2 × vertical cycle racks.

Access to the store room appears restricted on plans but has been measured on site and there is at least 1.2m circulation space around structural support columns and the door opening width to the store room is 1.0m wide; this would comply with “Cycle Infrastructure Design Local Transport Note 1/20” (DfT, 2020) and “London Cycling Design Standards” (TfL, 2014).

The proposed ground floor plan also indicates an area reserved for visitor cycle parking within the common hall / residential entrance.

The proposal is considered to provide cycle parking in accordance with the London Plan minimum standards. It is considered cycle parking could be secured by planning condition.

### 6.4.2 COMMERCIAL PARKING

Any existing cycle parking will be retained. The proposal includes commercial units with at ground floor level with reduced floor space.

## 7 PROPOSED DEVELOPMENT - LAYOUT

The proposal includes additional residential refuse and recycling stores positioned adjacent to existing refuse and recycle storage.

The refuse store is marked as parking space 23 on site but is not allocated to a flat within Addison Court and is used for refuse / recycle bins at present. The bin store position does not conflict with swept path analysis undertaken for HGVs.

The push / pull distance from the store to the highway is below the 20m cited for local authority waste collection in "Refuse And Recycling Storage Requirements" (LB Richmond, 2015).

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

The proposal is for car free housing development and apartments will have no off-street parking. No access / layout changes are proposed.

# 8 PROPOSED DEVELOPMENT – TRAVEL PLAN STATEMENT

As discussed in Section 3, based on the proximity to a designated District centre, access to 8 × bus services, access to South West Trains' line services from Twickenham Railway Station and Very Good PTAL 5 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 would travel to and from the site by sustainable travel modes.

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

The proposal, for car free housing comprising 6 × dwellings, 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 the developer 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
- 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
- Marketing of national sustainable travel / public health initiatives, for example "Bike Week" as part of a Travel Plan diary for residents

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 the developer 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 the developer will implement a Delivery Servicing Plan; this will involve the developer 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 site has vehicle access from Heath Road. This access leads to a parking area and communal rear service courtyard.

The rear courtyard has large turning space; the vehicle access is suitable for HGVs turning and HGVs can ingress and egress in forward gear.

There are two on-street loading bays within a short distance of the application site: one on Cross Deep opposite the site and the other on Heath Road also opposite the site. Both loading bays have “Loading Only Monday to Saturday 8.30am to 6.30pm 20 minutes No return within 1 hour” restrictions.

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 the developer 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

As discussed in Section 3, based on the proximity to a designated District centre, access to 8 × bus services, access to South West Trains' line services from Twickenham Railway Station and Very Good PTAL 5 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

The proposal includes additional residential refuse and recycling stores positioned adjacent to existing refuse and recycle storage. The push / pull distance is below the 20m cited for local authority waste collection.

The proposal is for car free housing development and apartments will have no off-street parking. No access / layout changes are proposed.

## 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 to accompany a proposed development at Units 3 and 15, Cross Deep Court, Heath Road, Twickenham, TW1 4AG.

## 11.2 EXISTING SITE

Unit 3 Cross Deep Court fronts Cross Deep and comprises a ground floor pharmacy, Day Lewis Pharmacy, a small ground floor entrance foyer to a first floor gym, up until recently Escape Fitness.

Unit 15 Cross Deep Court fronts Heath Road and comprises a ground floor retail unit with ancillary first floor storage, Stevensons, a school uniform and sportswear retailer.

Other uses include apartments on upper floors, flats 1 to 21 “Addison Court”.

Cross Deep Court has a vehicle access from Heath Road. This access leads to a parking area and communal rear service courtyard.

Parking spaces in the rear courtyard appear to be allocated to residential flats on the upper floors and it has been confirmed that the application site has no allocated parking in the rear courtyard.

The project team has stated that the application site has waste collections and site deliveries from the rear courtyard area.

## 11.3 PROPOSED REDEVELOPMENT

The proposal seeks the retention of the ground floor commercial units and the conversion of first floor ancillary space to residential accommodation.

On the first floor the proposal seeks 6 × apartments comprising 4 × 1-bedroom units and 2 × 2-bedroom units.

The proposal retains existing access and parking arrangements.

The proposal is for car free housing development and apartments will have no 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

HEATH RD

FTA Design 7.5 Tonne Rigid Vehicle (2006)



CROSS DEEP

SCALE 1:200 © A4

UNIT 15  
121.2 m<sup>2</sup>  
Stevenson's Shop Floor

Existing refuse storage  
Additional 1x660L for refuse provided over and above current refuse provision for existing residential units.  
Additional 2x360L bins for recyclables provided over and above current refuse provision for existing residential units.

Visitor's cycle storage

Circulation  
11.0 m<sup>2</sup>

PROJECT P2301.13  
CROSS DEEP COURT,  
TWICKENHAM

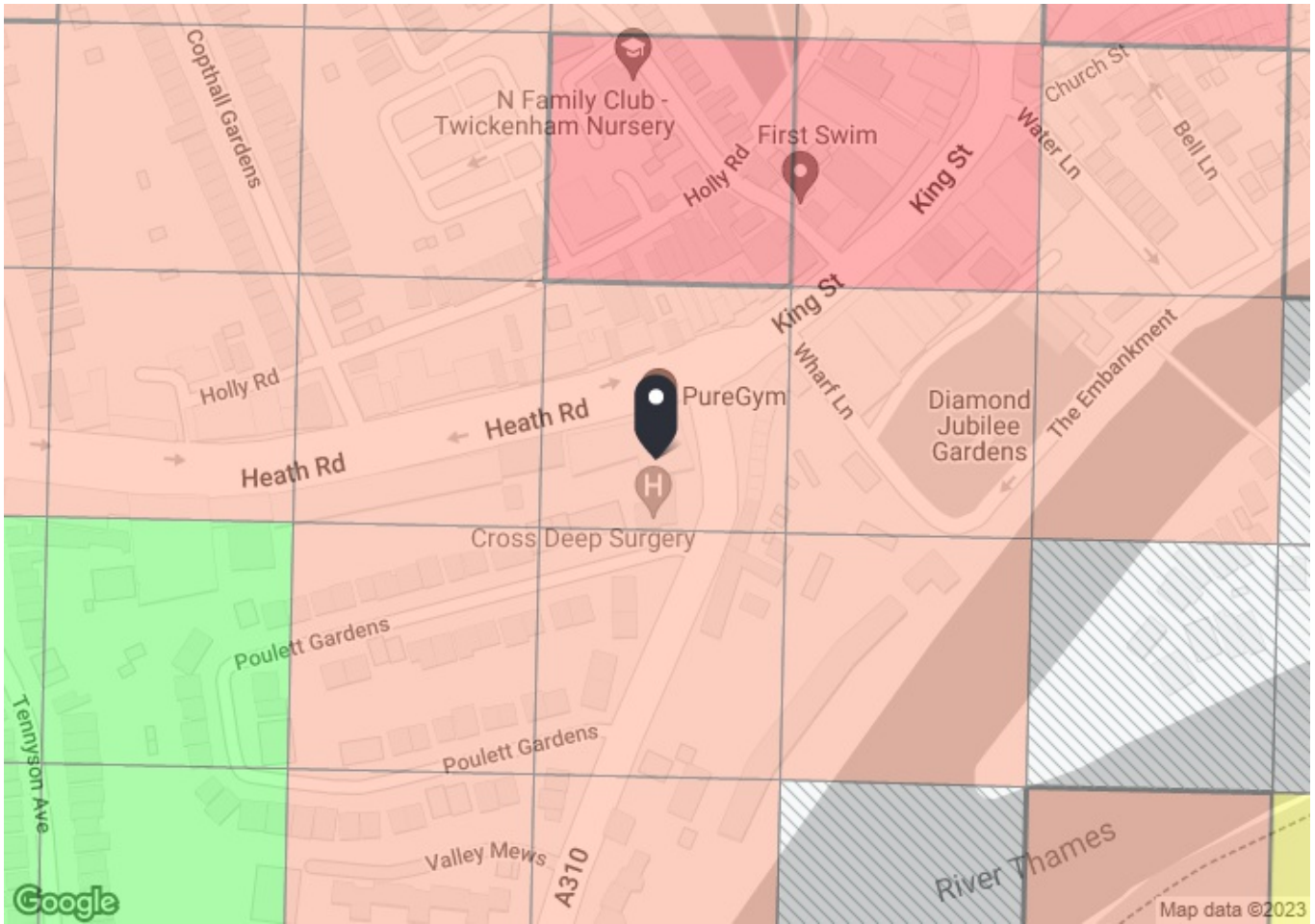
FIGURE 1

AUTOCAD VEHICLE TRACKING  
FREIGHT TRANSPORT ASSOC 7.5T HGV  
INGRESS > TURNING > EGRESS

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Cycle parking provision within existing facilities (2 bicycles per dwelling), provided in the form of Vertical Bike Rack, from The Bicycle Storage Company or similar. (see image 1 for reference)

# APPENDIX A



**PTAL output for 2021 (Forecast)**  
**5**

TW1 4AG  
 Heath Rd, Strawberry Hill, Twickenham TW1 4AG, UK  
 Easting: 516144, Northing: 173122

Grid Cell: 44970

Report generated: 09/03/2023

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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)	Change from base year

**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	TWICKENHAM KING STREET	110	105.35	3.1	1.32	11.66	12.98	2.31	0.5	1.16
Bus	TWICKENHAM KING STREET	290	105.35	3.1	1.32	11.66	12.98	2.31	0.5	1.16
Bus	TWICKENHAM KING STREET	281	105.35	7.76	1.32	5.86	7.18	4.18	0.5	2.09
Bus	TWICKENHAM KING STREET	33	105.35	7.76	1.32	5.86	7.18	4.18	1	4.18
Bus	TWICKENHAM KING STREET	490	105.35	5.18	1.32	7.8	9.11	3.29	0.5	1.65
Bus	TWICKENHAM KING STREET	R68	105.35	4.14	1.32	9.25	10.56	2.84	0.5	1.42
Bus	TWICKENHAM KING STREET	R70	105.35	6.21	1.32	6.83	8.15	3.68	0.5	1.84
Bus	TWICKENHAM KING STREET	H22	105.35	5.18	1.32	7.8	9.11	3.29	0.5	1.65
Bus	TWICKENHAM KING STREET	267	105.35	6.21	1.32	6.83	8.15	3.68	0.5	1.84
Rail	Twickenham	'RICHMND-GUILDFD 2N13'	649.41	0.33	8.12	91.66	99.78	0.3	0.5	0.15
Rail	Twickenham	'ALDRSHT-WATRLMN 1N90'	649.41	1	8.12	30.75	38.87	0.77	0.5	0.39
Rail	Twickenham	'WATRLMN-RDNG4AB 2C13'	649.41	0.67	8.12	45.53	53.64	0.56	0.5	0.28
Rail	Twickenham	'WATRLMN-RDNG4AB 2C17'	649.41	1.33	8.12	23.31	31.42	0.95	0.5	0.48
Rail	Twickenham	'WATRLMN-RDNG4AB 2C85'	649.41	0.33	8.12	91.66	99.78	0.3	0.5	0.15
Rail	Twickenham	'WATRLMN-RDNG4AB 2C87'	649.41	0.33	8.12	91.66	99.78	0.3	0.5	0.15
Rail	Twickenham	'SHEPRTN-WATRLMN 2H92'	649.41	1	8.12	30.75	38.87	0.77	0.5	0.39
Rail	Twickenham	'WDON-WATRLMN 2K03'	649.41	0.33	8.12	91.66	99.78	0.3	0.5	0.15
Rail	Twickenham	'WATRLMN-WATRLMN 2K09'	649.41	2	8.12	15.75	23.87	1.26	1	1.26
Rail	Twickenham	'WATRLMN-WATRLMN 2O09'	649.41	2	8.12	15.75	23.87	1.26	0.5	0.63
Rail	Twickenham	'TWCKNHM-WATRLMN 2O9Z'	649.41	0.67	8.12	45.53	53.64	0.56	0.5	0.28
Rail	Twickenham	'WATRLMN-WSORAER 2U13'	649.41	2	8.12	15.75	23.87	1.26	0.5	0.63
Rail	Twickenham	'RDNG4AB-WATRLMN 2C10'	649.41	1.33	8.12	23.31	31.42	0.95	0.5	0.48
Rail	Twickenham	'RDNG4AB-WATRLMN 2C14'	649.41	0.33	8.12	91.66	99.78	0.3	0.5	0.15
Rail	Twickenham	'RDNG4AB-WATRLMN 2C16'	649.41	0.33	8.12	91.66	99.78	0.3	0.5	0.15
Rail	Twickenham	'RDNG4AB-WATRLMN 2C18'	649.41	0.67	8.12	45.53	53.64	0.56	0.5	0.28
Rail	Twickenham	'RDNG4AB-WATRLMN 2C90'	649.41	0.33	8.12	91.66	99.78	0.3	0.5	0.15
Rail	Twickenham	'TWCKNHM-WATRLMN 2R03'	649.41	0.33	8.12	91.66	99.78	0.3	0.5	0.15
Rail	Twickenham	'WATRLMN-WATRLMN 2R09'	649.41	2	8.12	15.75	23.87	1.26	0.5	0.63
Rail	Twickenham	'WSORAER-WATRLMN 2U10'	649.41	2	8.12	15.75	23.87	1.26	0.5	0.63
Rail	Twickenham	'HOUNSLV-WATRLMN 2V05'	649.41	0.67	8.12	45.53	53.64	0.56	0.5	0.28

Total Grid Cell AI: 24.81