

TRANSPORT TECHNICAL NOTE

PROJECT	P2301.3 SITE ON CORNER OF ROSELEIGH CLOSE AND CAMBRIDGE PARK, EAST TWICKENHAM
DATE	JANUARY 2023
REASON	FULL PLANNING
AUTHOR	ALEXANDER OSBORN BSc Hons, PG Dip, CMILT, FCIHT, FIHE

1. INTRODUCTION

KRONEN has been instructed to prepare this Technical Note to support proposals at "Site on the Corner of Roseleigh Close and Cambridge Park, East Twickenham" (in the London Borough of Richmond Upon Thames).

2. SITE INFORMATION

The site is undeveloped land adjacent the simple priority junction of Roseleigh Close with Cambridge Park.

Deon Lombard Architects are the project architects. Refer to Deon Lombard Architects accompanying plans and statements for the site location and boundary.

Site visit photographs taken in December 2019 are provided in Note Enclosure 1.

3. SITE LOCATION AND PUBLIC TRANSPORT ACCESSIBILITY

East Twickenham local centre and key / secondary shopping frontages are approximately 650m walk distance to the north of the site. A Google Map extract showing the site and walk distance is provided in Enclosure 2 ([Online] < <https://maps.google.com> > [Accessed November 2019])

"Manual for Streets" (Department for Transport and Department for Communities and Local Government, 2007) includes the concept of the "walkable neighbourhood" which includes the (p.45) "range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot". East Twickenham local centre and its amenities and services are within the site's walkable neighbourhood.

An extract from LB Richmond's online "Local Plan Proposals Map" is provided as Enclosure 3 showing the site and centre ([Online] < http://www.cartogold.co.uk/richmond_2015/richmond.htm > [Accessed August 2019]).

In addition Richmond town centre is recognised as a "Major" centre in Annex 1 Town Centre Network of the "London Plan" (Greater London Authority, 2021).

Richmond town centre is approximately 1000m walk distance to the north east of the site. A Google Map extract showing the site and walk distance is provided in Enclosure 4 ([Online] < <https://maps.google.com> > [Accessed November 2019])

Transport for London have recently adopted the concept of Active Travel Zones "ATZ" which cover areas within a 20 minute cycle time / distance; accordingly Richmond Major centre and its amenities and services are comfortably within the site's ATZ.

The site has access to 6 x medium to high frequency bus services; the 33, 110, 490, H37, R68 and R70 services. Services are accessible from "W" and "X" " Cresswell Road" stops on Richmond Road. The stops are within a 650m walk distance of the site.

"Buses from Richmond Bridge" (TfL, 2017) is provided as Enclosure 5 showing the bus stops.

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

"Assessing transport connectivity in London" explains 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 provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.

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 PTAL score of 2. This PTAL score indicates an "Poor" level of public transport service availability. Details of the PTAL calculation are provided in Enclosure 6. The PTAL score inherently only considers access to public transport and does not take in to account the East Twickenham and Richmond centres which are within the site's walkable neighbourhood and ATZ as discussed.

Based on all the above, the site is considered to be reasonably sustainably located for an Outer London Borough setting, conveniently located for services / facilities on foot and for public transport, and that future occupants need not be dependent on private vehicles.

4. HIGHWAYS AND PARKING

As discussed the site is undeveloped land adjacent the simple priority junction of Roseleigh Close with Cambridge Park.

Both Roseleigh Close and Cambridge Park are unclassified local access roads / residential streets.

Roseleigh Close is a lightly trafficked low speed cul-de-sac.

The site and surrounding roads are in LB Richmond's Permit Controlled Parking Zone "F" "East Twickenham" which is in operation Monday to Friday 10am to 4.30pm; a CPZ map is provided in Enclosure 7.

The Zipcar car club appears to be the primary car club operator in the local area; Zipcar has several vehicles in and around the East Twickenham area, the closest vehicle is on Cambridge Road approximately 750m walk distance to the north east of the site. A Zipcar Map extract is provided in Enclosure 8 showing nearby cars ([Online] < <http://www.zipcar.co.uk/find-cars/en-GB/london> > [Accessed November 2019]).

5. PROPOSAL

The proposal seeks a new building comprising 3 × maisonettes.

The proposed schedule of accommodation is 1 × 2-bedroom maisonette and 2 × 3-bedroom maisonettes.

The proposed plans show 2 × new dropped kerb vehicle crossovers serving × 3 off-street electric vehicle parking spaces / 1 × off-street parking space per maisonette.

Proposed plans also show that each maisonette would have a cycle store and refuse / recycle store. Cycle stores have been designed to accommodate up to 3 × cycles each.

Deon Lombard Architects are project architects. Refer to Deon Lombard Architects' accompanying plans and statements for the proposed layout etc.

6. ANALYSIS

Given the scale and nature of the current proposal the main transport items for the proposal are considered to be: vehicle parking, cycle parking, layout and refuse servicing. These matters are assessed in turn below.

7. ANALYSIS - VEHICLE PARKING

As discussed, the proposal seeks a new building comprising 3 × maisonettes: 1 × 2-bedroom maisonette and 2 × 3-bedroom maisonettes.

The proposed plans show 2 × new dropped kerb vehicle crossovers serving × 3 off-street electric vehicle parking spaces / 1 × off-street parking space per maisonette.

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

Policy LP 45 refers to standards in Appendix 3.

Appendix 3 states:

Residential car parking standards for PTAL 0 to 3 locations is "1-2 bedrooms 1 space" and "3+ bedrooms 2 spaces" and cycle parking standards are as per the London Plan.

Policy T6.1 Residential parking of London Plan refers to its Table 10.3.

Table 10.3 provides a maximum parking standard of up to 0.75 spaces per 1- to 2-bedroom dwellings and up to 1 space per dwelling for Outer London PTAL 2-3 locations.

In addition to Development Plan policy / standards, with regards to levels of residential parking "National Planning Policy Framework" (Ministry of Housing, Communities & Local Government, 2021) states "local car ownership levels" amongst other considerations should be taken into account.

Local car ownership data can be extracted from Census data and this data is considered a significant material consideration in the assessment of parking provisions.

Census 2011 "accommodation type by car or van availability" datasets for the site's Census "Output Area", Twickenham Riverside Ward and for Richmond Authority areas has been obtained. This data is provided in Enclosure 9.

The data projects the following vehicle ownership for "Flat, maisonette, apartment, caravan or other mobile or temporary structure":

Output Area 0.75 vehicles per flat etc.
Ward 0.71 vehicles per flat
Authority 0.70 vehicles per flat

The data also shows the following proportion of flats with no car ownership / that are car free:

Output Area 35% car free flats
Ward 40% car free flats
Authority 41% car free flats

Based on the Census data the proposed maisonettes are projected to generate a demand for less than 1 x car per dwelling.

Based on the above the proposed dwellings' parking provisions are considered adopted policy / maximum standards compliant and sufficient to cater for projected demand and is therefore the proposal is considered acceptable / not objectionable in this regard.

8. ANALYSIS - CYCLE PARKING

As discussed, the proposal seeks a new building comprising 3 x maisonettes: 1 x 2-bedroom maisonette and 2 x 3-bedroom maisonettes.

Proposed plans also that each maisonette would have a cycle store. Cycle stores have been designed to accommodate up to 3 x cycles each.

Cycle parking policy and standards are discussed above; Policy LP 45 Parking Standards and Servicing of Local Plan and Policy T5 Cycle Parking of London Plan. Minimum cycle parking standards prescribe 2 x cycle spaces per 2-bedroom and larger dwellings.

The proposal provides cycle parking in excess of the minimum standards and is therefore considered acceptable.

This cycle parking could be secured by planning condition.

9. ANALYSIS - LAYOUT

The proposed plans show 2 × new dropped kerb vehicle crossovers serving × 3 off-street electric vehicle parking spaces / 1 × off-street electric vehicle parking space per maisonette.

The proposed layout includes / has:

- Spaces that are 2.4m × 5.0m in dimensions.
- Spaces that allow large cars to park off-street clear of the public highway.
- Vehicles could enter the site at right angles to Roseleigh Close.
- Gates are not proposed and there would be no gates / doors opening outwards on to the public highway.
- The parking area has no significant level changes so there is no gradient issue to resolve in the proposed design.
- Area has been designed so not more than 2 spaces are grouped together.
- Detailed design of crossovers would need to be agreed with LB Richmond engineers after determination but the single space could have a 2.4m wide crossover and the grouped spaces could have 4.8m wide crossover.
- The footway has no significant features that would prevent access; light columns, trees and utility apparatus are shown on the accompanying proposed plan.
- Due to the parking bay opposite the proposed accesses / spaces it is not possible to park directly outside the site on Single Yellow Line therefore the proposal would not result in the loss of on-street parking.
- The footway outside the site is approximately 1.7m to 1.8m wide and has an open aspect providing clear vehicle to vehicle and vehicle to pedestrian visibility.

Based on the above the proposed layout is considered acceptable and in accordance with "Transport Supplementary Planning Document" (LB Richmond, 2020) and LB Richmond's online guidance document "Vehicular Dropped kerb – Application" [Online] <
http://www.richmond.gov.uk/media/15527/vehicular_dropped_kerb_application_2018_19.pdf > [Accessed November 2018].

Parking spaces have been tested with AutoCAD 2023 Vehicle Tracking with a Volvo V40, a car commensurate in size with the best-selling new cars / registrations of 2022 ([Online] <https://www.smmr.co.uk/vehicle-data/car-registrations/> [Accessed January 2023]) and are considered accessible, refer to Figures 1 to 3.

10. ANALYSIS - REFUSE / SERVICING

As shown on the accompanying plans the proposal includes a refuse / recycle stores next to parking spaces.

The stores are short 5m to 10m push / pull distance to the public highway; this is within the 20m distance cited in "Refuse and Recycling Storage Requirements Supplementary Planning Document" (LB Richmond, 2015).

Refuse proposals are considered acceptable; refuse arrangements could be secured by planning condition.

11. ANALYSIS - CONCLUSIONS

Based on the above the proposal's vehicle parking, cycle parking and refuse servicing arrangements are considered acceptable / not objectionable.

With regards to transport impacts Paragraph 111 of the "National Planning Policy Framework" includes direction 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". The proposals is not considered unacceptable / severe in this context and is therefore considered not objectionable in a planning context.

PREPARED FOR DEON LOMBARD ARCHITECTS
PREPARED BY KRONEN LIMITED
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ENCLOSURES



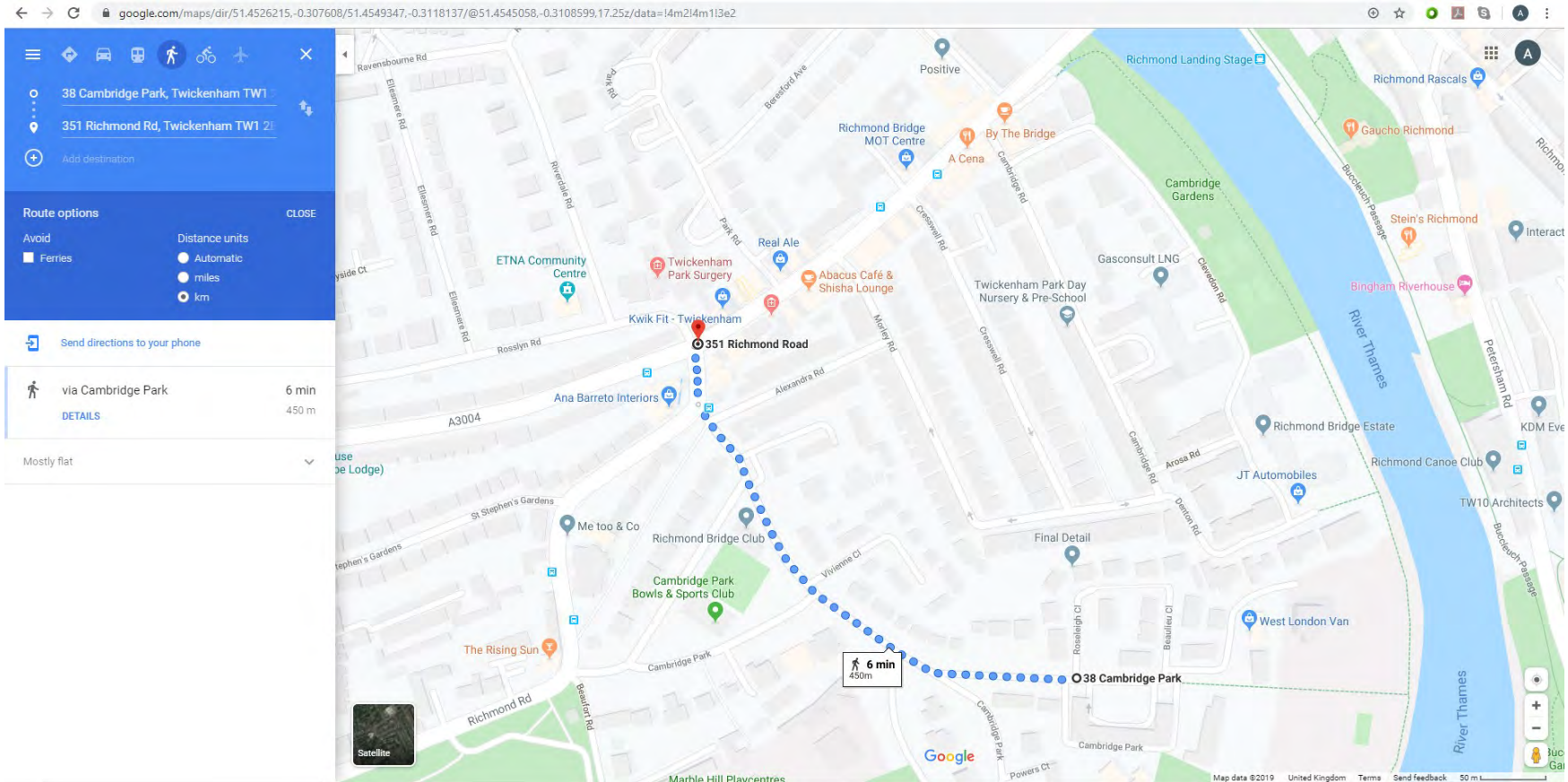
ENCLOSURE 1
SITE VISIT PHOTOGRAPHS DECEMBER 2019



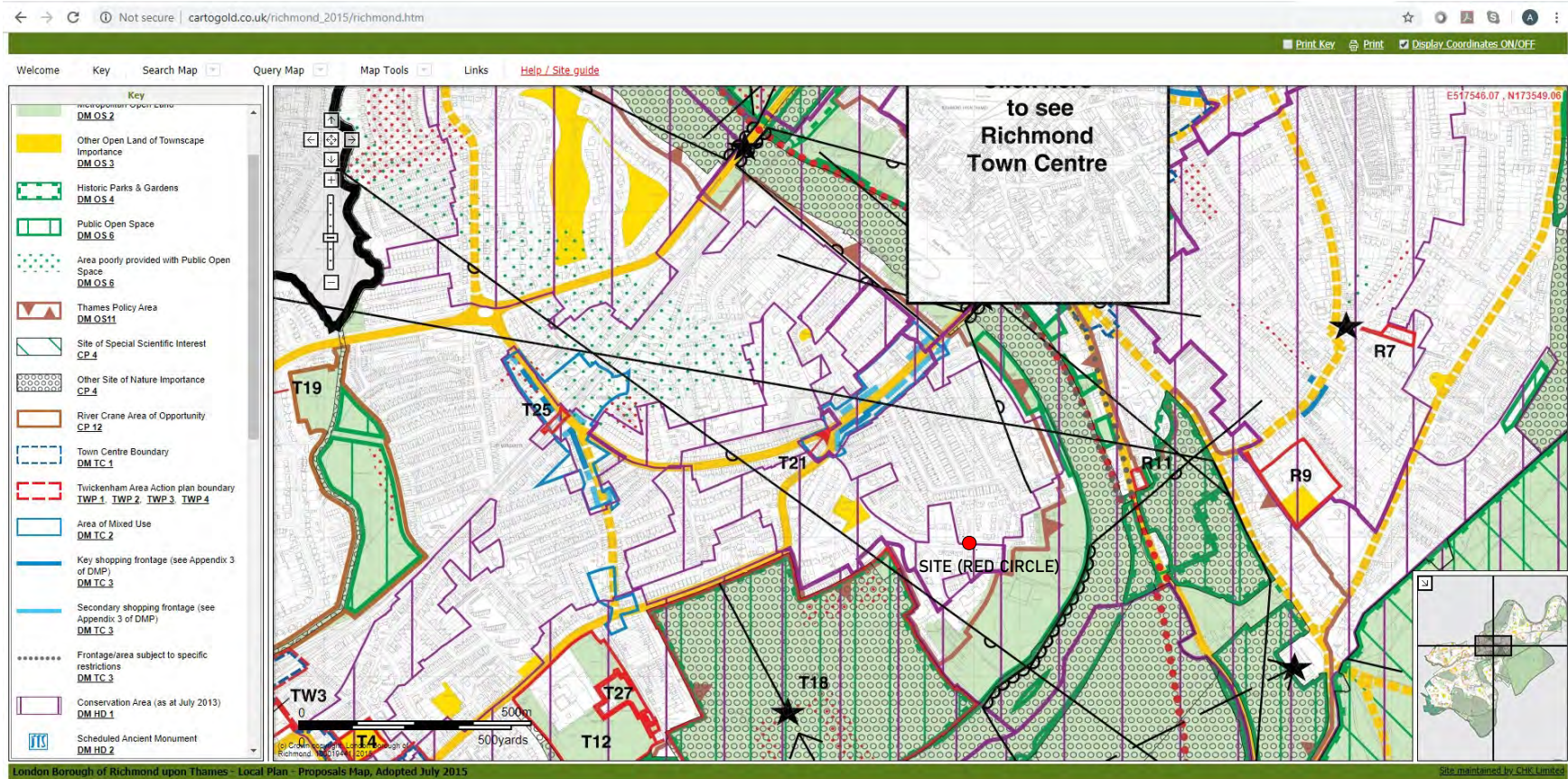
ENCLOSURE 1
SITE VISIT PHOTOGRAPHS DECEMBER 2019

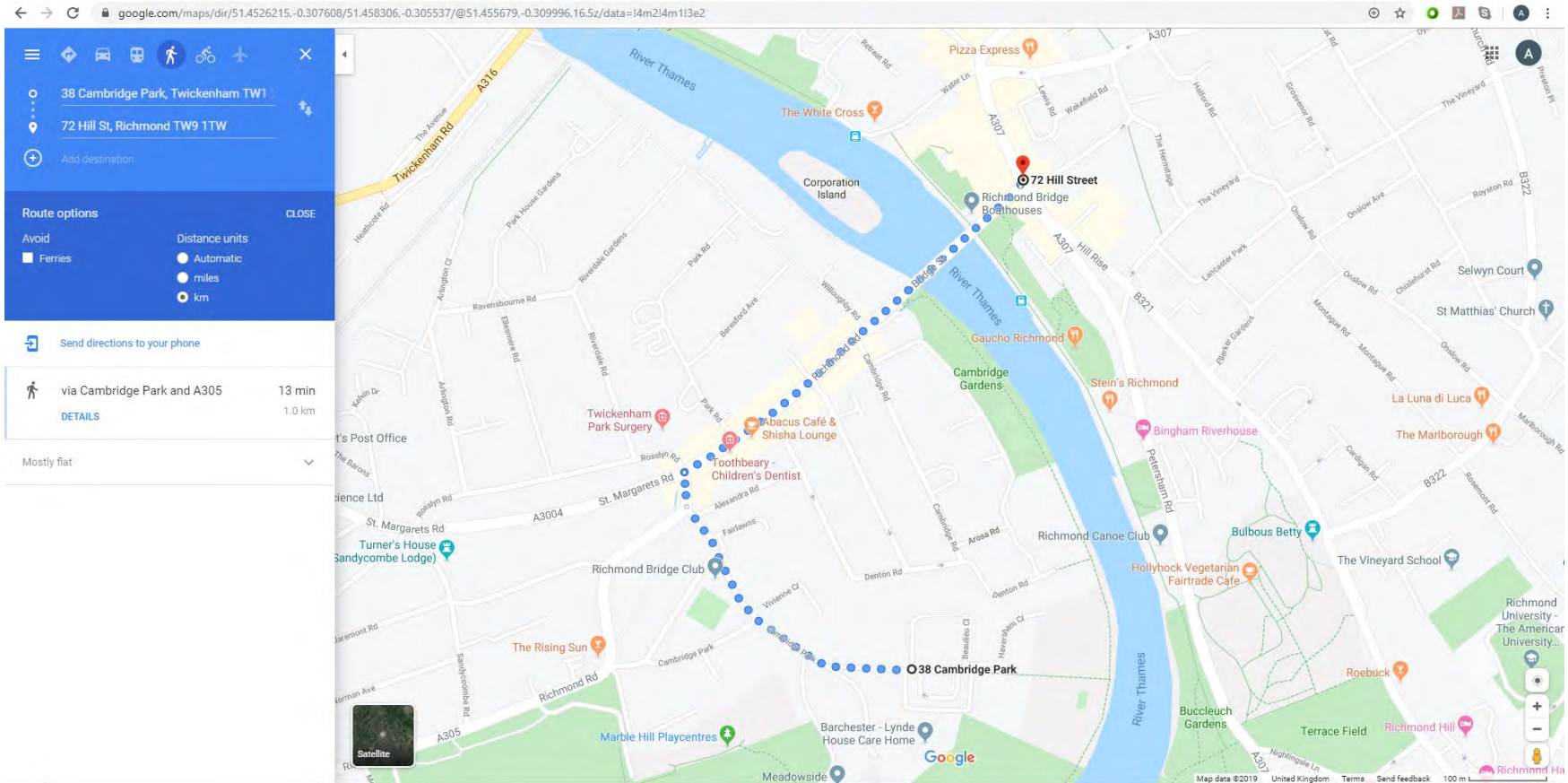


ENCLOSURE 1
SITE VISIT PHOTOGRAPHS DECEMBER 2019



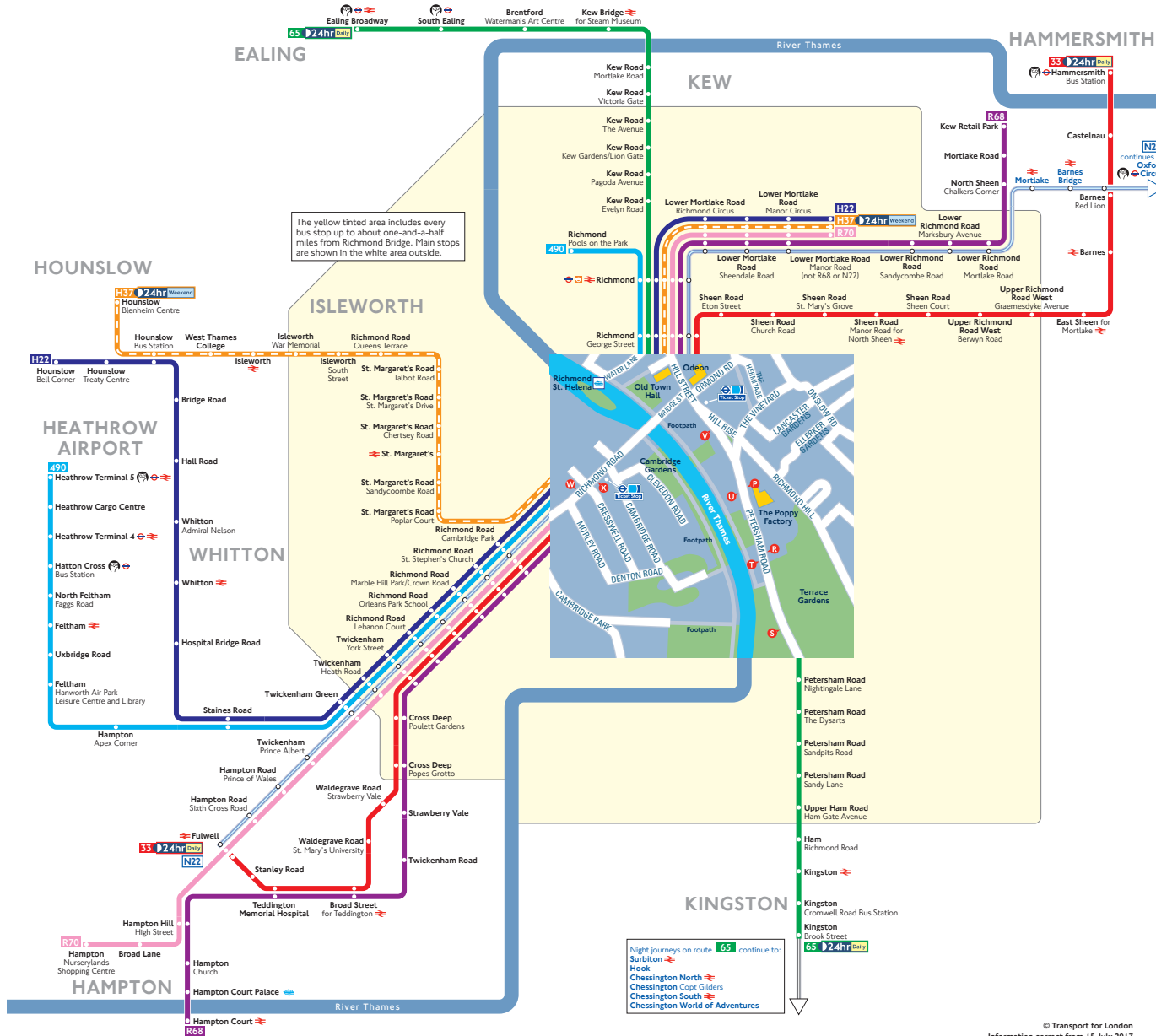
ENCLOSURE 2
EXTRACT FROM GOOGLE MAPS - WALK DISTANCE BETWEEN SITE AND EAST TWICKENHAM LOCAL CENTRE





ENCLOSURE 4
EXTRACT FROM GOOGLE MAPS - WALK DISTANCE BETWEEN SITE AND RICHMOND MAJOR CENTRE

Buses from Richmond Bridge



Route finder

Bus route	Towards	Bus stops
33 24hr Daily	Fulwell	X
	Hammersmith	W
65 24hr Daily	Ealing Broadway	S T U V
	Kingston	P R
	Chessington (Night journeys only)	P R
490	Heathrow Terminal 5	X
	Pools on the Park	W
H22	Hounslow	X
	North Sheen	W
H37 24hr Weekend	Hounslow	X
	North Sheen	W
R68	Hampton Court	X
	Kew	W
R70	Hampton	X
	North Sheen	W

Night buses

Bus route	Towards	Bus stops
N22	Fulwell	X
	Oxford Circus	W

Other buses

Bus route	Towards	Bus stops
969	Roehampton Vale ▼	W
	Whitton ▼	X

Key

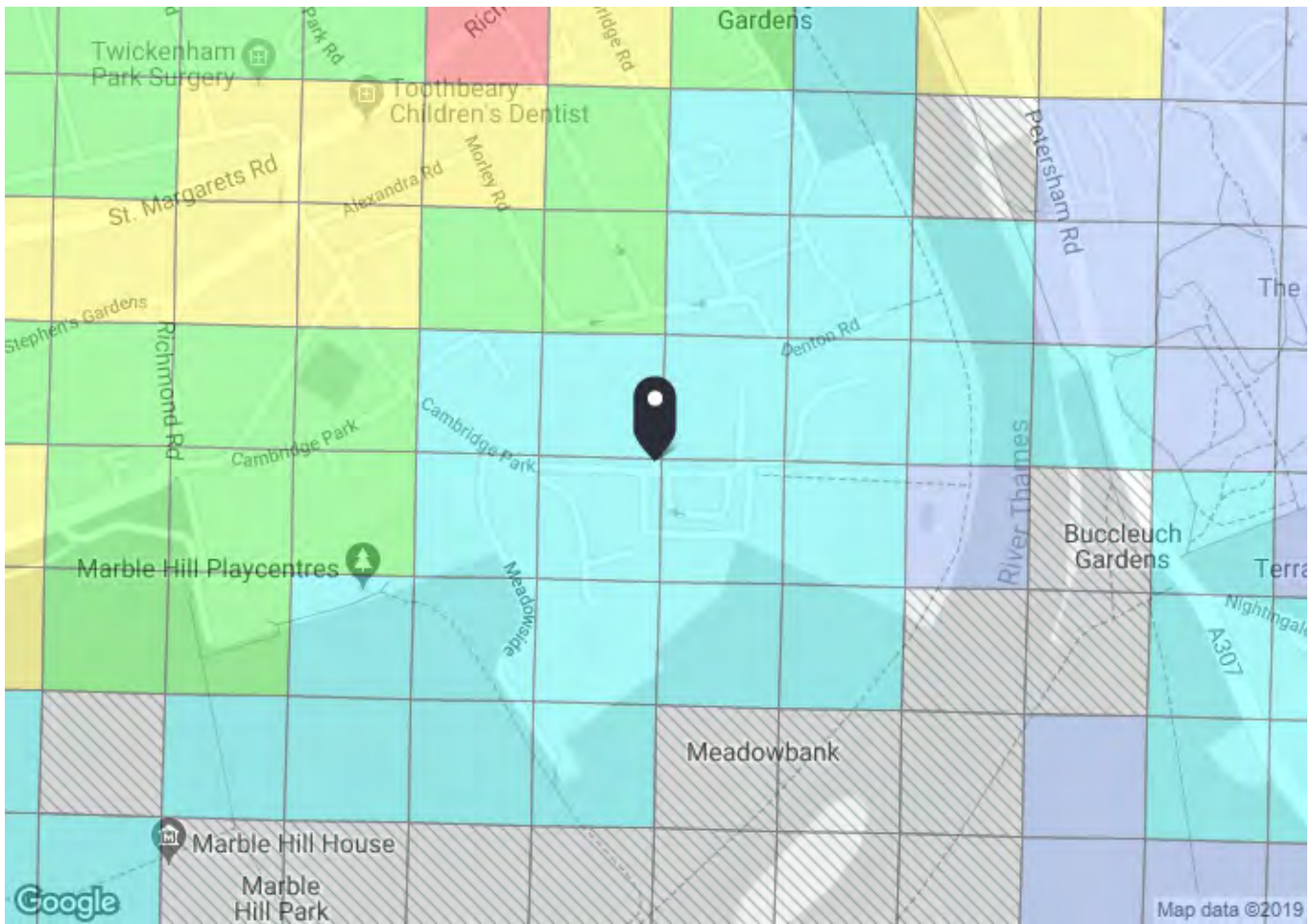
- 33** Day buses in black
- N22** Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with river boats
- Operates daily with 24-hour service Friday and Saturday nights
- Tube station with 24-hour service Friday and Saturday nights
- Tuesdays and Fridays only

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.

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PTAL output for Base Year 2

38 Cambridge Park, Twickenham TW1 2JU, UK
Easting: 517691, Northing: 173989

Grid Cell: 48497

Report generated: 06/12/2019

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

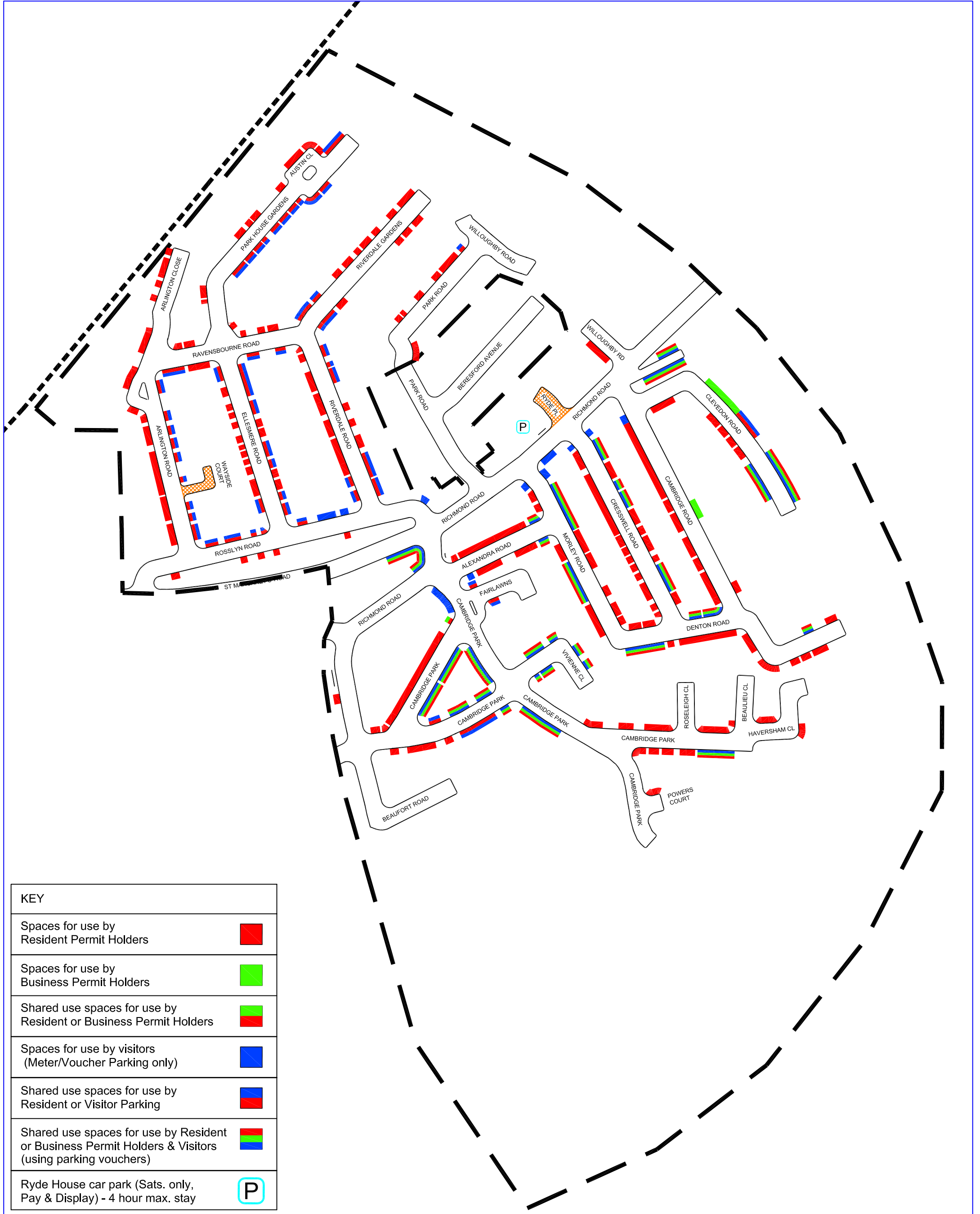
0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

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 RD CAMBRIDGE PK	33	376.7	7.5	4.71	6	10.71	2.8	1	2.8
Bus	RICHMOND RD CAMBRIDGE PK	490	376.7	5	4.71	8	12.71	2.36	0.5	1.18
Bus	RICHMOND RD CAMBRIDGE PK	R68	376.7	4	4.71	9.5	14.21	2.11	0.5	1.06
Bus	RICHMOND RD CAMBRIDGE PK	R70	376.7	6	4.71	7	11.71	2.56	0.5	1.28
Bus	RICHMOND RD CAMBRIDGE PK	H22	376.7	5	4.71	8	12.71	2.36	0.5	1.18
Bus	ST M'GARETS R RICHMOND R	H37	461.51	10	5.77	5	10.77	2.79	0.5	1.39
Total Grid Cell AI:										8.89



KEY	
Spaces for use by Resident Permit Holders	
Spaces for use by Business Permit Holders	
Shared use spaces for use by Resident or Business Permit Holders	
Spaces for use by visitors (Meter/Voucher Parking only)	
Shared use spaces for use by Resident or Visitor Parking	
Shared use spaces for use by Resident or Business Permit Holders & Visitors (using parking vouchers)	
Ryde House car park (Sats. only, Pay & Display) - 4 hour max. stay	



Job title
EAST TWICKENHAM CPZ
(ZONE F)

Hours of Operation:
Monday-Friday
10.00am - 4.30pm

CIVIC CENTRE, 44 YORK STREET, TWICKENHAM, TW1 3BZ
 TEL: 020-8891 1411 FAX: 020-8891 7702

Mervyn Bartlett BSc MSc CMILT MIHT
 HEAD OF TRANSPORT PLANNING SERVICE
 ENVIRONMENT DIRECTORATE

Drawing no.

Revision

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Scale	Date	Section	Drawn	Checked
	SEPT-04	PARKING		

London

meet the cars

- Richmond - Cambridge Rd
1 vehicle
"Audrina" - Hyundai Pay-Per-Mile i20
Hour: £3
Day: £33 (base rate)
[see car profile](#) [join now](#)
- Richmond - Lancaster Pk
1 vehicle
- Richmond - Mt Ararat Rd
1 vehicle
- Richmond - Paradise Rd
1 vehicle
- Richmond - Queens Cr
4 vehicles

Legend:
 you are here
 Zipcars live here
 viewing Zipcars
 no cars here meet your criteria
 area

Map data ©2019 Terms of Use

PROJECT - P1908.3
SITE ON CORNER OF ROSELEIGH CLOSE AND CAMBRIDGE PARK, EAST TWICKENHAM
SHEET - CENSUS 2011 DATA - ACCOMMODATION TYPE BY CAR OR VAN AVAILABILITY BY NUMBER OF USUAL RESIDENTS AGED 17 OR OVER IN HOUSEHOLD

LOCAL AUTHORITY RICHMOND

CARS OR VANS	ALL ACCOMM. TYPES	HOUSES ETC.	FLATS ETC.
ALL	79,835	47,889	31,946
NO VEHICLES	19,751	6,780	12,971
1 VEHICLE	40,079	24,371	15,708
2+ VEHICLES	20,005	16,738	3,267

SOURCE: ONS

CARS OR VANS	ALL ACCOMM. TYPES		HOUSES ETC.		FLATS ETC.		
	NUMBER	PROPORTION	NUMBER	PROPORTION	NUMBER	PROPORTION	VEHICLES
ALL	79,835	1.00	47,889	1.00	31,946	1.00	
NO VEHICLES	19,751	0.25	6,780	0.14	12,971	0.41	0.00
1 VEHICLE	40,079	0.50	24,371	0.51	15,708	0.49	0.49
2+ VEHICLES	20,005	0.25	16,738	0.35	3,267	0.10	0.20
							0.70

VEHICLES PER FLAT

LOCAL WARD TWICKENHAM RIVERSIDE

CARS OR VANS	ALL ACCOMM. TYPES	HOUSES ETC.	FLATS ETC.
ALL	4,853	1,926	2,927
NO VEHICLES	1,446	272	1,174
1 VEHICLE	2,498	1,076	1,422
2+ VEHICLES	909	578	331

SOURCE: ONS

CARS OR VANS	ALL ACCOMM. TYPES		HOUSES ETC.		FLATS ETC.		
	NUMBER	PROPORTION	NUMBER	PROPORTION	NUMBER	PROPORTION	VEHICLES
ALL	4,853	1.00	1,926	1.00	2,927	1.00	
NO VEHICLES	1,446	0.30	272	0.14	1,174	0.40	0.00
1 VEHICLE	2,498	0.51	1,076	0.56	1,422	0.49	0.49
2+ VEHICLES	909	0.19	578	0.30	331	0.11	0.23
							0.71

VEHICLES PER FLAT

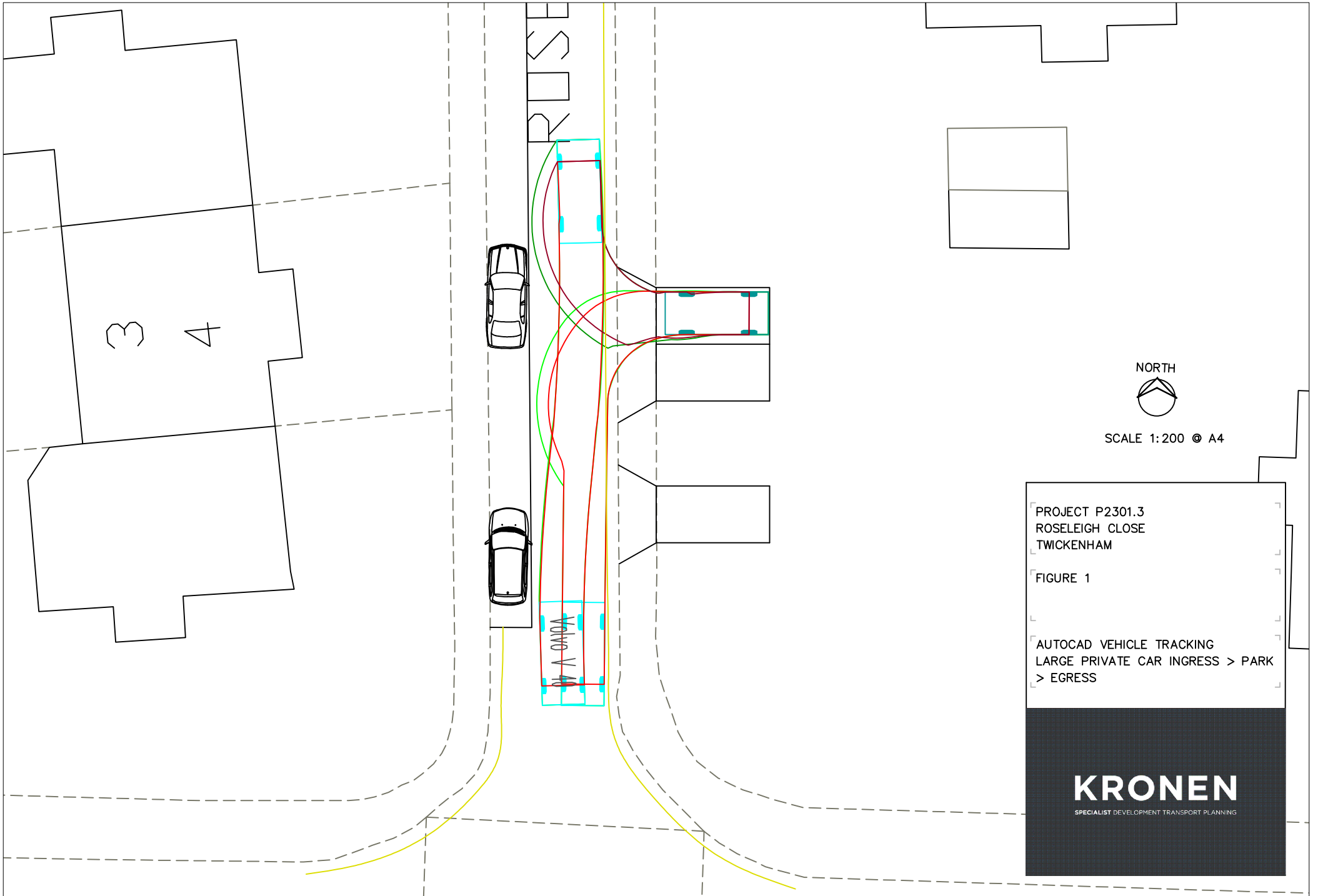
LOCAL CENSUS OUTPUT AREA "E00019589"

CARS OR VANS	ALL ACCOMM. TYPES	HOUSES ETC.	FLATS ETC.
ALL	129	34	95
NO VEHICLES	37	4	33
1 VEHICLE	71	18	53
2+ VEHICLES	21	12	9

SOURCE: ONS

CARS OR VANS	ALL ACCOMM. TYPES		HOUSES ETC.		FLATS ETC.		
	NUMBER	PROPORTION	NUMBER	PROPORTION	NUMBER	PROPORTION	VEHICLES
ALL	129	1.00	34	1.00	95	1.00	
NO VEHICLES	37	0.29	4	0.12	33	0.35	0.00
1 VEHICLE	71	0.55	18	0.53	53	0.56	0.56
2+ VEHICLES	21	0.16	12	0.35	9	0.09	0.19
							0.75

VEHICLES PER FLAT



NORTH



SCALE 1:200 @ A4

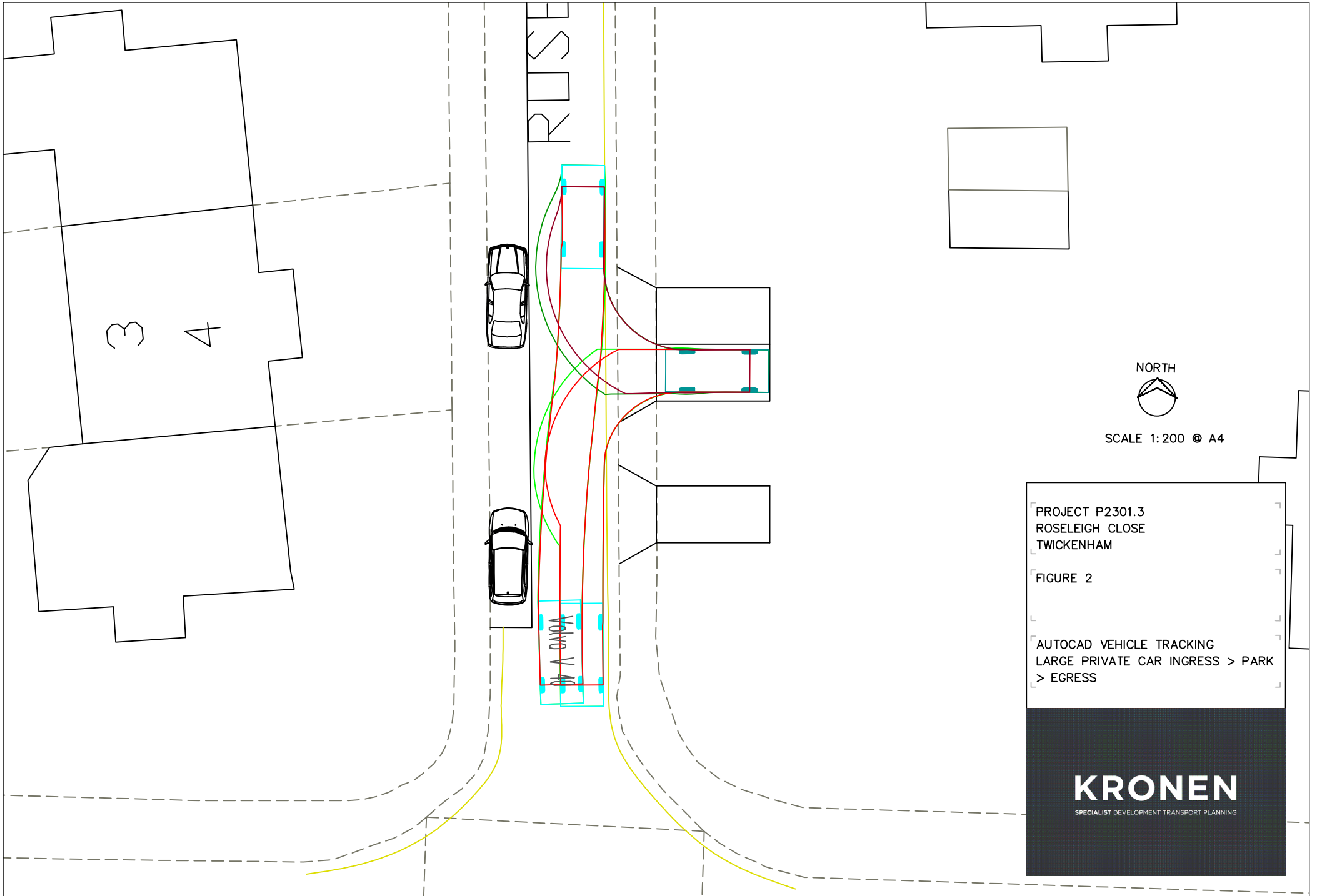
PROJECT P2301.3
ROSELEIGH CLOSE
TWICKENHAM

FIGURE 1

AUTOCAD VEHICLE TRACKING
LARGE PRIVATE CAR INGRESS > PARK
> EGRESS

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING



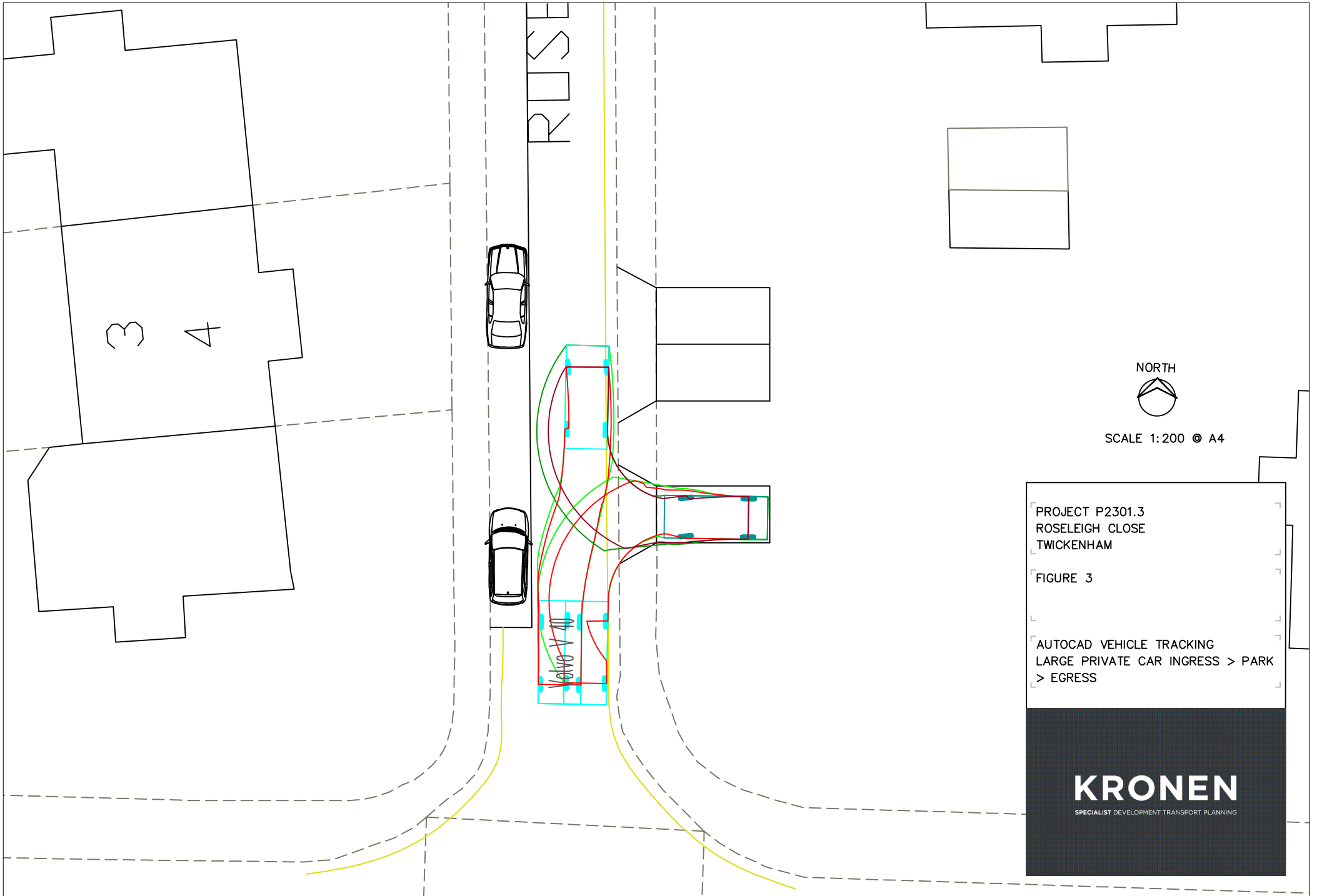
NORTH
SCALE 1:200 @ A4

PROJECT P2301.3
ROSELEIGH CLOSE
TWICKENHAM

FIGURE 2

AUTOCAD VEHICLE TRACKING
LARGE PRIVATE CAR INGRESS > PARK
> EGRESS





NORTH



SCALE 1:200 @ A4

PROJECT P2301.3
ROSELEIGH CLOSE
TWICKENHAM

FIGURE 3

AUTOCAD VEHICLE TRACKING
LARGE PRIVATE CAR INGRESS > PARK
> EGRESS

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING