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31 THE GREEN, RICHMOND,
TW9 1LX

TRANSPORT STATEMENT

December 2023

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Ref: File path P:\ P2895 31 The Green Transport Statement December 2023

I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by Justyn Bayley and Richard Posner in relation to the proposed development at 31 The Green, Richmond, TW9 1LX.
- I.2 The local planning and highway authority is the London Borough of Richmond upon Thames.
- I.3 The site location is presented on a map in Figure 1 of this report.

Site Location & Existing Site Details

- I.4 The site is located on The Green. To the north of the site is Richmond Green, to the west is Old Palace Terrace, to the south of the site is King Street, and to the east is Paved Court. Directly adjacent to the west are residential sites, and to the east are commercial with some office land use. The Green provides access to some of the retail outlets that contribute to Richmond commercial centre.
- I.5 The application site is located in a Public Transport Accessibility Level (PTAL) of 6a which is an 'excellent' accessibility to public transport as define by Transport for London (TfL), and is the second highest PTAL score that can be achieved. The site also has excellent access to local amenities as would be associated with being within a short walk of a high street.
- I.6 The highways surrounding the site, including Old Palace Terrace, King Street and The Green, are part of the Controlled Parking Zone (CPZ) A1 whereby kerb side parking is legible by marked-out bays, the restrictions are in force daily from 8:30am-6:30pm, and 11am-5pm on Sundays.
- I.7 The site is located within Richmond town centre and is therefore extremely well positioned near a large range of shops, services and general amenities which will be readily available for future occupants of the site.
- I.8 Adjacent to the site to the west on Old Palace Terrace there is a car club bay.

- 1.9 The client has sought pre-application advice (ref: 23/P0153/PREAPP) and the following advice regarding transport was provided on 16/10/23:

“Access

The applicant proposes to keep the existing pedestrian access on the southern side of The Green Richmond (Unclassified Road) to the proposed development.

Vehicular Parking

The applicant has presented the proposed development as car free. The site has a PTAL of 6a and is in a controlled parking zone 'A1 - Richmond Town' Times: Monday to Saturday 8:30am to 6:30pm (part); Monday to Saturday 8:30am to 6:30pm and Sun, Bank Holidays 11am to 5pm (part).

The applicant would be expected to enter into an agreement with the council under S106 of the Town and Country Planning Act 1990 which will preclude occupants of the site from buying permits to park in any CPZ. This is to mitigate the potential impact of overspill parking from the development in accordance with Para. 110d of the NPPF.

This site being is within a high-density residential area, it is likely that many such delivery vehicles will already be serving several neighbouring properties/areas, and therefore not be new to the local network the site in forward gear if needed.

Emergency service vehicles can also service the site from the highway if needed.

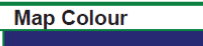






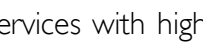
Cycle Parking

The applicant proposes add one new cycle parking space, the applicant needs to provide at least two in accordance cycle parking spaces according with the London Plan (2021) Table 10.2 - Minimum cycle parking standards.”

I.10 The following chapter outlines access to local public transport.

2.0 PUBLIC TRANSPORT ACCESSIBILITY

- 2.1 In terms of public transport, to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a PTAL assessment have been undertaken.
- 2.2 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 2.3 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.
- 2.4 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The results indicate that the application site has a PTAL score of 6a which is an 'Excellent' accessibility rating as defined by TfL.
- 2.5 The TfL PTAL output file is presented in Appendix A. TfL's PTAL table is extracted as follows:

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

- 2.6 A total of eleven different bus services with high hourly service frequencies can be accessed from stops near the site. Figure 2 displays the local stops and bus routes accessible to the site. The bus stops are located on George Street, Richmond high street.

2.7 It should be noted that some bus routes are outdated, as such the table below outlines the most recently updated bus routes.

Route Number	Destination	Vehicles per hour
H37	Hounslow Blenheim Centre - Isleworth - St Margaret's - Richmond - Richmond Manor Circus	8
65	Kingston - Petersham - Richmond - Kew - Brentford - South Ealing - Ealing	6
33	Fulwell Abellio London garage - Teddington - Twickenham - Richmond - East Sheen - Barnes Common - Castelnau	~10
371	Kingston - Norbiton - Tudor Drive - Ham - Ashburnham Road - Petersham - Queen's Road - Richmond Hill - Richmond - Richmond Manor Road Sainsbury's	~6
R70	Hanworth/Nurserylands (circular) - Hampton Hill - Fulwell - Twickenham - Richmond - Richmond Homebase Kew Retail Park	6
493	Richmond Homebase - Richmond - East Sheen - Roehampton - Putney Heath - Southfields - Wimbledon Park - Church Road - Wimbledon - Gap Road - Plough Lane - Blackshaw Road - Tooting St George's Hospital	~5
490	Heathrow Airport Terminal 5 - Heathrow Airport Cargo Area - Heathrow Airport Terminal 4 - Hatton Cross - Feltham - Staines Road - Twickenham - Richmond - Richmond Pools on the Park	6
337	Richmond - East Sheen - Barnes Common - Putney - Wandsworth - Clapham Junction	5
190	Richmond - Chiswick - Stamford Brook - Hammersmith - West Brompton	5
419	Richmond - Lower Richmond Road - Mortlake - Barnes - Suffolk Road - Howsman Road - Hammersmith Castelnau - Barnes Station - Roehampton Bessborough Road	~5
110	Hounslow - Powder Mill Lane - Whitton - St Margaret's - Richmond - Sandycombe Road - Kew - Turnham Green - Hammersmith	5

2.8 The site is also within walking distance of Richmond rail station. Details of the London underground, overground, and rail services can be found in Appendix A.

3.0 DEVELOPMENT IMPACT

- 3.1 This Transport Statement has been prepared to assess the impact of the development site being able to apply for on-street parking permits.
- 3.2 The applicant does not wish to apply for residential on-street parking permits for the proposed change of use at 31 The Green; forgoing the existing business parking permits.
- 3.3 The Richmond Local Plan (July 2018) has therefore been researched to assess parking standards for new developments.

Policy

- 3.4 Policy LP 45 Parking Standards and Servicing sets out the parking requirements for development and is as follows:

“Policy LP 45

Parking Standards and Servicing

Parking standards

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

- 1. Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.*
- 2. Resisting the provision of front garden car parking unless it can be demonstrated that:*
 - a. there would be no material impact on road or pedestrian safety;*

b. there would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and

c. the existing on-street demand is less than available capacity.

3. Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:

a. the provision of disabled parking;

b. appropriate servicing arrangements; and

c. demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality. All proposals for car free housing will need to be supported by the submission of a Travel Plan.

4. Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

Freight and Servicing

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents."

- 3.5 Appendix 3 of the Local Plan sets out maximum vehicle parking standards and minimum cycle parking standards, extracted as follows:

LAND USE	PARKING STANDARD	CYCLE PARKING STANDARD
RESIDENTIAL (including conversion/extension of existing)		
	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 on-street parking conditions will need to be assessed.	As per London Plan

3.6 The development site is located in a PTAL score of 6a, and as such the London Plan parking standards and cycle parking standards are applicable to the scheme.

3.7 The London Plan parking standards have therefore been researched. The maximum residential parking standards for new development in London as set out in The London Plan (March 2021) is extracted as follows:

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

3.8 The following is an extract from The London Plan (March 2021) detailing the minimum cycle parking standards for the proposed use case.

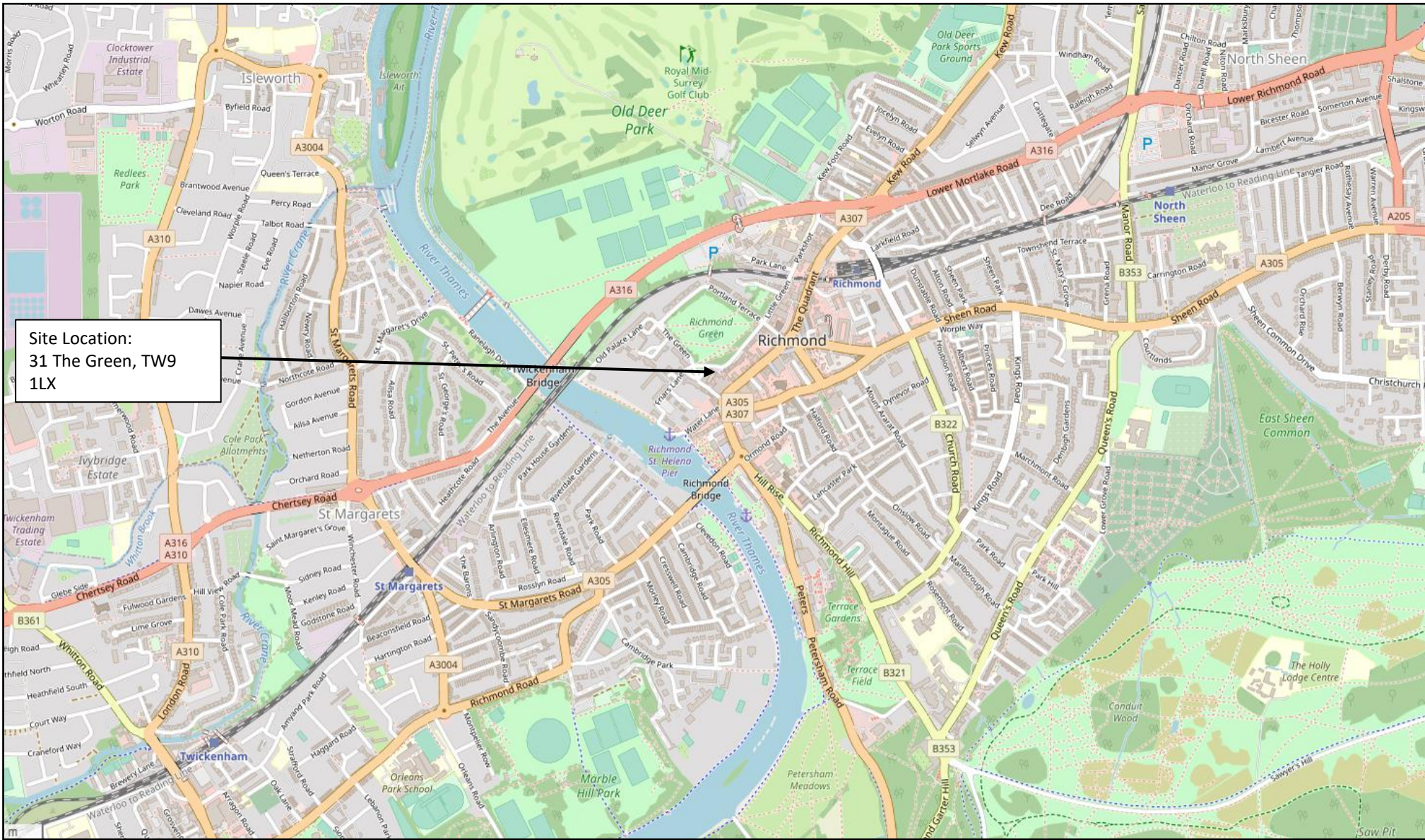
Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	<ul style="list-style-type: none"> • 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings 	<ul style="list-style-type: none"> • 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

- 3.9 The minimum requirement for family dwellings is two cycle parking spaces to be in line with policy.
- 3.10 The proposals are therefore in line with policy. The office currently has access to business permits in the local CPZ. However future occupants in the proposed residence will not be able to apply for a permit to park in the local CPZ, enforced under an S106 agreement. This will benefit other local users of the CPZ and will likely reduce the local parking stress.

4.0 SUMMARY

- 4.1 Paul Mew Associates is instructed by Justyn Bayley and Richard Posner in relation to the proposed development at 31 The Green, Richmond, TW9 1PU.
- 4.2 The proposal includes a change of use from office space into a single family dwelling house consisting of minor modifications and restoration works to the listed building. The proposal is to be car free and enforced with an S106 agreement.
- 4.3 The proposed development will therefore not result in conditions prejudicial to parking capacity or neighbouring amenity on the adjoining highway network.
- 4.4 The proposal will not generate a significant increase in traffic, or parking demand on the local highways to the detriment of public parking availability or local residential amenity.
- 4.5 The office space currently has access to business permits in the local CPZ. Future occupants in the proposed residence will not be able to apply for a permit to park in the local CPZ, enforced under an S106 agreement. This will benefit other local users of the CPZ and will likely reduce the local parking stress.

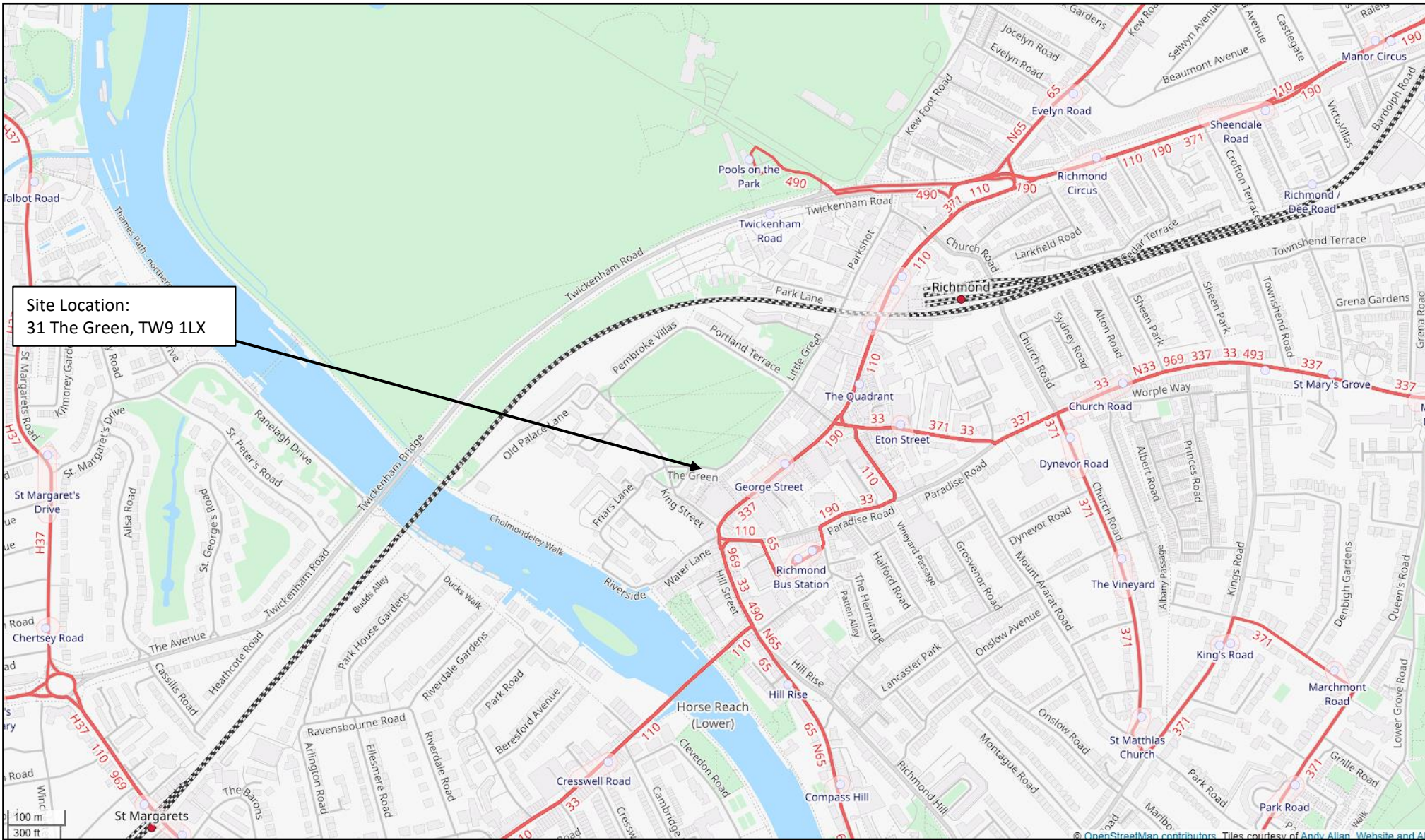
FIGURES



Date: October-2023
 Scale: NTS
 Source: Open Street Map
 Drawing No: P2895/TS/01



P2895: 31 The Green, TW9 1LX
 Figure 1
 Site Location



Date: October-2023
 Scale: NTS
 Source: Open Street Map
 Drawing No: P2895/TS/02



P2895: 31 The Green, TW9 1LX
 Figure 2
 Transport Accessibility Map

APPENDIX A

PTAL REPORT

Site Details

Description: **Standard PTAL calculation**
 Coordinates: 500000
 180000
 Date: 18/10/2023

Calculation Parameters

Day of Week: M-F
 Time Period: AM Peak
 Walk Speed: 4.8
 Bus Walk Access Time (mins): 8
 BUS Reliability Factor: 2
 LU Max. Walk Access Time (mins): 12
 LU Reliability Factor: 0.75
 Rail Walk Access Time (mins): 12
 Rail Reliability Factor: 0.75

Standard calculation

This is a standard PTAL calculation for a sample location.

Data			Calculations									
A	B	C	D	E	F	G	H	I	J	K		
Mode	Stop	Route	Distance (meter)	Frequency (vph)	Frequency (mit)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	RICHMOND GEORGE STREET H37		320.77	10	6	4.01	5.00	9.01	3.33	1	3.33	
Bus	RICHMOND GEORGE STREET 65		320.77	9	6.6667	4.01	5.33	9.34	3.21	0.5	1.61	
Bus	RICHMOND GEORGE STREET 33		320.77	7.5	8	4.01	6.00	10.01	3.00	0.5	1.50	
Bus	RICHMOND GEORGE STREET 371		320.77	7	8.5714	4.01	6.29	10.30	2.91	0.5	1.46	
Bus	RICHMOND GEORGE STREET R70		320.77	6	10	4.01	7.00	11.01	2.72	0.5	1.36	
Bus	RICHMOND GEORGE STREET 391		320.77	6	10	4.01	7.00	11.01	2.72	0.5	1.36	
Bus	RICHMOND GEORGE STREET 493		320.77	5	12	4.01	8.00	12.01	2.50	0.5	1.25	
Bus	RICHMOND GEORGE STREET 490		320.77	5	12	4.01	8.00	12.01	2.50	0.5	1.25	
Bus	RICHMOND GEORGE STREET H22		320.77	5	12	4.01	8.00	12.01	2.50	0.5	1.25	
Bus	RICHMOND GEORGE STREET 337		320.77	5	12	4.01	8.00	12.01	2.50	0.5	1.25	
Bus	RICHMOND GEORGE STREET 190		320.77	4	15	4.01	9.50	13.51	2.22	0.5	1.11	
Bus	RICHMOND GEORGE STREET 419		320.77	4	15	4.01	9.50	13.51	2.22	1.5	3.33	
Bus	RICHMOND GEORGE STREET R68		320.77	4	15	4.01	9.50	13.51	2.22	2.5	5.55	
Rail	Richmond	'WATRLMN-WATRLMN 2K09	544.58	2	30.00	6.81	15.75	22.56	1.33	1	1.33	
Rail	Richmond	'WATRLMN-WATRLMN 2O09	544.58	2	30.00	6.81	15.75	22.56	1.33	0.5	0.66	
Rail	Richmond	'WATRLMN-WATRLMN 2R09	544.58	2	30.00	6.81	15.75	22.56	1.33	0.5	0.66	
Rail	Richmond	'WSORAER-WATRLMN 2U11	544.58	2	30.00	6.81	15.75	22.56	1.33	0.5	0.66	
Rail	Richmond	'WATRLMN-WSORAER 2U11	544.58	2	30.00	6.81	15.75	22.56	1.33	0.5	0.66	
Rail	Richmond	'WATRLMN-RDNG4AB 2C17	544.58	1.33	45.11	6.81	23.31	30.11	1.00	0.5	0.50	
Rail	Richmond	'ALDRSHT-WATRLMN 1N90'	544.58	1	60.00	6.81	30.75	37.56	0.80	0.5	0.40	
Rail	Richmond	'SHEPRTN-WATRLMN 2H92	544.58	1	60.00	6.81	30.75	37.56	0.80	0.5	0.40	
Rail	Richmond	'RDNG4AB-WATRLMN 2C10	544.58	0.67	89.55	6.81	45.53	52.33	0.57	0.5	0.29	
Rail	Richmond	'WATRLMN-RDNG4AB 2C13	544.58	0.67	89.55	6.81	45.53	52.33	0.57	0.5	0.29	
Rail	Richmond	'RDNG4AB-WATRLMN 2C18	544.58	0.67	89.55	6.81	45.53	52.33	0.57	0.5	0.29	
Rail	Richmond	'RICHMND-GUILDFD 2N13'	544.58	0.33	181.82	6.81	91.66	98.47	0.30	0.5	0.15	
Rail	Richmond	'RDNG4AB-WATRLMN 2C14	544.58	0.33	181.82	6.81	91.66	98.47	0.30	0.5	0.15	
Rail	Richmond	'RDNG4AB-WATRLMN 2C16	544.58	0.33	181.82	6.81	91.66	98.47	0.30	0.5	0.15	
Rail	Richmond	'WATRLMN-RDNG4AB 2C85	544.58	0.33	181.82	6.81	91.66	98.47	0.30	0.5	0.15	
Rail	Richmond	'WATRLMN-RDNG4AB 2C87	544.58	0.33	181.82	6.81	91.66	98.47	0.30	0.5	0.15	
Rail	Richmond	'RDNG4AB-WATRLMN 2C90	544.58	0.33	181.82	6.81	91.66	98.47	0.30	0.5	0.15	
Rail	Richmond	'WDON-WATRLMN 2K03 '	544.58	0.33	181.82	6.81	91.66	98.47	0.30	0.5	0.15	
Rail	Richmond	'HOUNSLW-WATRLMN 2V09	544.58	0.33	181.82	6.81	91.66	98.47	0.30	0.5	0.15	
LUL	Richmond	'Upminster-Richmond '	544.58	6.00	10.00	6.81	5.75	12.56	2.39	1.00	2.39	
LUL	Richmond	'Richmond-DagEast '	544.58	0.67	89.55	6.81	45.53	52.33	0.57	0.50	0.29	

Sum of AI's **35.65**

PTAL **6a**