



The Lensbury,  
Broom Road,  
Teddington  
TW11 9NU

Highways Supporting Statement

February 2024

Ref 23-12283

Rev A



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## 1. Introduction

1.1.1. Syntegra Consulting Ltd (“SC”) has been appointed to produce a Highways Supporting Statement (HSS) to support a planning application at Lensbury Resort in Teddington.

1.1.2. The proposed development involves the reconfiguration of two existing tennis courts. One tennis court will be removed, and the three mini-red tennis courts will be reconfigured and markings added to allow the courts to be used for pickleball. Two padel tennis courts are also proposed. Overall, the proposals will result in additional court capacity for up to four people.

1.1.3. This report has been produced to demonstrate that the proposals are acceptable in highways and transportation terms.

1.1.4. The Statement sets out the following elements:

- Existing Site;
- Details of the Local Highway Network;
- Road Safety;
- Access by Sustainable Modes;
- Proposed Development, Access and Parking;
- Traffic Impact; and
- Conclusions.

1.1.5. The Statement is supported by the following appended documents:

- **Figure 1** – Site Location Plan;
- **Figure 2** – Crashmap Plan;
- **Figure 3** – Bus Stop Plan; and
- **Figure 4** – Car Parking Plan.

## 2. Site Context

### Existing Site

2.1.1. The proposed development site is located at Lensbury Resort, situated on Broom Road, Teddington, located approximately 1.5km east of Teddington Railway Station and 4km southwest of Richmond.

2.1.2. The Local Planning Authority (LPA) and Local Highway Authority (LHA) is The London Borough of Richmond Upon Thames (LBRUT).

2.1.3. The area of the site under consideration currently provides two tennis courts and three mini red tennis courts and is bound to the north by Broom Road; to the east by existing tennis courts; and to the south and west by St Mary’s Teddington Lock Campus playing fields and car park. The location of the site is shown indicatively, in red, in **Figure 1** below.

Figure 1 – Indicative Site Location





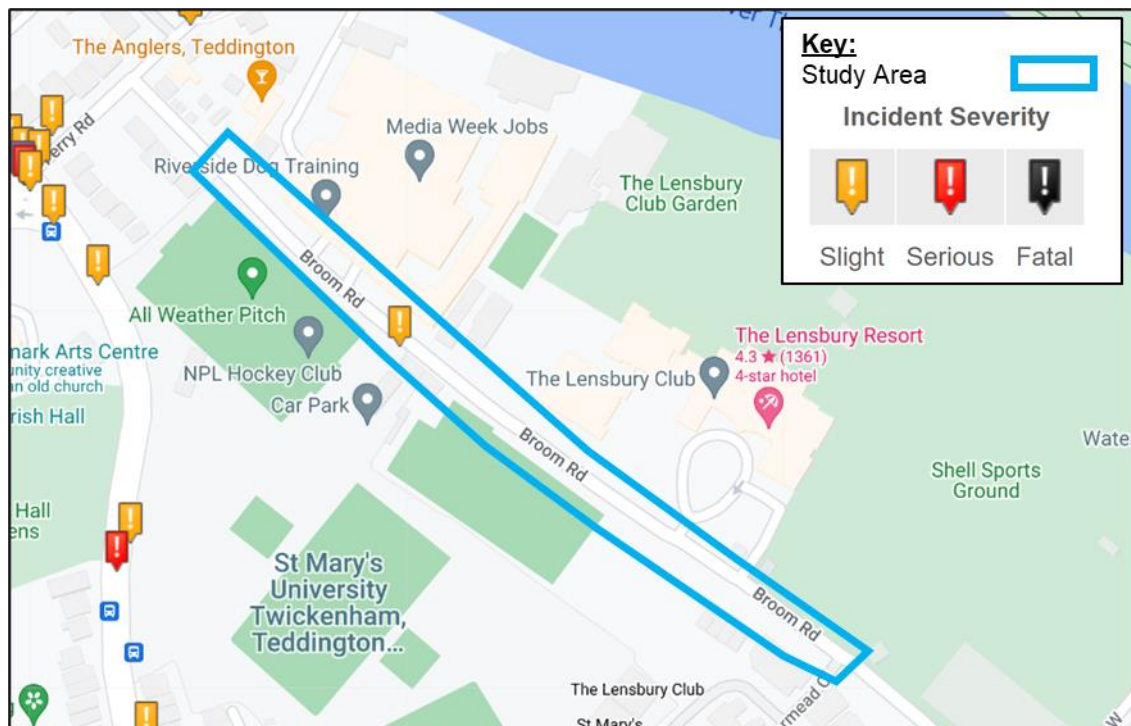
## Details of the Local Highway Network

- 2.1.4. The proposed development site is accessed from Broom Road to the north. The Lensbury Resort car park to the east of the site is accessed via an existing priority-controlled T-junction onto Broom Road.
- 2.1.5. Broom Road is a single-carriageway two-way road which has an approximate northwest-southeast alignment and is subject to a 20mph speed limit. Low speeds are encouraged through the regular provision of speed cushions. Broom Road is also facilitated with pedestrian footways and streetlighting on both sides of the carriageway and dropped kerbs and tactile paving are provided at the majority of junction crossings.
- 2.1.6. Much of Broom Road is subject to parking restrictions in the form of double yellow lines, however marked parking bays are provided along the northern side of the carriageway adjacent to the site where unrestricted on-street parking can occur.
- 2.1.7. To the northwest, Broom Road routes approximately 375m before merging with Ferry Road. Ferry Road has an approximate northeast-southwest alignment, to the northeast forming a no-through-route which allows pedestrian access to Teddington Lock Footbridge (west), which in turn provides access to Ham Lands Local Nature Reserve as well as a footpath that runs south along the River Thames.
- 2.1.8. To the southwest Ferry Road connects with Manor Road, Kingstone Road and the A313 at a four-arm signalised crossroads. The A313 provides travel through Teddington town centre and towards Hampton Hill.
- 2.1.9. To the southeast, Broom Road provides access to residential roads and recreation grounds, before eventually connecting with the A310.

## Road Safety

2.1.10. A review of the most recent five-year period (2018 – 2022) of personal injury collision data on Crashmap identifies that a single collision has occurred within the vicinity of the site. The study area includes a 400m length of Broom Road which immediately fronts the site. An extract from Crashmap can be seen in **Figure 2** below.

Figure 1 - Collision Plot Area



2.1.11. In October 2021, a collision occurred between a car and a pedestrian at the access of the Teddington Lock Campus car park. The incident resulted in slight injuries to the pedestrian.

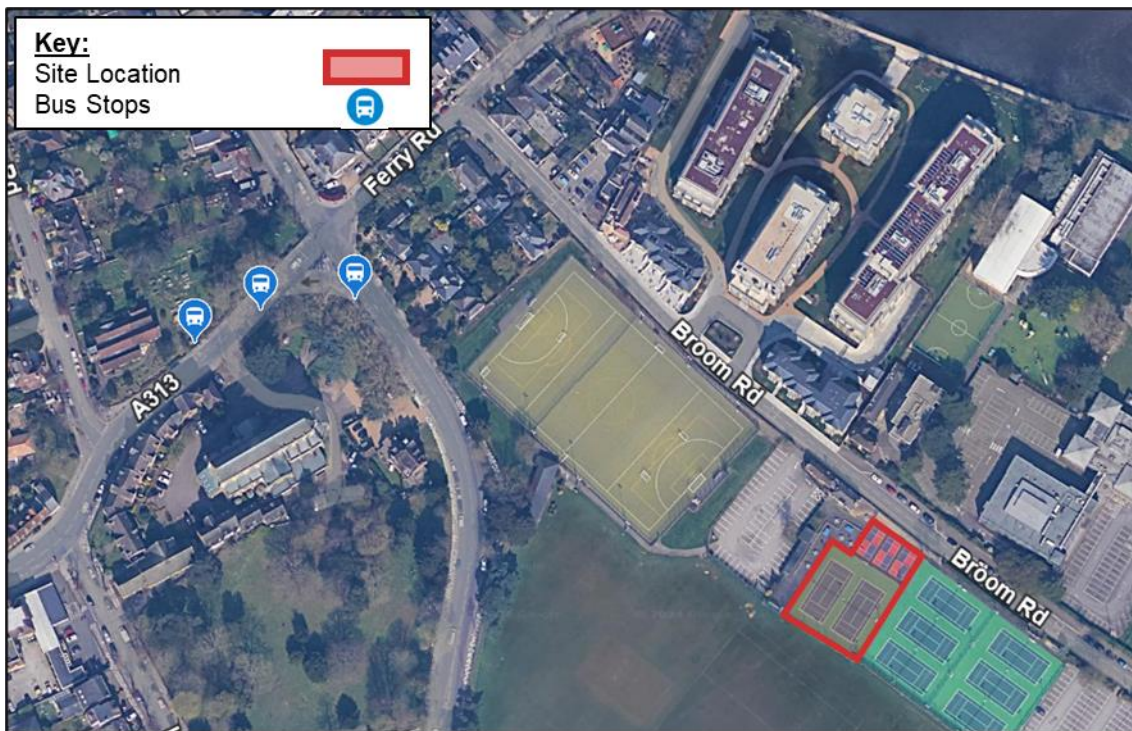
2.1.12. Considering the infrequency of incidents, it is not considered that there are any existing road safety issues within close proximity to the site and the existing situation is safe for all users.



### 3. Access by Sustainable Modes

- 3.1.1. The site is considered to be located in a sustainable and easily accessible location for travel by foot, bicycle and public transport, and benefits from being located in a predominantly residential area.
- 3.1.2. Within a 2km walking catchment of the site, the entirety of Teddington is accessible, as well as the southern extents of Twickenham and Richmond and the western extents of Kingston Upon Thames.
- 3.1.3. Broom Road is facilitated with pedestrian footways and streetlighting on both sides of the carriageway. The footway bound to the north of the carriageway provides a wide area for pedestrians, varying in width between approximately 2.4m and 4m, and the footway bound to the south of the carriageway measures approximately 2m in width.
- 3.1.4. To the north pedestrian access to Teddington Lock Footbridge (west) can be achieved via Ferry Road, which provides access to Ham Lands Local Nature Reserve and other destinations on the northern side of the River Thames.
- 3.1.5. The majority of junctions within proximity of the site are provided with dropped kerbs and tactile paving, which help to facilitate pedestrian movements throughout the surrounding settlement of Teddington, particularly those with mobility or visual impairments.
- 3.1.6. Within a 5km cycling catchment of the site, areas such as Isleworth and Richmond to the north, Surbiton to the south, and Hampton to the east can be accessed.
- 3.1.7. The National Cycle Network (NCN) Route 4 can be accessed approximately 600m north of the site via the Teddington Lock Footbridge. The cycle route provides a long-distance route between London and Fishguard and within proximity of the site provides access to Kingston Upon Thames, Surbiton and Hampton. The route provides both off-road and on-road facilities.
- 3.1.8. Additionally, The TfL interactive cycle map demonstrates that there are several signed cycle paths which are accessible from the proposed site, helping to facilitate cycling to and from the site.
- 3.1.9. The application site is also well-located in terms of access to public transport, with three bus stops being accessible within 400m of the site. The nearest bus stop is located approximately 350m northwest of the site on Kingston Road, and the other two bus stops are situated approximately 400m northwest of the site on Ferry Road. A plan demonstrating the bus stops within proximity of the site can be seen as below in **Figure 3**.

Figure 2 - Bus Stop Locations



3.1.10. All the bus stops are equipped with bus stop flags and timetabling information. Furthermore, the bus stop located on Kingston Road is also provided with a sheltered waiting area.

3.1.11. Details of the local bus services and their peak frequencies are provided below in **Table 1**.

Table 1 – Local Bus Services and Peak Frequencies

Service	Route	Monday - Friday	Saturday	Sunday
281	Hounslow - Tolworth	Every 10 Minutes (00:22 - 23:58)	Every 10 Minutes (00:22 - 23:58)	Every 12 Minutes (00:22 - 23:58)
285	Heathrow Central - Kingston	Every 12 Minutes (00:17 - 23:57)	Every 12 Minutes (00:17 - 23:57)	Every 12 Minutes (00:17 - 23:57)
681	Hounslow - Teddington School	School Service	-	-
R68	Twickenham - Hampton Court	Every 15 Minutes (00:25 - 21:25)	Every 15 Minutes (00:25 - 21:25)	Every 15 Minutes (00:25 - 20:04)

3.1.12. The nearest railway station to the site, Teddington Railway Station, is located approximately 1.4km west of the site and can be accessed by a 19-minute walk or a 6-minute cycle via the surrounding highway network. Teddington Railway Station provides regular services to destinations including London Waterloo and Shepperton.

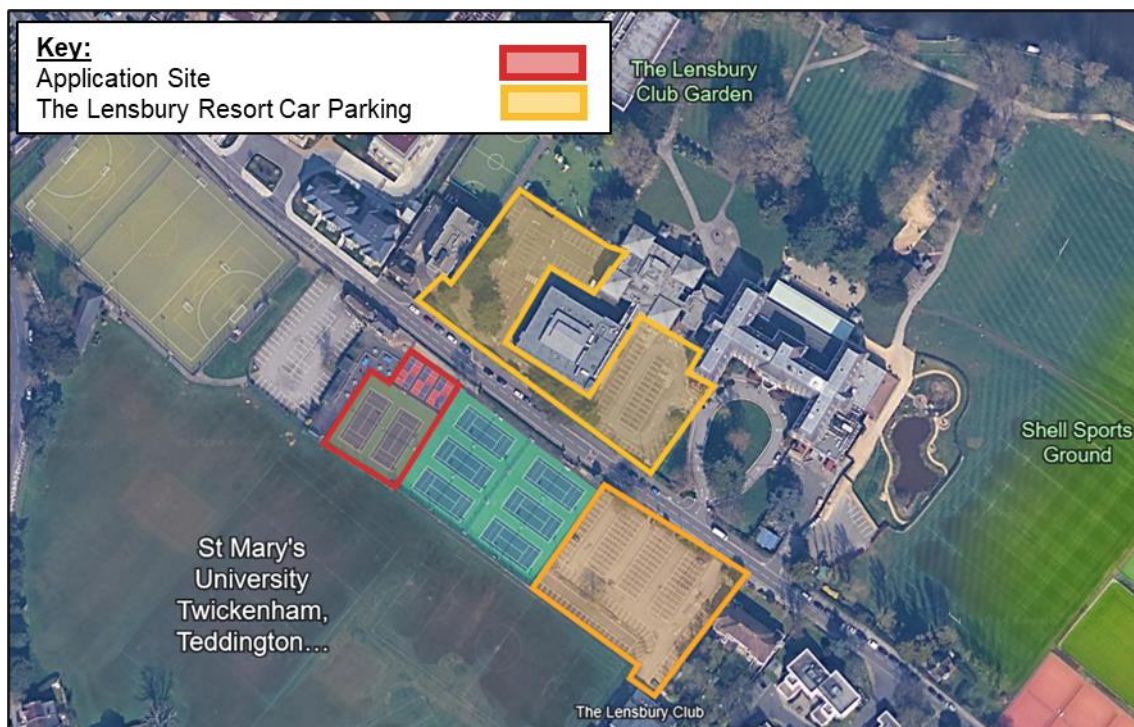
- 3.1.13. The railway station is provided with cycle storage facilities in the form of a cycle hub which is located at the entrance of the station. The cycle hub includes 128 cycle spaces in the form of two-tiered bicycle racks as well as bike maintenance facilities and digital signage which provides live departure time information. The cycle hub is accessible 24 hours a day and has CCTV in operation. Furthermore, there are 116 more cycle spaces available at the train station. The cycle storage facilities at the railway station are ideal for encouraging mixed-modal travel.
- 3.1.14. A review of the existing facilities for access to the site by a range of non-car modes has been carried out. This demonstrates that there are ample facilities to accommodate pedestrian, cycle and public transport trips to and from the site.
- 3.1.15. The site is therefore considered to be in a sustainable location for access by non-car modes in line with national planning policy guidance.



#### 4. Proposed Development, Access and Parking

- 4.1.1. The proposed development involves the reconfiguration of two existing tennis courts. One tennis court will be removed, and the three mini-red tennis courts will be reconfigured and markings added to allow the courts to be used for pickleball. Two padel tennis courts are also proposed. Overall, the proposals will result in additional court capacity for up to four people.
- 4.1.2. The development proposals also entail installation of court enclosures, nets, lighting and drainage work.
- 4.1.3. The existing access arrangements will remain unchanged, with vehicular access being available from the car park to the east of the tennis courts, which connects to Broom Road via a priority-controlled T-junction.
- 4.1.4. Pedestrians can gain access to the tennis courts by routing to the northwest of the car park where a footpath which leads directly to the tennis courts is provided.
- 4.1.5. The Lensbury Resort has a total of 250 car parking spaces which serve the entire establishment and are provided on a first-come-first-served basis. A location plan of the Lensbury Resort car parking facilities can be seen as demonstrated below in **Figure 4**.

Figure 3 – Lensbury Resort Parking Facilities



## 5. Highways Impact

- 5.1.1. Given the development proposals are for the reconfiguration of existing tennis courts, with a maximum increase in capacity of four people, it is anticipated that the development will lead to a negligible impact on the local network.
- 5.1.2. Given the location of the site, the majority of users would be expected to arrive by sustainable modes. For those that drive, it is expected that many would car share given the nature of the use proposed. However, in a worst-case scenario where all four additional users drive to each match, it is not expected that the proposals would result in more than four trips by private car in any one hour.
- 5.1.3. It is considered that this uplift in vehicle movements is negligible and would not lead to any notable impacts on the local highway network. Furthermore, it is considered that the existing level of off-road parking is suitable to accommodate the minor uplift in parking demand that could be generated by the proposals.

## 6. Conclusions

- 6.1.1. This Highways Supporting Statement has been prepared to support a planning application for the reconfiguration of two existing tennis courts. One tennis court will be removed, and the three mini-red tennis courts will be reconfigured and markings added to allow the courts to be used for pickleball. Two padel tennis courts are also proposed. Overall, the proposals will result in additional court capacity for up to four people. The works will include the installation of court enclosures, nets, lighting, and drainage work.
- 6.1.2. It is considered that the information contained in this HSS should provide sufficient detail for the Local Highway Authority to be able to make a positive recommendation on the development proposals.
- 6.1.3. In conclusion, the proposals would not result in any detrimental highways impact on capacity or road safety and therefore there are no traffic or transportation reasons preventing granting of planning permission for the development proposals.