

Transport Statement

**Erection of an attached two storey dwelling
at
Land Adjacent To 37 Latham Road, Twickenham**

SITE LOCATION AND PROPOSED DEVELOPMENT

The application site as indicated by the red boundary line on the plan opposite covers an area of 147.80 sqm.

The application seeks permission to create additional residential accommodation in line with local housing needs and development goals.

The site is not located in a Conservation Area.



Surrounding Buildings



Street view



Aerial view

This section of the report summarises the key transport policy information at a national, regional and local level. These policies are assessed in relation to the scale and type of development proposed, as well as the site's location.

The National Planning Policy Framework (December 2023)

The latest National Planning Policy Framework (NPPF) came into effect in December 2023. The NPPF broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.

Paragraph 114 outlines the basic transport requirements for developments to provide, and states that "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Safe and suitable access to the site can be achieved for all users; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

Paragraph 117 states that "all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

The development complies with the above in that a Transport Statement has been provided which fully assesses the impact of the proposed residential development.

Of further note, paragraph 115 of the NPPF states that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

The findings of this report demonstrate that the proposals would not generate a 'severe' impact.

London Borough of Richmond Upon Thames Local Implementation Plan (2019)

Regional policy for the application site is contained within the LBRuT Local Implementation Plan (LIP3) (2019) which provides a long-term approach to improving transport in the county to 2041 by means of providing transport development guidance across the County through the use of key transport objectives, policies and strategies.

Within the Transport Strategy, The LIP has an overarching aim of achieving:

'the target of 75 per cent of trips to be made by walking, cycling and public transport by 2041, from a baseline of 61 per cent.'

This will be achieved through a number of objectives which are covered in detail in the LIP, such as providing safe and sustainable transport choices, decreasing car use, and provide attractive environments that promote active and healthy lifestyles.

London Plan (March 2021)

The 2021 London Plan encourages the use of sustainable transport modes and provides updated policy with regard to parking provision and replaces the policies contained within the superseded London Plan (2016).

With regard to cycle parking, the London Plan sets the requirement for cycle parking which is also set out in full later within this report.

London Borough of Richmond Upon Thames Adopted Local Plan (2018)

Regional policy for the application site is contained within the London Borough of Richmond Upon Thames Local Plan (2018-2033) which was adopted in July 2018 and looks at all aspects of planning policy for the borough. This document supersedes the previous policies within the Core Strategy and Development Management Plan.

Policy LP44 highlights the Boroughs long term strategy to ‘promote safe, sustainable and accessible transport solutions, which minimises the impacts of development’. The council state they will:

‘Encourage high trip generating development to be located in areas with good public transport with sufficient capacity of which are capable of supporting improvements to provide good public transport accessibility and capacity,

Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling,

Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services (and) Protect existing public transport interchange facilities unless suitable alternative facilities can be provided,

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks.

Furthermore, Policy LP 45 is related to the provision of vehicle parking, whilst minimising their impacts on the operation of the road network and local environment. In this, it encourages:

‘Requiring new developments to provide for car, cycle, 2 wheel, and electric vehicle charging points

Resisting the provision of front garden car parking’.

Walking and Cycling

It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the Chartered Institution of Highways and Transportation's (CIHT) Guidelines for Providing Journeys on Foot (2000).

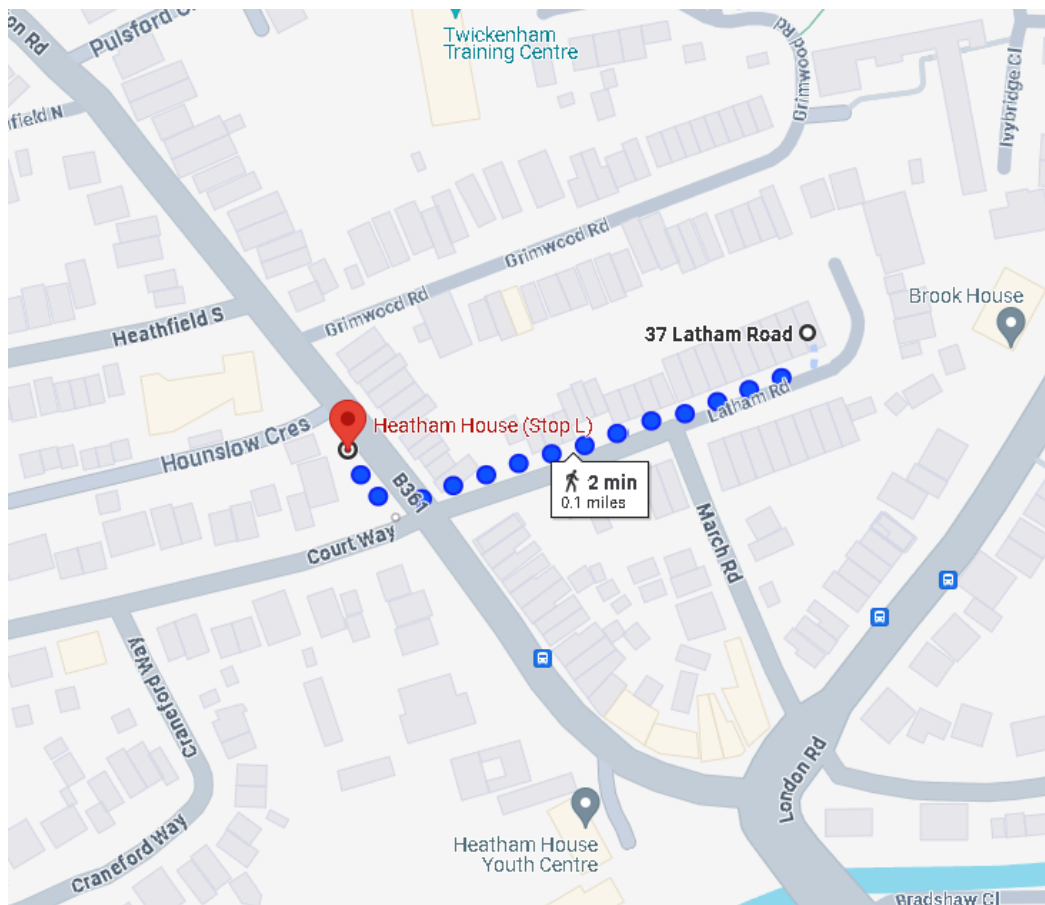
The area surrounding the site displays a good level of pedestrian infrastructure. There are wide and well-lit pedestrian footways on either side of Latham Road. In general, the pedestrian paths are in a good condition. In addition, the street is well lit by street lighting and the pedestrian crossings with neighbouring roads display dropped kerbs.



Nearby Bus Services

The closest bus stops to the site are the ['Heatham House'] stops on the Whitton road 0.1m (a circa 2 minute walk) to the south of the site. These stops benefit from a shelter with seating, demarcations via a post and flag and road markings, and timetable information. The 'Heatham House' stops are served by bus routes 281 and 681 .

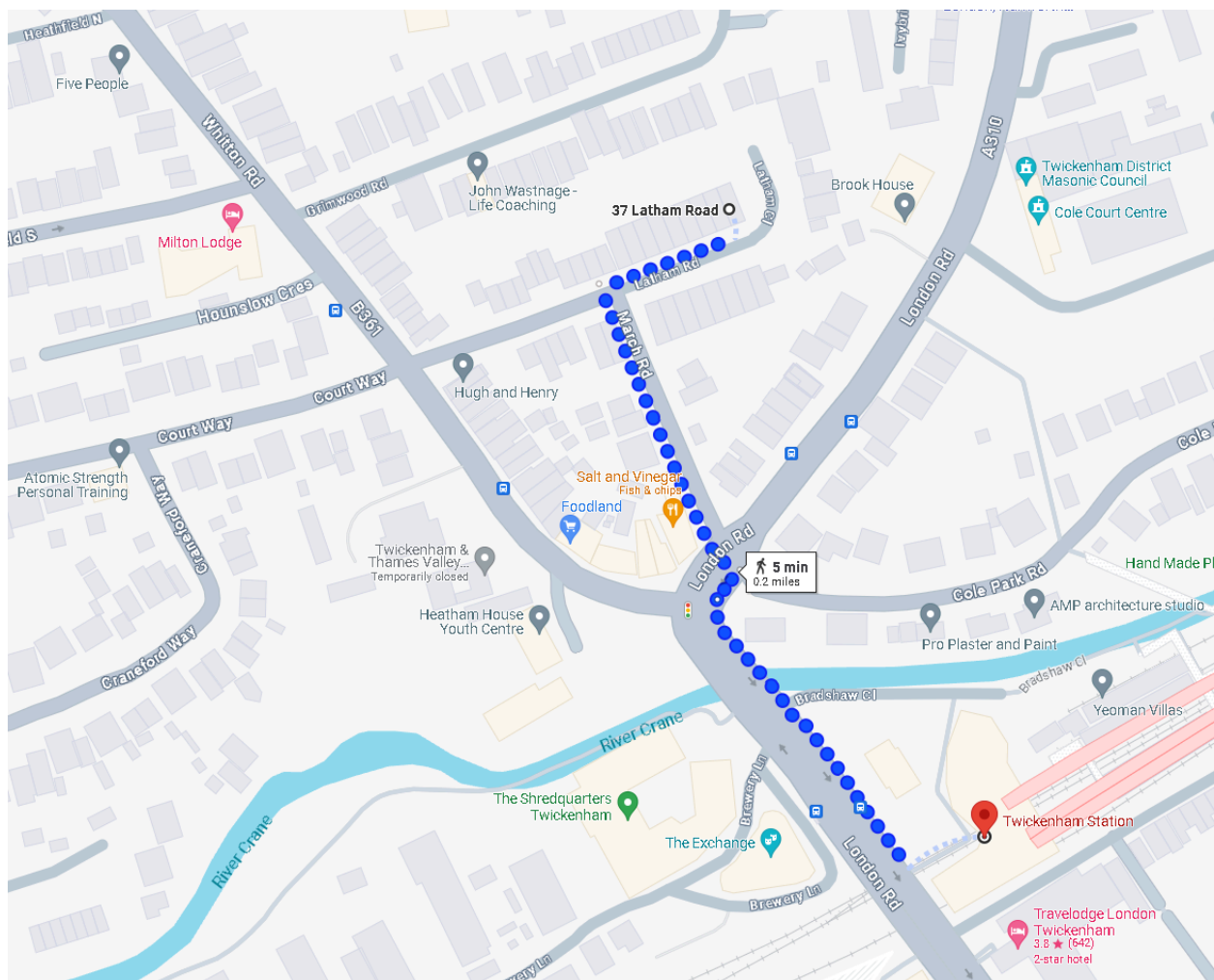
There are buses every 10-15mins.



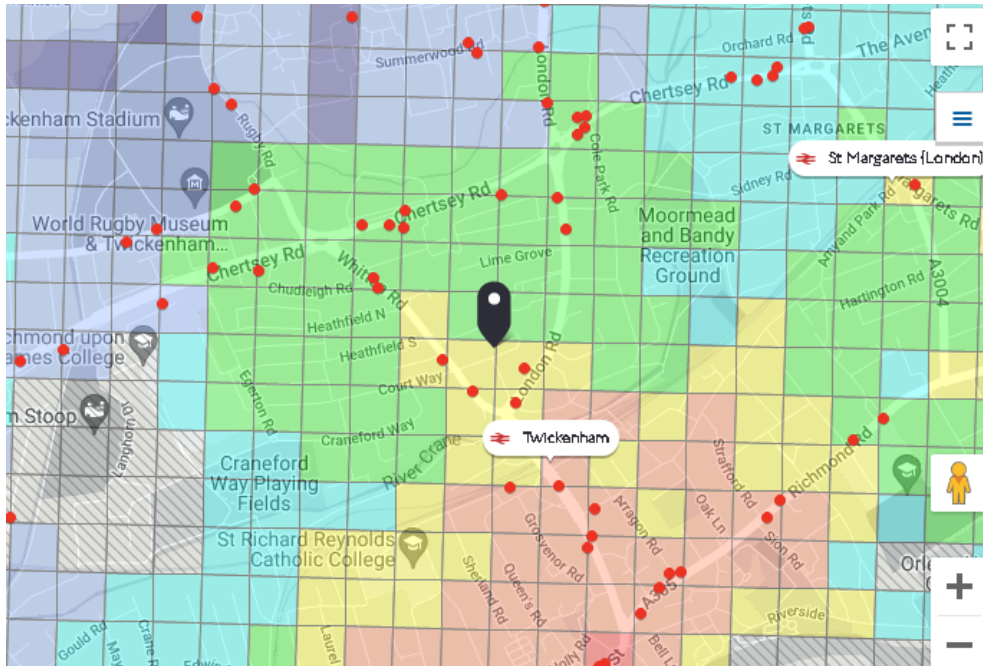
Nearby Rail Services:

The nearest railway station to the site is 'twickenham ' rail station which is located 0.2 miles to the south of the site (a circa 5-minute walk).

London Waterloo, Windsor & Eton Riverside, Wimbledon, Reading and may other station



PTAL rating



To assess the current Public Transport Accessibility Level (PTAL) available at the site, RGP has carried out a site-specific PTAL assessment, undertaken through Web-CAT which is TfL's webbased Connectivity Assessment Toolkit. This assessment takes account of the distance of public transport facilities from the site and relative frequencies of these services. This assessment has been undertaken in accordance with the guidance methodology contained within 'Assessing Transport Connectivity in London', a TfL report published in April 2015.

Based on the Web-CAT assessment, the site has an Accessibility Index of 9.23, which corresponds to PTAL rating of 4, reflective of the very good connection the site has to the public transport network.

So the proposal will be car free development.

Cycle parking:

The proposal will have 2 cycle parking space, provided at the rear of the garden.

Summary

The above review demonstrates that the site is accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car and increase active travel. It is therefore considered that the proposals fully accord with the guiding principles of the NPPF