

Transport Statement

224 St Leonards Road, East Sheen SW14 7BN

Redevelopment of land to the rear of property to create 2 new dwellings, with the whole site to accommodate 4 dwellings in total.

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Prepared by

Globe Property

1 Introduction

Globe Property has been commissioned to prepare a Transport Statement in respect of proposals to construct 2 dwellings on land to the rear of 224 St Leonards Road, East Sheen SW14 7BN. The site is located within a residential area within the Royal Borough of Richmond upon Thames. The site location in relation to the main local settlements and transport opportunities is shown in Figure 1-1.

Figure 1-1 Site Location Plan



This Transport Statement has been prepared in order to assess the potential impact of the proposed development on the local highway network, and assesses the potential for future residents to undertake travel by sustainable modes.

Report Structure

The remainder of this report is structured as follows:

- Section 2 – outlines relevant transport policy at a national, regional and local level;
- Section 3 – describes baseline highway conditions and considers the accessibility of the site by non-car modes of transport;
- Section 4 – details the proposed development at the site;

- Section 5 – sets out a multi-modal trip generation assessment, and considers the effect of the proposed development on the local highway and transport networks; and
- Section 6 – provides a summary and conclusions.

2 Relevant Policies

National Policy

National Planning Policy Framework

The latest publication of the National Planning Policy Framework (NPPF) was adopted in July 2021. The NPPF replaced the 2019 version and is a minor revision of national planning policy guidance. The NPPF aims to enable local people and Councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

The NPPF sets out a presumption in favour of sustainable development which should be delivered with three main objectives: economic; social and environmental (Paragraph 11).

Paragraph 111 of NPPF sets out that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Paragraph 112 states that: *“Within this context, applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Paragraph 113 states that:

“All developments that 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 addressed”.

Local Policy

London Plan 2021

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.

There are a number of policies within the London Plan which are of relevance to the proposals, as set out below:

Policy T1 – Strategic approach to transport

A Development Plans should support, and development proposals should facilitate:

1) the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.

Policy T2 – Healthy streets

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

2) reduce the dominance of vehicles on London’s streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T4 – Assessing and mitigating transport impacts

This policy sets out the requirement that transport assessments and statements are required, to ensure that the effects of new development are assessed in relation to transport capacity by all modes and encouraging healthy and active travel. This policy also includes the requirement to not increase road danger.

Policy T5 – Cycling

This policy sets out the requirement that cycle parking meets London Plan minimum standards in terms of quantity, and that they are set out in accordance with the London Cycle Design Guidance.

Policy T6 and T6.1 – Car parking

The policy notes that car free development is a starting point for development in highly accessible areas.

The Mayor's Transport Strategy (2018)

In March 2018, the Mayor of London published the 'Mayor's Transport Strategy'. The document contains several policies and proposals aimed at 're-shaping transport in London to 2041' and places particular emphasis on reducing car dependency and increasing active and sustainable travel.

The following policies have been noted as of relevance to this application:

- Policy 1: Reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel;
- Policy 2: Make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel; and
- Policy 10: Use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.

The application complies with the Mayor's Transport Strategy as the site is located in a highly sustainable location, which will ensure that all opportunities to travel sustainably will be made use of by future residents and visitors.

Richmond upon Thames Local Plan (2018-2033)

The Richmond Local Plan was adopted on 26th February 2018 as a development plan document. The Local Plan sets out the planning strategy and policies for the borough until 2033, and sets out the strategic vision and objectives for the borough.

The following transport policies are of relevance to the development proposals.

Policy LP 44 – Sustainable Travel Choices

A. Location of development

The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

B. Walking and cycling

Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

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, including through the provision of links and enhancements to existing networks.

C. Public transport

Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided.

Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. The road network

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

E. River transport

Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

F. Safeguarding of routes and facilities

Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation.

Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

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.

Summary

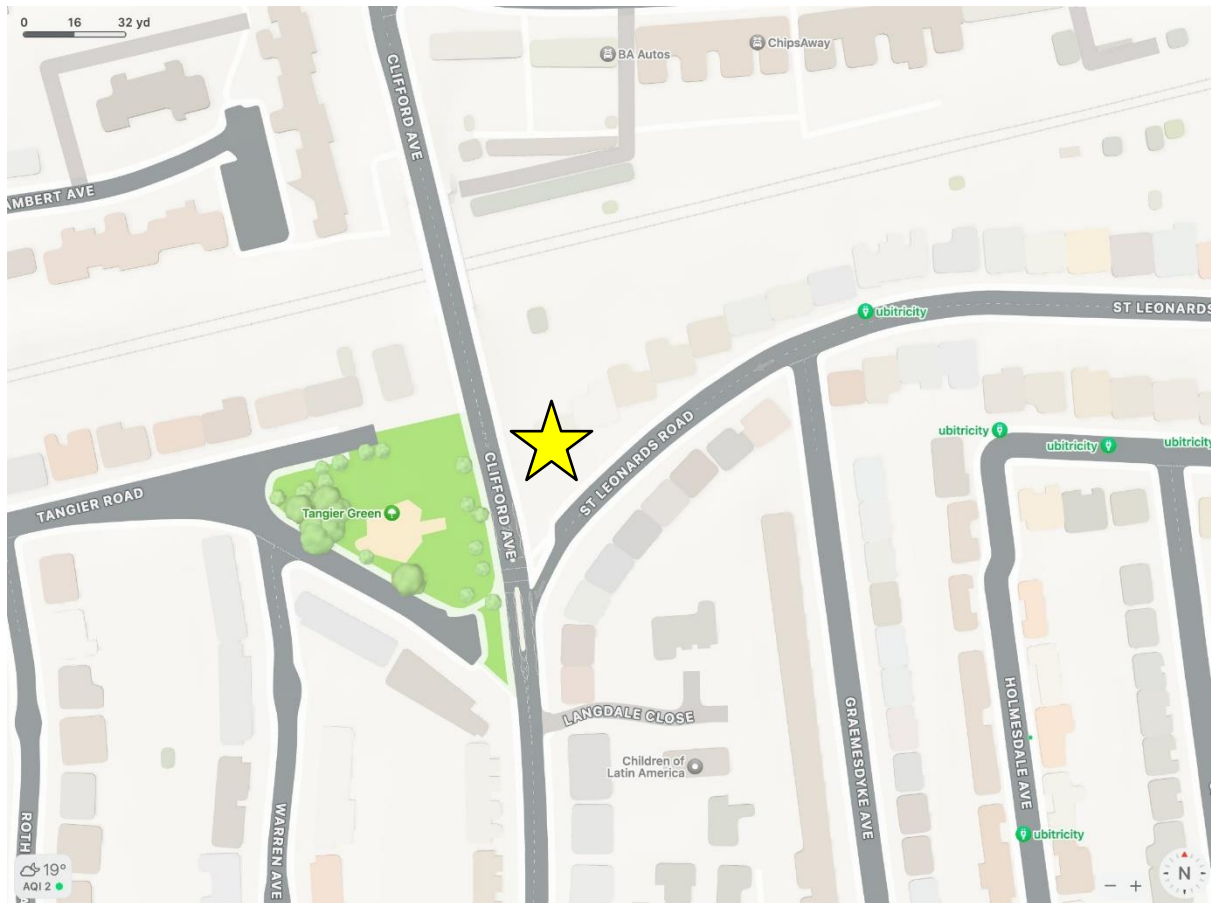
It is considered that the transport priorities for borough, and the development are to reduce the dependency on car borne trips, maximise public transport accessibility, encourage walking and cycling, and to ensure the safety of all road users. A key theme of the policy is to ensure that developments are located where there is high quality existing infrastructure.

3 Baseline Conditions

Introduction

This section provides a description of the existing highway network surrounding the site and considers the accessibility of the site by non-car modes of transport, including on foot, bicycle and public transport. The site location and transport facilities are shown in Figure 3-1.

Figure 3-1 Site Location and Local Highway Network



Existing Use

The site is part of a residential garden within a well-established residential area and is in close proximity to the A205 South Circular Route (Clifford Road).

The site is located on the west side of the A205, although access is taken from the north side of St Leonards Road via the driveway to house number 224.

Local Road Network

St Leonards Road is an east-west route in the local area and runs parallel to Upper Richmond Road in North Sheen. The carriageway is some 7m in width, and operates a 20mph speed limit and traffic calming speed cushions. There are double yellow lines, double red lines and crossing chevrons

covering the edge of highway network in the vicinity of the site, thus significantly restricting the potential for overspill on street parking. The street is however not included within a Controlled Parking Zone (CPZ). Although a two way street, the western extent of the road where it meets the A205 is one way exit, left turn only.

Pedestrian Network

The footways nearest to the site are some 2m wide, and provide good links with crossing points available throughout the local area.

An image of the site towards the site, showing the adjacent highway network, is shown in Figure 3-2.

Figure 3-2 View towards site on right hand side



Public Transport

PTAL

The site is within a town centre locality and has a PTAL score of 3, although there is a wide choice of travel mode, with bus, rail and active travel all reasonable alternatives to use of a private car.

Bus

The site is served by bus stops on Upper Richmond Road, some 300m south of the site. The local stops are marked out by shelters with seating and route details. The bus services, which are part of the TfL network that operate from these stops are detailed as follows:

Table 3-1 Local Bus Services

SERVICE	DETAILS	
	Route	Daytime Headway each direction
33	Fulwell Station to Castelnau, Lonsdale Road	Every 4 to 8 minutes
337	Northcote Road Clapham to Richmond Bus Station	Every 10 to 14 minutes
493	St George's / University of London to Richmond Bus Station	Every 11 to 14 minutes
N33	Fulwell Station to Hammersmith Bus Station	Every half hour between 00 :27 and 04 :32

National Rail

The nearest local railway station is North Sheen, which is some 1km from the west of the site. The station operates Southwest Trains services, with services to London Waterloo. Local destinations accessible from the site include Wimbledon and Kingston.

Personal Injury Accident Data

Personal Injury Accident Data for a five year period from January 2017 to December 2021 has been reviewed for the local area, including routes to the local crossing points. No personal injury accidents were recorded on St Leonards Road, although four accidents resulting in slight injury were recorded at the nearby crossing point on the main carriageway of the A205. There are a number of personal injury accidents on the A205, and the collision record is representative of a relatively high activity area. There are no engineering reasons causing any safety concern on the local highway network.

4 Proposed Scheme

Outline of Proposals

The proposal is to create 2 new dwellings at the rear of 224 St Leonards Road and construct a two-storey dwelling on the land to the rear of the existing house, comprising two bedrooms in each dwelling.

A cycle storage area would accommodate eight to ten cycle parking spaces, and separate storage areas would be provided for residential waste to the front of the site, and garden waste to the rear. The residential waste would be managed within the local authority collection processes.

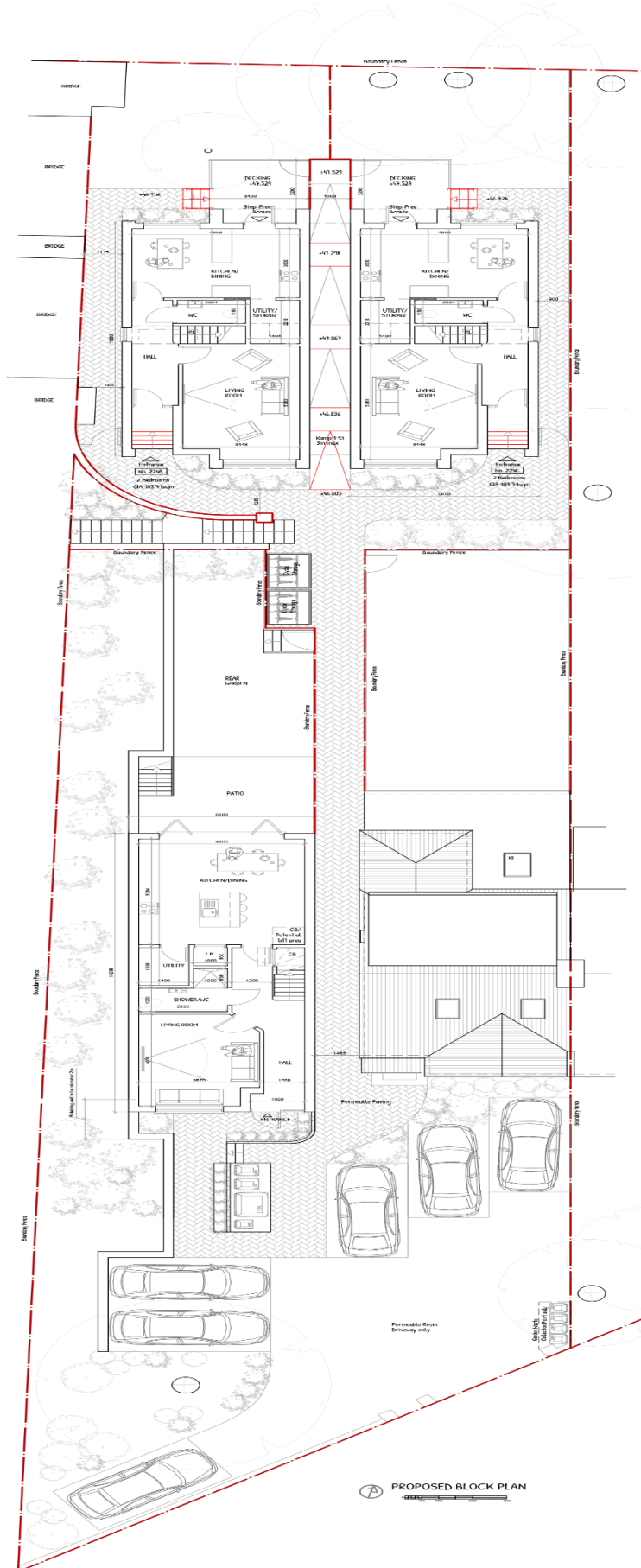
Access and Parking

Vehicular access will be taken using the existing access from St Leonards Road as part of Number 224, which will become shared use with the new development of Number 226 and 1- 2 Leonards Corner.

The development would include two car parking spaces, one space for each dwelling, which is commensurate with the level of accessibility. The car parking will be set back from the carriageway and would be compliant with Policy LP 45. The total of eight to ten cycle parking spaces exceeds the minimum standards specified within the London Plan.

An extract of the scheme is shown in Figure 4-1.

Figure 4-1 Site Layout



Deliveries and Servicing

It is expected that the majority of deliveries will be via small vans, such as postal delivery cars and vans, which would be accommodated using the shared access area.

Refuse vehicles would undertake collections from the property using the carriageway as per existing arrangements.

5 Effect of the Proposals

This section considers the proposed use and quantum of development and considers the effect of the development on the local highway and transport networks. As a double dwelling unit, the trip generating potential of the site is limited to that of a single family. In terms of vehicle trip generation, the capacity of the site is limited to the car parking for six vehicles. It is established within this statement that there is no potential for on street parking, and as such the effects of the development are considered to be negligible.

No new traffic manoeuvres would be created that are not already inherent to the local highway network that are not already taking place in this location.

Residents will benefit from ample footway provision and a secure cycle store at the frontage of the site. It is also noted that public transport opportunities are accessible within walking and cycle distance from the site, and these modes are also likely to be attractive to future residents.

6 Conclusion

Globe Property has been commissioned to prepare a Transport Statement in respect of proposals to provide two new dwelling at land at 224 St Leonards Road, to be numbered 1 -2 Leonards Corner, East Sheen. The proposal includes making use of an existing crossover onto this road.

It is notable that the site has very good access to public transport within short walking distance. The site access arrangements are unchanged and ensures that vehicles will continue to be able to access and egress as at present.

The proposed development would not have any perceptible impact on the local highway network, and as such there should be no transport grounds to prevent the granting of permission.