

Transport Statement

Hampton Bathrooms
83 Station Road
Hampton
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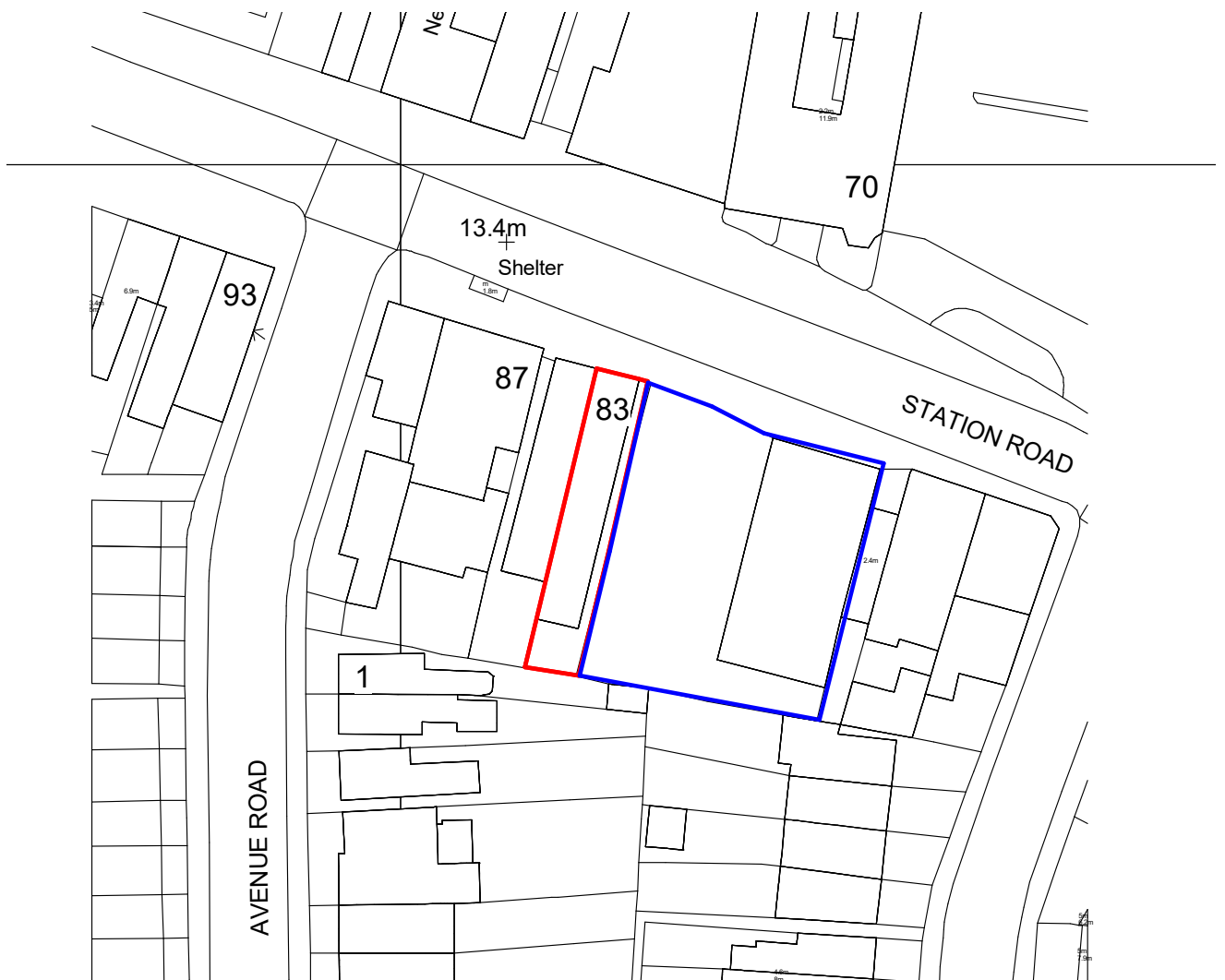
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1.0 Introduction

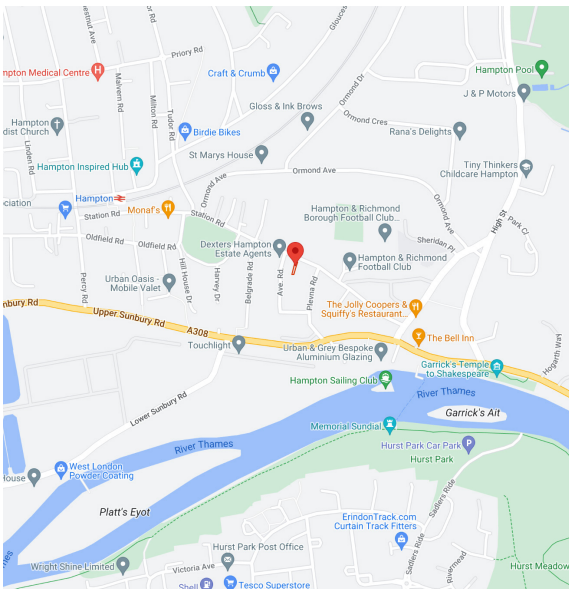
- 1.1 The following Transport Statement has been prepared by FORM Design Group in support of application 24/0260 which proposes the change of use of the ground floor and alterations to create two x 1-bedroom flats.
- 1.2 This statement has been requested by The London Borough of Richmond upon Thames and provides an assessment of the accessibility of the site and the potential transport impacts of the development.



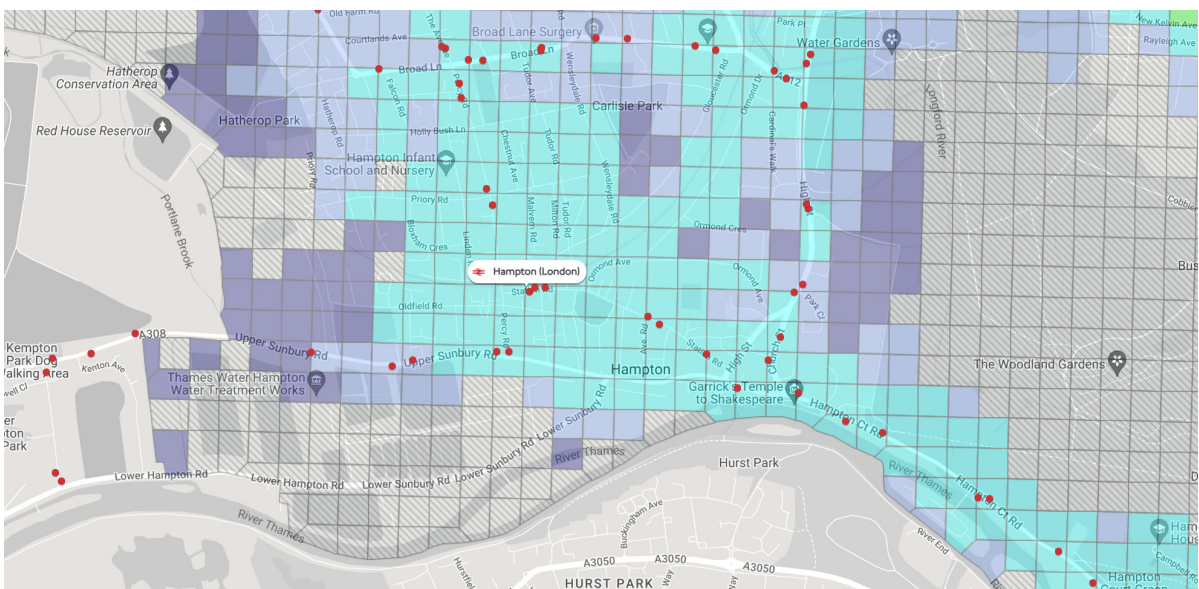
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2.0 The Site and its Surroundings

- 2.1 The application site is indicated by the red boundary line on the plan above and covers an area of 165sqm. The area outlined in blue is also under the applicants ownership.
- 2.2 No.83 Station Road, is located within the London Borough of Richmond upon Thames along Station Road, a key local road that connects Hampton Railway Station to the river frontage to the south east, with wider connections towards Bushy Park and Hampton Court Palace.



- 2.3 Despite having a PTAL rating of 2, as shown below, the site is located in a highly sustainable location along a main road, opposite a designated.
- 2.4 Hampton Railway Station which is on the Shepperton Branch Line and serves connections into London, is located 0.3 miles away, or a 6 minute walk. The 216 bus route also passes through the area, with several stops located along Station Road, one right outside the site.



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3.0 Relevant Policy

3.1 This section provides an overview of relevant transport policies at the national, regional, and local levels, evaluating their implications for the proposed development in terms of its scale, type, and location.

[The National Planning Policy Framework \(December 2023\)](#)

3.2 The latest National Planning Policy Framework (NPPF), effective from December 2023, addresses various aspects of planning policy. Below are the key transport-related guidelines pertinent to this site:

3.3 Paragraph 114 specifies essential transport requirements for developments. It mandates that:

- Opportunities to promote sustainable transport modes should be identified and utilized, considering the development's type and location.
- Safe and suitable site access must be ensured for all users.
- Significant impacts on the transport network, including capacity, congestion, or highway safety, must be mitigated effectively and cost-efficiently.
- Opportunities to promote sustainable transport modes should be identified and utilized, considering the development's type and location.
- Safe and suitable site access must be ensured for all users.
- Significant impacts on the transport network, including capacity, congestion, or highway safety, must be mitigated effectively and cost-efficiently.

3.4 Paragraph 117 requires that developments generating substantial movement must include a travel plan and be supported by a transport statement or assessment to evaluate the likely impacts.

3.5 Compliance with these requirements is demonstrated by the provision of a Transport Statement, which thoroughly assesses the proposed residential development's impact.

3.6 Additionally, Paragraph 115 indicates that development should only be refused on highway grounds if it poses an unacceptable risk to highway safety or if the residual cumulative impacts on the road network are severe.

3.7 This report concludes that the proposed development does not pose a 'severe' impact, aligning with the guidelines outlined above.

[London Borough of Richmond Upon Thames Local Implementation Plan \(2019\)](#)

3.8 The regional policy relevant to this site is outlined in the LBRuT Local Implementation Plan (LIP3) (2019). LIP3 sets a comprehensive framework for transport improvements in the county through 2041, offering guidance on transport development via key objectives, policies, and strategies.

3.9 Within the Transport Strategy, The LIP has an overarching aim to increase the proportion of trips made by walking, cycling, and public transport to 75 percent by 2041, up from the current baseline of 61 percent.

3.10 This objective will be pursued through various measures detailed in the LIP, including promoting safe and sustainable transport options, reducing car dependency, and creating appealing environments that encourage active and healthy lifestyles.

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London Plan (March 2021)

- 3.11 The 2021 London Plan promotes the use of sustainable transport modes and introduces updated policies on parking provisions (including cycle parking provision), superseding those in the 2016 London Plan.

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

- 3.13 Regional policy for the site is guided by the London Borough of Richmond Upon Thames Local Plan (2018-2033), adopted in July 2018. This plan replaces previous policies from the Core Strategy and Development Management Plan, addressing comprehensive planning policies for the borough.
- 3.14 Policy LP44 outlines the Borough's long-term strategy to "promote safe, sustainable, and accessible transport solutions that minimize the impacts of development." The council aims to:
- Encourage high trip-generating developments to be located in areas with good public transport and sufficient capacity, and which are capable of supporting improvements for enhanced public transport accessibility and capacity.
 - Ensure new developments are designed to maximize permeability within and around the site through safe and convenient walking and cycling routes, promoting opportunities for walking and cycling.
 - Ensure major new developments provide safe and convenient access to public transport services and protect existing public transport interchange facilities unless suitable alternatives are provided.
- 3.15 Ensure new developments do not severely impact the operation, safety, or accessibility of the local or strategic highway networks
- 3.16 Policy LP45 pertains to vehicle parking, aiming to minimize its impact on the road network and local environment. It encourages:
- Requiring new developments to include provisions for car, cycle, two-wheel, and electric vehicle charging points.
 - Resisting the provision of front garden car parking.

4.0 Transport Statement

Walking and Cycling

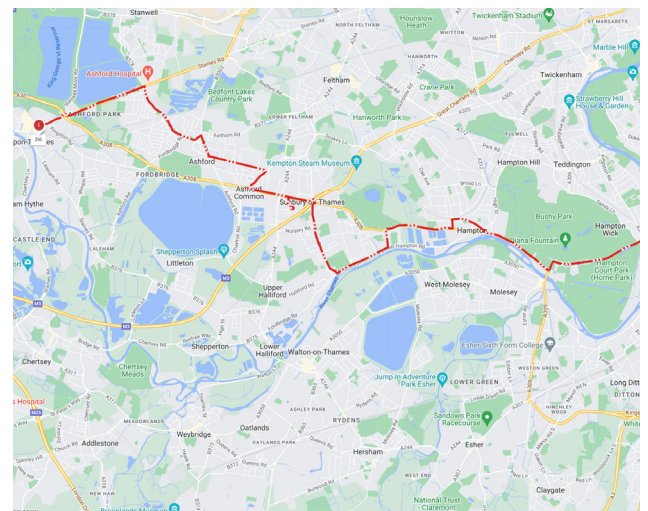
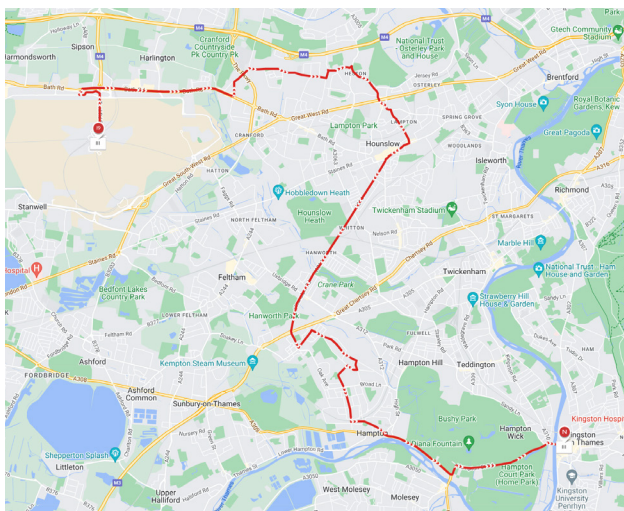
4.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the Chartered Institution of Highways and Transportation's (CIHT) Guidelines for Providing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



4.2 The area surrounding the site displays a good level of pedestrian infrastructure. There are wide and well-lit pedestrian footpaths on either side of Station 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.

Bus Services

4.3 The closest bus stops to the site are the Hampton & Richmond Borough F C (Stops E and J) which are both



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adjacent to the site. These stops serve the 111 and 216 bus routes providing connections between Kingston to the east and Heathrow and Staines to the west.

4.4 These stops benefit from a shelter with seating, demarcations via a post and flag and road markings, and timetable information. The buses arrive every 10-15mins.

[Rail Services](#)

4.5 The nearest railway station to the site is Hampton Railway Station under 0.5km away, approx 6 min walk.

4.6 This provides direct access into Central London via regular services and wider connections along the Shepperton Line.

[Car Parking](#)

4.7 Policy LP 45 of the London Borough of Richmond Upon Thames Adopted Local Plan (2018) requires new developments to make provision for the accommodation of vehicles in order to provide for the needs of the development, including car and cycle provision in accordance with standards set out in Appendix 3 of the Local Plan.

4.8 Appendix 3 of the Local Plan states that residential developments (Use Class C3) in a PTAL of 0-3 should provide 1no. car parking space for each 1-2-bedroom unit.

4.9 As mentioned above, the site is located in a highly sustainable location along a main road. Hampton Railway Station provides direct rail services to London Waterloo and is within 500m of the site, a 6 minute walk.

4.8 Immediately adjacent the site is also a bus stop along the London 111 route which serves local and wider areas, including Heathrow Airport. The bus stop is also along the 216 route between Staines and Kingston.

4.9 The provision of parking needs to strike a balance between minimising car use and ensuring development is able to operate efficiently. Given the sites highly sustainable location and connectivity, and the fact that proposed are one-bed one-person units, it is considered that the provision of no car parking spaces is the most appropriate option in this case.

[Car Parking](#)

4.10 The proposal will have 2 cycle parking spaces, 1 per dwelling, provided at the rear of the properties in the garden.

5.0 Conclusion

5.1 This statement and review indicates that the site is accessible by various modes of transport, which will decrease dependence on private cars and promote active travel. Thus, the proposals are deemed fully aligned with the guiding principles of the NPPF.