

Jardine House And Sandford House, 1B And 1C Claremont Road, Teddington

Transport Statement

Introduction

1. Transport Planning Practice has been commissioned by Bright Hill Ltd to provide transport planning advice regarding the revised development proposals for the 548sqm GIA office floorspace in Jardine House and Sandford House which currently includes four off-street parking spaces and six external cycle Sheffield stands in the forecourt area. The previously approved scheme includes 10 one-bedroom apartments, three on-street parking spaces and 14 internal cycle parking spaces plus the retained external Sheffield stands.
2. The revised development proposals include eleven apartments comprising of six 1-bedroom two person units, four 1-bedroom one person units and one 2-bedroom three person units. There will be three on-site car parking bays. Also provided will be 15 cycle parking spaces for residents and an additional two visitor cycle parking spaces making a total of 17 cycle parking spaces in the form of two bicycle hangars in the forecourt area. The shelters will provide a secure and covered storage facility in line with TfL's London Cycle Design Guidance.

Public transport accessibility

The site benefits from reasonable access to public transport services. Set out in the following paragraphs are details of the local public transport services.

Bus services

3. The site is well connected to the public transport network. The nearest bus stop is 63m from the site on Waldegrave Rd serving the southbound services for route no. 33 and N33. The northbound bus stop is 113m from the site. Additional bus routes are also accessible nearby with bus services operating along High Street in Teddington where the nearest bus stop is 460m (5-6 min walk) from the site. The additional bus services include route no. 281, 285 and 681. A summary of the nearby bus services is in Table 1.1.

Table 1.1 Typical Local bus route frequency during the day

Route	Direction	Weekday	Saturday	Sunday
33	Fulwell Station	8	8	5
	Lonsdale Road, Mortlake	8	8	5
281	Hounslow Bus Station	6	6	5
	Tolworth Station	6	6	5
285	Heathrow Central Bus Station	5	5	5
	Cromwell Road Bus Station	5	5	5
681	Broom Road (Teddington School)	Two buses in the morning peak hour		
	Hounslow Bus Station	Two buses in the last afternoon peak hour		
N33	Fulwell Station	2 buses/hour 1am to 4am Mon to Sun		
	Hammersmith Bus Station	2 buses/hour 1am to 4am Mon to Sun		

4. In conclusion, the site has good access to bus services being within a short walking distance to several bus routes which provide an alternative sustainable option to using private cars for some trips.

Train Services

5. The nearest train station to the site is Teddington Station which is 750m from the site which is a 8-10 minute walk to the south of the site. It serves as a transportation hub for commuters travelling to into central London. The station sits on the Kingston Loop Line, with South Western Railway services running both ways between London Waterloo and Shepperton, passing through Kingston, Twickenham and other locations where passengers can interchange with other services.
6. This station is served by approximately six services per hour in both directions throughout the day, although during peak hours additional services are provided.

PTAL Rating

7. In conclusion based on TfL Webcat site it is noted that the site has a PTAL 3 rating which indicates that it has reasonable access to public transport services.

Controlled Parking Zone (CPZ) T1

8. The T1 control parking zone which includes Claremont Road and other nearby residential roads is operational Mondays to Fridays 10am to 4.30pm (excluding public holidays). The commercial occupiers of Jardine and Sandford House are eligible for parking permits. Although there are various single yellow and double yellow waiting restrictions on Waldegrave Rd, there are also sections along the route where there are no parking restrictions.

Car Club

9. The site benefits from being within a few metres from a car club vehicle operated by Zipcar situated on Claremont Road near the junction with Waldegrave Rd. Another Zipcar vehicle is situated on Kingston Lane, a 850m (8-10 min) walk from the site. Another car club operator, Enterprise has a car club vehicle which is also 850m from the site on Albert Road. The availability and location of car club vehicles will be explained to future residents and the benefits of using car clubs which saves money when compared to owning a car.

Local Amenities and Services

10. The High Street in Teddington which is at the southern end of Waldegrave Road is where there is a wide range of amenities, services and shops. The nearest convenience shop is Bills Shop and Wine located on Waldegrave circa 360m to the north of the site. All the local amenities are easily accessible by walking or cycling. The pedestrian infrastructure in the local area is suitable for people of all abilities. The footways are generally in good condition and suitable streetlights are in place to ensure the safety and convenience of pedestrians.

Cycling

11. The site location benefits from a reasonable number of suitable routes for cycling. An extract of LB Richmond Upton Thames' draft cycle route map is shown in Inset 1.2. The map indicates that there are suitable routes for cyclists to undertake journeys in the local area and also connect to strategic cycle routes for longer journeys.

Inset 1.1 Local cycle network



Main road cycle routes	
Off-road and quiet cycle routes suitable for family groups	
Off-road cycle paths through green spaces	
National Cycle Network Route 4	
No crossing facility	
Car club bays	
National Rail lines	
London Overground	
District Line	

Car Ownership in the Local Area

12. Census 2021 data indicates that 25.5% of household in the Teddington region do not own a car, whilst 52.9% own one vehicle, 18% own 2 vehicle and 3.7% own 3 or more vehicles. Based on many studies it is known that a high proportion of the households that do not own vehicles tend to be in rented apartments particularly small units which are not accommodating families.

Existing use Trip Generation

13. To establish the level of trips associated with the existing development which comprises 548m² of office floor space, the TRICS database has been used to obtain trip rates for the weekday peak hour periods. Table 1.2 to assess the total person trips during the weekday peak hour periods. During these periods most of the trips are commuting trips which also takes place before and after each peak hour by different staff.

Table 1.2 - Existing office person trips

	AM Peak Hour (8-9am)			PM Peak Hour (5-6pm)		
	In	Out	Total	In	Out	Total
Total person trips per 100sqm	2.902	0.063	2.965	0.284	2.713	2.997
Total person trips	16	0	16	2	15	18

Proposed Residential Trip Generation

14. The development proposals are 11 apartments comprising of 6 x one bedroom two person flats, 4 x one bedroom one person flats and 1 x 2 bedroom 3 person flat, as such the daily number of trips by different modes will be low. Similar examples of such residential schemes are not included in the TRICS database. Hence to assess the potential number of trips generated the survey data for co-living development which primarily comprises of one-bedroom units was used. The survey undertaken at the Collective’s Old Oak co-living development, which took place between 07:00-19:00 in November 2018. Table 1.3 indicates the expected peak hour trip rates and number of trips generated by the 11 proposed apartments.

Table 1.3 – Proposed residential person trips

	AM Peak Hour (8-9am)			PM Hour (5-6pm)		
	In	Out	Total	In	Out	Total
Total person trips per unit based on a co-living site survey	0.096	0.29	0.386	0.156	0.075	0.232
Total person trips based on 11 units proposed	1	3	4	2	1	3

14. During the weekday peak hour period there will be a net reduction in trips generated by the residential accommodation compared with the office land use. This is primarily because the potential number of staff in the office accommodation is circa 37 which is higher than the potential number of residents in the 11 new dwelling units. The potential number of staff is based on the Employment Density Guide which indicates one employee per 12sqm

of net internal area of the office unit, and the net internal area is 80% of 548sqm GIA floorspace.

Conclusion

15. The proposal to convert the 548sqm office floorspace into 11 apartments will generate a minimal number of total trips during the weekday peak hour periods when compared to the existing office floorspace, since the office floorspace will accommodate more staff when compared to the total number of residents occupying the 11 proposed apartments. Therefore, the proposal is not expected to have an impact the transport network.
16. The site has reasonable connectivity to the public transport network and has a good PTAL 3 rating. The relatively close proximity of the High Street in Teddington means there is a wide range of amenities, services and shops within walking distance from the site. There are also car club vehicles in the local area with the nearest being only a few metres from the site on Claremont Road close to the junction with Waldegrave Road.
17. The 2021 census data indicates that 25% of homes do not have cars and many studies have indicated that the type of accommodation with the lowest car ownership levels tend to be small, rented apartments. On this basis the three parking spaces serving the 11 apartments is likely to meet most of the parking demand meaning only a few if any residents may seek to apply for an on-street parking permit. The site's good accessibility to various services and amenities means not owning a vehicle is a viable arrangement for residents in the proposed apartments.