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**PROPOSED RESIDENTIAL DEVELOPMENT  
16 STRAWBERRY HILL ROAD, TWICKENHAM, MIDDLESEX**

**TRANSPORT STATEMENT**

**BY**

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**July 2024**

**PROPOSED RESIDENTIAL DEVELOPMENT  
16 STRAWBERRY HILL ROAD, TWICKENHAM, MIDDLESEX**

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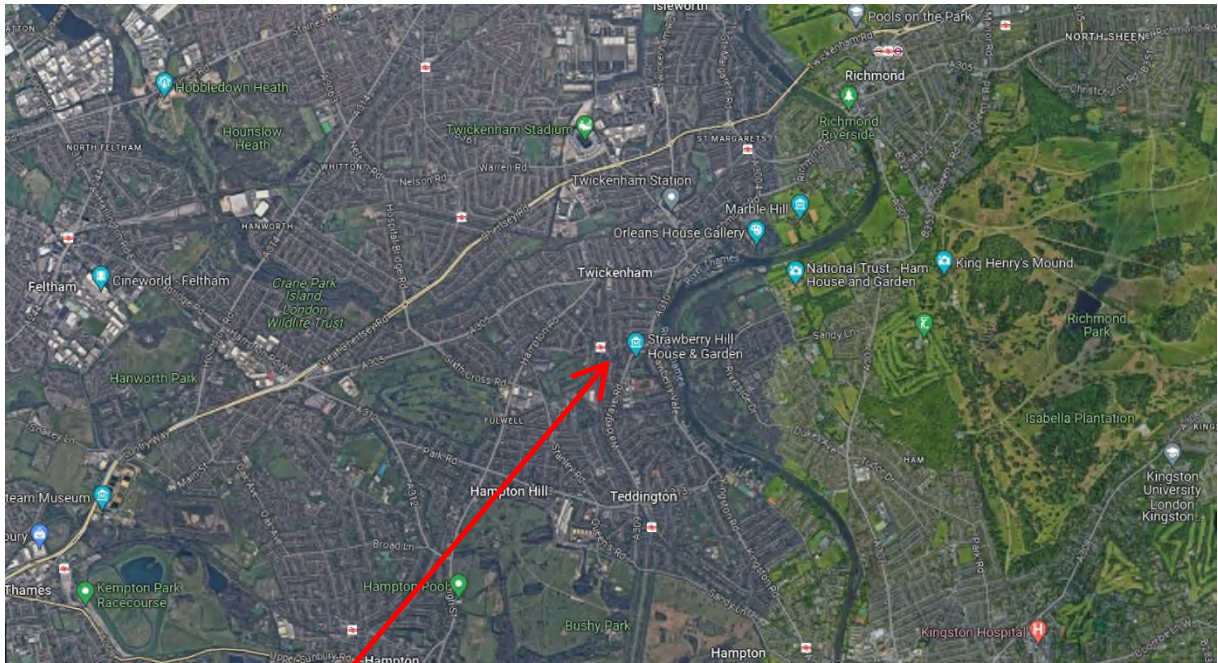
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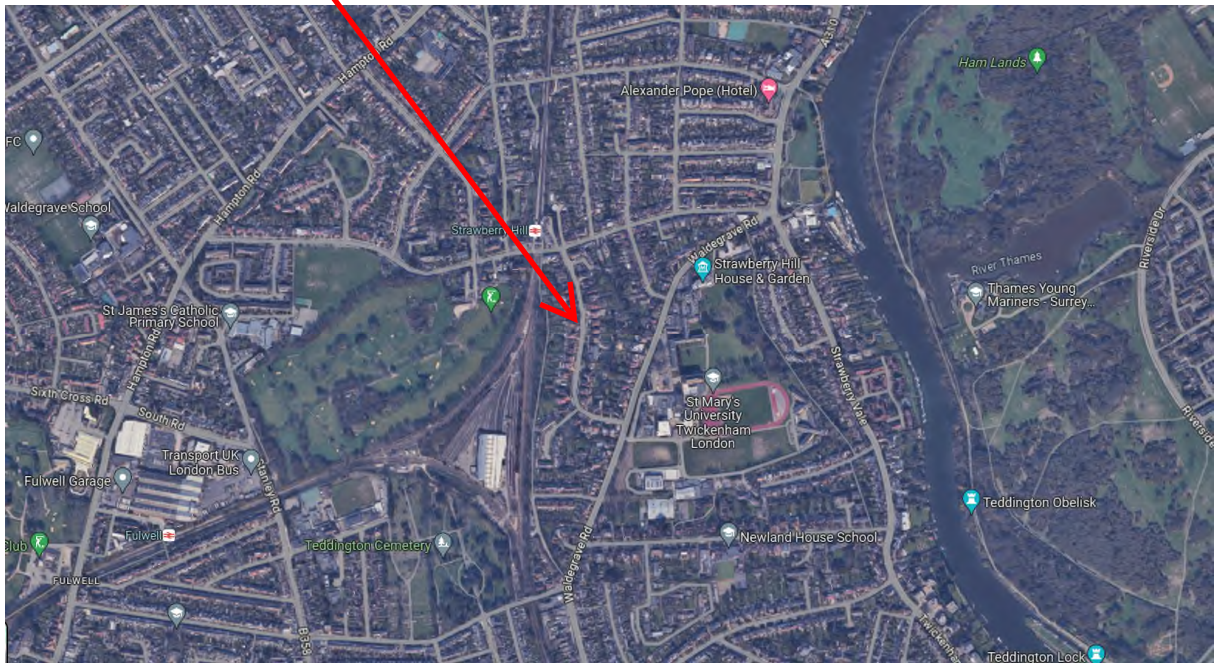
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5.20 – 5.30 am Sunday 14<sup>th</sup> July 2024

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**THE  
SITE**



**Site and Location** **FIGURE 1**

## **1 INTRODUCTION**

- 1.1 This statement addresses the transport implications of the proposed change of use of no 16 Strawberry Hill Road from student accommodation back to a family house.
- 1.2 This statement should be read in conjunction with the scheme drawings and other documents submitted in support of the application.

## **2 SITE, SURROUNDINGS AND ACCESS**

- 2.1 The site location is shown in Figure 1 and the site and its surroundings in more detail in Figure 2. The site lies off the west side of Strawberry Hill Road in a suburban area in the southwestern hinterland of Twickenham town centre, and is occupied by a large 3-storey detached house typical of the area, with a 2-storey side extension, a large back garden and a fairly large front garden and a private access roadway leading to two domestic car garages in the back garden.
- 2.2 The property has in recent times been owned by the nearby St Mary's University, Twickenham and used for student accommodation, but is now being disposed of as surplus to requirements.
- 2.3 Strawberry Hill Road is a single carriageway local residential access road running between Tower Road at the north end and the A309 Waldegrave Road at the south end. Traffic is normally very light and sporadic. The speed limit is 20 mph. Strawberry Hill Road is purportedly in a controlled parking zone operating Monday – Saturday 10am – 6.30pm, though there are no parking bays marked out, and only a few sign plates, so it is not clear how enforceable the controls are.
- 2.4 Tower Road together with its westward continuation Wellesley Road, serves as a local distributor road linking the A309 Waldegrave Road/ A310 Strawberry Vale/ Cross Deep and the A311 Hampton Road, the latter running about a quarter mile to the west. These three main roads are relatively low-key traditional single carriageway and are not part of the strategic Transport for London Road Network. They are however busy traffic arteries particularly at peak times,
- 2.5 There are local shopping parades very close to the site on Tower Road and Wellesley Road, including a convenience shop and a sub post office, and other shopping parades on Hampton Road just a few minutes walk away. Twickenham and Teddington town centres, containing a much larger number and range of shopping and other services and facilities and potential sources of employment, are also within a convenient walk, for people of no more than ordinary fitness, of about 10 – 12 minutes.
- 2.6 Schools, large areas of public open space and other recreation facilities are also within convenient walking distance of the site.

- 2.7 The site in relation to the local bus network and other public transport networks (tram and national rail) is shown in Figure 3. The site is satisfactorily served by public transport, with:-
- The well served Strawberry Hill railway station less than 5 minutes walk away off Tower Road, served by frequent local trains on the out-and-back loop service from London Waterloo via Twickenham, Richmond, Teddington, Kingston and other major travel objectives; plus some trains on the Shepperton Branch.
  - Frequent all-day daily bus service 33 plus night service N33 calling at stops on Waldegrave Road a few minutes walk away providing direct access to Twickenham, Richmond and Teddington town centres among many other travel objectives.
  - Frequent all-day daily bus service R68 calling at stops on Strawberry Vale a few minutes walk away, providing direct access to eastern parts of Twickenham as well as Twickenham, Richmond, Teddington Hampton and Hampton Court town centres and other travel objectives.
  - A high combined frequency of day and night bus services along Hampton Road calling at stops a few minutes walk away.
- 2.8 This accessibility is somewhat understated in the site's PTAL 2 (low accessibility) assessment methodology whose excessively conservative arbitrary maximum walk distance to bus stops excludes all but services except the 33 route.
- 2.9 The site in relation to the London Cycle network (LCN) is shown in Figure 4. A LCN route runs along Tower Road and Wellesley Road very close to the site, and another runs along Strawberry Vale and Cross Deep nearby, both giving good access to the rest of the LCN, whose coverage is particularly dense and comprehensive in this part of outer London, and includes the particularly advantageous foot/ cycle bridge across the Thames at Teddington Lock. This, together with the generally light motor traffic in local roads, and the flat terrain, makes cycling an attractive means of travel to/from the site.
- 2.10 The site is thus in a highly sustainable location with excellent access on foot to a full range of shops, other services and facilities and possible sources of employment, and good access by other non-car means, including high frequency train and bus services.
- 2.11 While it is not expected that the development will necessarily attract an occupying household that will wish or feel able to completely dispense with car ownership or use – particularly if household members are in one or more of the many jobs that require use of a car or van – the development would be well placed to encourage and facilitate residents to travel by non-car means for many journey purposes and to encourage and facilitate visitors to do so.

### **3 THE DEVELOPMENT**

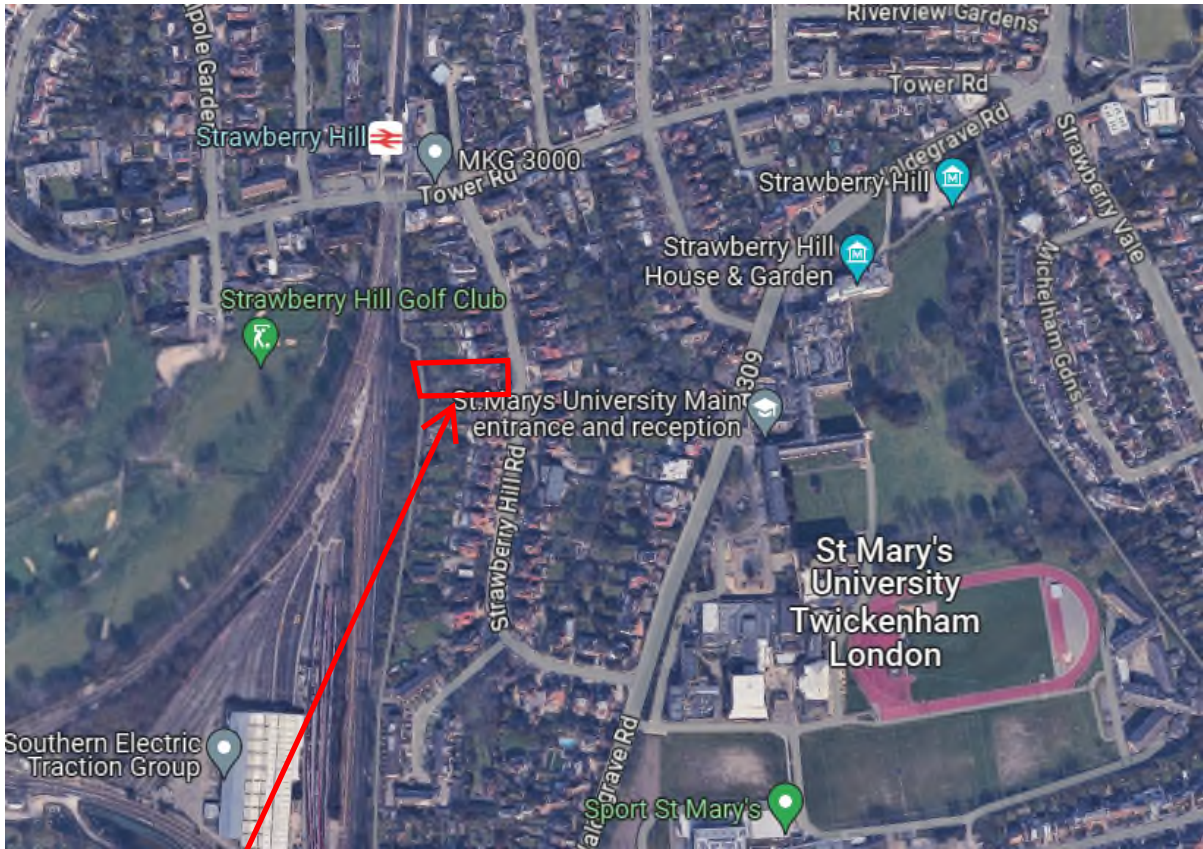
- 3.1 The development will consist essentially of conversion within the existing buildings envelopes.
- 3.2 Car parking will be available in the existing on-site garages, which will remain.
- 3.3 Secure covered cycle parking will be available in the garages – a special cycle cabinet or other store will not be necessary.
- 3.4 A refuse and recycling bin store will be provided on-site, and the bins or other containers will be taken to the frontage on collection days.
- 3.5 All deliveries and other servicing by motor vehicle will be from the adjacent highway, as will any emergency vehicle attendance including in the event of a fire.

### **4 ASSESSMENT AND CONCLUSIONS**

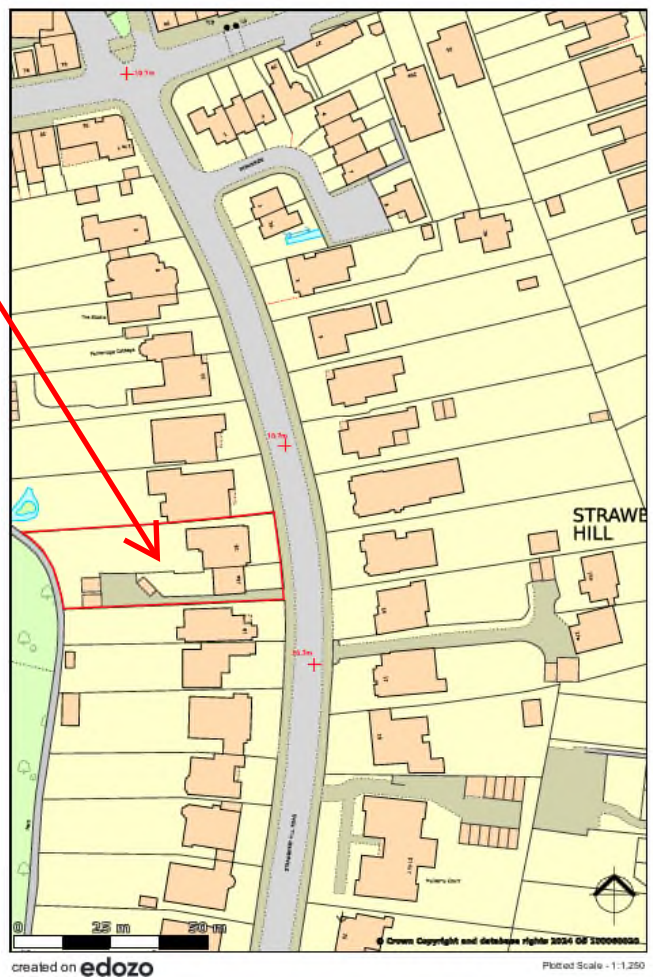
- 4.1 The proposed development will be in a sustainable location with good access by a variety of non-car means and hence well-placed to encourage travel by non-car means.
- 4.2 The proposed on-site car parking provision is expected to cater fully for the normal demand from the occupying household. Should this not prove to be so, however, there is ample vacant on-street parking space nearby on Strawberry Hill Road that would cater for any conceivable – or even inconceivable demand from this development without causing excess parking pressure or other problems for other residents of the locality.
- 4.3 This can be confirmed by the photographs taken before 5.30am on Sunday 14<sup>th</sup> July 2024 - a few days before the schools summer holiday break, and outside the on-street weekday parking control hours – reproduced at Appendix A.
- 4.4 Whatever the occupying household's level of car ownership and use the development would clearly have no significant impact on highway traffic flows locally or further afield, even without offsetting against any possible car ownership/ use by the previous student residents of the property.
- 4.5 Data for the most recent 5 years personal injury road accidents in the locality, reproduced from the national Crashmap database at Appendix B, shows no accidents at all to have happened on Strawberry Hill Road or anywhere near on Tower Road, and only two (slight injury) accidents at the junction with Waldegrave Road, well away from the site. This shows Strawberry Hill Road to be extremely safe, and hence continued use of the existing long-established site access for resident parking will not cause any highway safety hazard.



- 4.6 Goods deliveries to such a small residential development are unlikely to be very frequent, and are likely to be mostly if not entirely by vans of not more than 3.5T / 4,5T gvw, and will have no significant impact on highway traffic conditions locally or on the wider highway network.
- 4.7 The development is highly accessible by public transport but would not generate additional passenger loading on the public transport services on a scale which would have any significant capacity impacts on the services.
- 4.8 There is therefore no transport reason why the development should not be permitted, and no reason why the occupying household should not be allowed to have resident CPZ parking permits should they wish to buy permits.



**THE  
SITE**



**Site and Surroundings** **FIGURE 2**



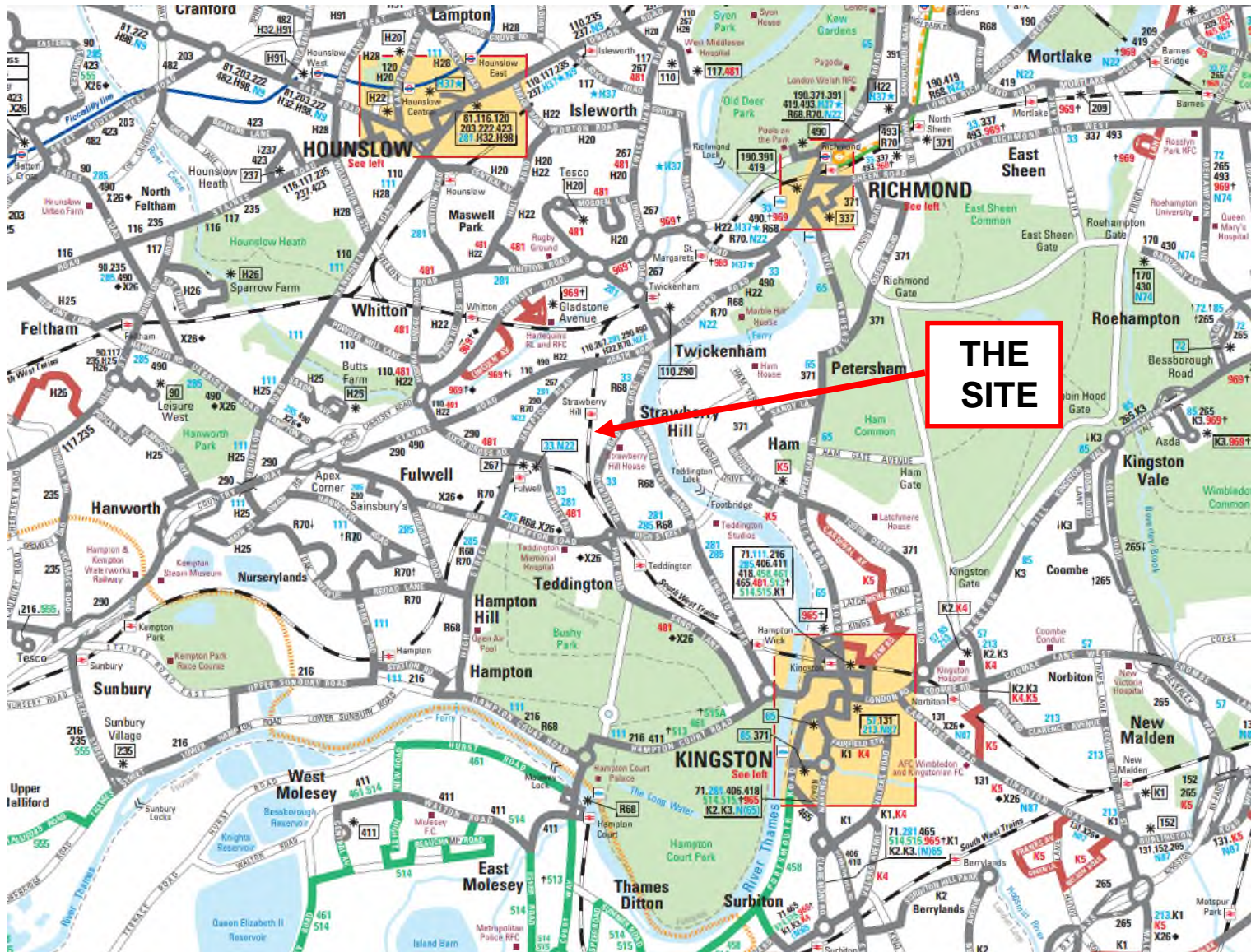
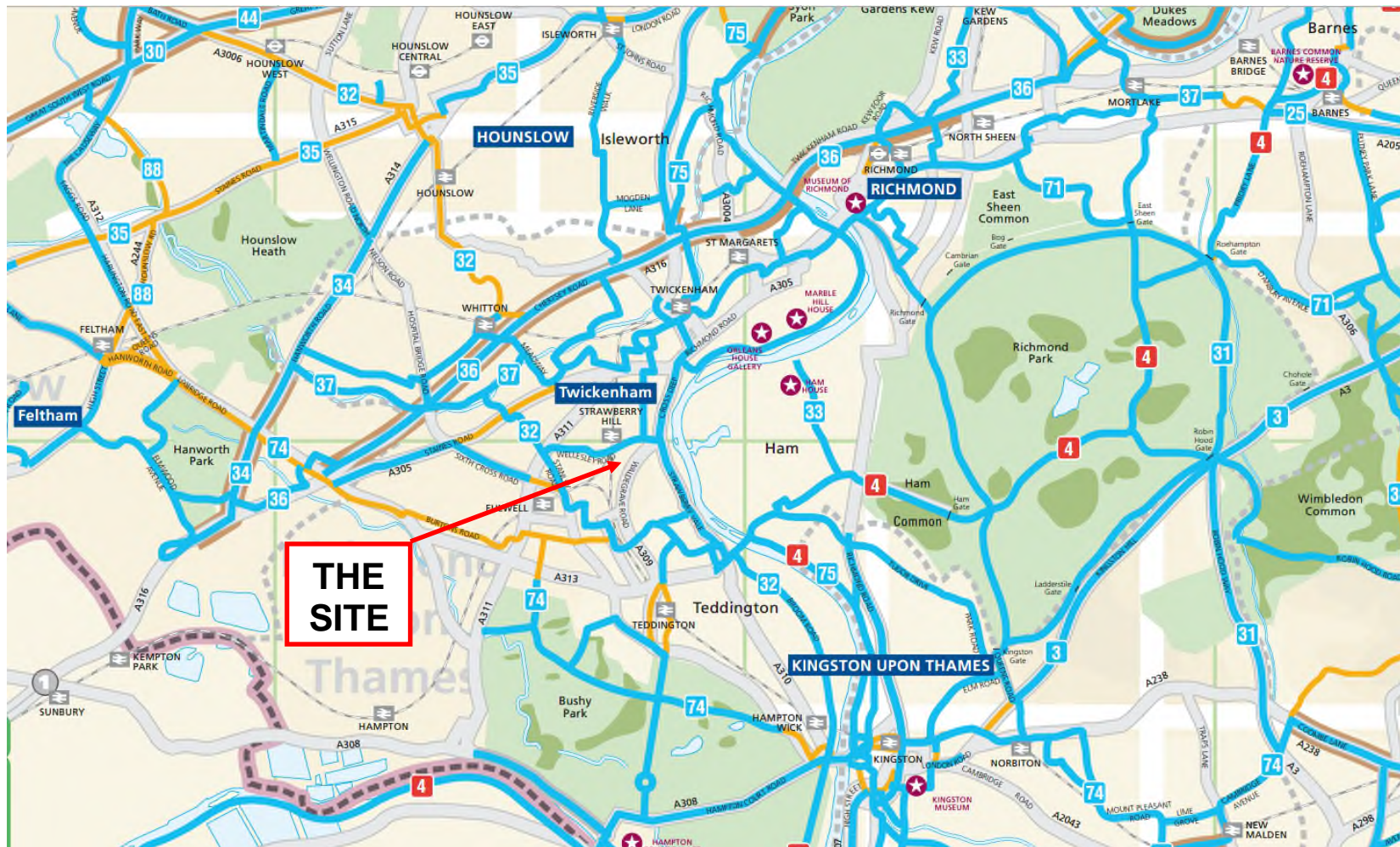


FIGURE 3

Site and Public Transport Network

FIGURE 3





**FIGURE 4**

**Site and London Cycle Network**

**FIGURE 4**

## **APPENDIX A**

**Street Parking Photographs in Vicinity of the Site  
5.20 – 5.30 am Sunday 14<sup>th</sup> July 2024**





## **APPENDIX B**

### **Most Recent 5 Years Personal Injury Road Accidents**



