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LONDON BOROUGH OF RICHMOND UPON THAMES
05 OCT 2007
PLANNING

Savell Bird & Axon

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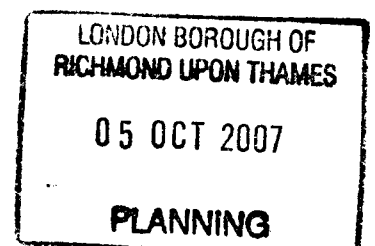
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1 INTRODUCTION

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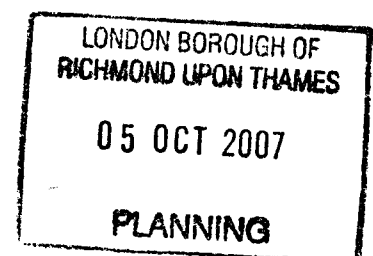
1.1 Savell Bird & Axon are retained by Dukelease Properties Ltd to provide traffic and transport advice in relation to the proposed redevelopment of land at 209 / 211 Waldegrave Road to provide a residential development. The proposals also include the retention of an existing public house with a proposed change of use to the upper floors to provide affordable housing. The site location is shown at Figure 1.

1.2 The principle of the proposed development has been the subject of discussions with Council officers at the London Borough of Richmond Upon Thames and this planning application follows the withdrawal of a previous scheme submitted for consideration by the Council in January 2007 (LPA Ref: 07/0299/FUL).

1.3 This Transport Statement is set out as follows

- i) Description of Existing Conditions
- ii) Description of Proposed Development
- iii) Review of Relevant Policy
- iv) Consideration of Site Suitability
- v) Effects of Development
- vi) Summary and Conclusions

1.4 Where relevant each section of the report refers to the changes between the previous application and the revised scheme.



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2 EXISTING CONDITIONS

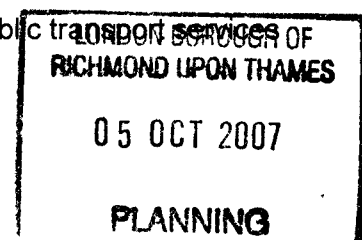
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Site Location

- 2.1 The application site comprises the Waldegrave Arms public house and associated parking area and garden located at the corner of Waldegrave Road and Shacklegate Lane, as shown in detail at Figure 2.
- 2.2 Vehicular access to the site is located adjacent to the building from Waldegrave Road.
- 2.3 The area is predominantly residential in nature although there is a mix of uses locally including vehicle service and repairs, butcher, newsagent/general store/off-licence and a launderette. Approximately 400m to the north lies the entrance to the St Mary's University College campus.
- 2.4 Teddington High Street is located approximately 750m south of the site whilst Twickenham town centre is situated 1,600m to the north.

Local Road Network

- 2.5 The site has frontage to the A309 Waldegrave Road which runs between Teddington to the south and Twickenham to the north. The northern boundary of the site is formed by the B360 Shacklegate Lane which leads to Fulwell.
- 2.6 In the immediate vicinity of the site Waldegrave Road and Shacklegate Lane are subject to double yellow line parking restrictions. Both roads benefit from street lighting and the speed limit on both roads is 30mph.
- 2.7 To the south of the site, as shown at Figure 2, there are 3 short term parking bays in front of the shops adjacent to the site. There is also a pair of bus stops for northbound and southbound services respectively (public transport services are described in more detail later in this report).



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2.8 Controlled pedestrian crossing facilities are provided over Waldegrave Road approximately 90m to the north (at the Waldegrave Park junction) and 250m to the south (at the Teddington Park Road junction).

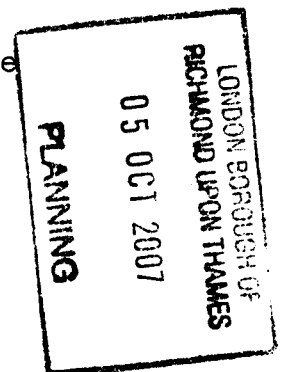
Parking Conditions

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2.9 A variety of on-street parking controls are prevalent in the area surrounding the site and an independent survey was commissioned to establish the type of control and the level of use.

2.10 "Transportation Survey Services" undertook an hourly parking beat survey on Tuesday 26th September between 7am and midnight as per the brief attached at Appendix A. The roads included in the survey are up to 300-400m walking distance from the site, including:

- Waldegrave Road
- Church Road
- Victor Road
- Arlington Road
- Southfield Gardens
- Shacklegate Lane
- Clifton Road
- Railway Road
- Somerset Road
- Teddington Park Road



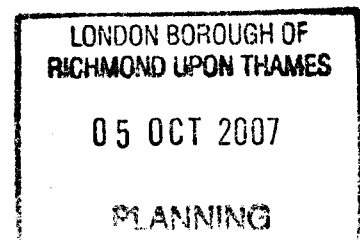
2.11 The survey first identified an inventory of available parking space categorised by type such as: resident only; one hour; private road; no markings; single yellow markings and pavement parking. The inventory is also included at Appendix A. For example, Southfield Gardens is designated for residential parking permit holders only between 10.30am-2.30pm during September – June inclusive (due to proximity to the College). Within the survey zone the total amount of kerbside identified without parking controls ("no markings") is considered capable of accommodating 419 vehicles.

2.12 The results of the parking survey are attached at Appendix B. These show, for example, that at 7am on Railway Road there were 40 vehicles parked out of a total capacity of 55 spaces.

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- 2.13 Throughout the period of the survey, 7am – midnight, there were observed to be a maximum of 364 vehicles parked on streets without controls, equivalent to a maximum occupancy of 87% and a minimum of 55 spaces available at any time. The peak occurred at midnight, the time when one would expect to observe peak parking demand in a residential area.
- 2.14 The lowest demand for parking in areas without any parking controls was observed at 1pm when 280 vehicles were parked, equivalent to an occupancy level of 67%.

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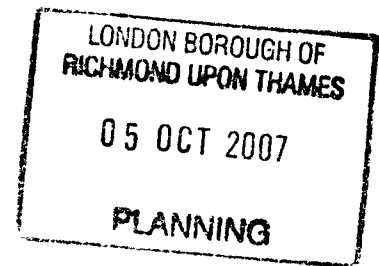
3 PROPOSED DEVELOPMENT 07 / 3470 / FUL

3.1 It is proposed to retain the existing public house building to provide 128sqm of A4 use on the ground floor. The upper floors of the public house are proposed for conversion to residential use to provide three flats.

3.2 To the rear of the public house a new three-storey building is proposed along the frontage of (but set back from) Shacklegate Lane providing sixteen flats and immediately adjacent to the pub on the south side a further two-storey building spanning the vehicular access is proposed, providing three flats.

3.3 In total 22 residential units are proposed as follows:

- 4 * 1-bed private units
- 2 * 1-bed affordable units
- 9 * 2-bed private units
- 7 * 2-bed affordable units



3.4 A plan illustrating the proposed ground floor is shown at Appendix C.

3.5 The geometry of the existing vehicle crossover is proposed to be slightly revised to provide improved radii with Waldegrave Road. The crossover will provide vehicular access to a parking area for 20 vehicles, including 2 wider spaces suitable for disabled persons.

3.6 The proposed access provides visibility splays measuring a minimum of 2.4m x 70m in each direction as shown at Figure 3.

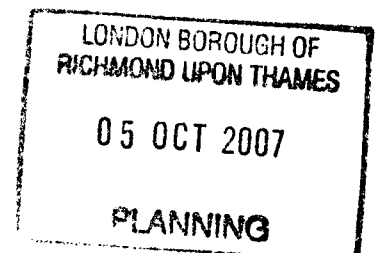
3.7 The access route to the car park has a slight gradient (1:27) down from Waldegrave Road and is intended to operate as a shared surface for vehicular and pedestrian access. A 2.1m minimum headroom will be maintained.

3.8 Pedestrian access to the flats is available from Waldegrave Road via the shared surface within the car park where the preferred route for pedestrians to follow will

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be identified by a change in surface colour and / or texture. Access is also available from Shacklegate Lane where a new pedestrian gate is proposed.

- 3.9 Cycle parking at a ratio of one space per flat is proposed via five separate covered cycle stores proposed predominantly in the garden area.
- 3.10 Refuse and recycling storage is provided separately for the public house and the residential units and both stores are conveniently located for collection from Waldegrave Road.
- 3.11 Transport for London has published guidance for the preparation of Travel Plans and development proposals comprising less than 50 units are recommended to adopt "Move for Action" initiatives.
- 3.12 The scope of a Travel Plan will be discussed with Council officers but in light of the Transport for London guidance the Travel Plan is expected to focus on practical measures such as the maintenance of the cycle parking provision and the promotion of public transport and car-club information.



4 POLICY

4.1 This section considers relevant national and local policy.

PPG13: Transport

4.2 The objectives of PPG13 as set out in the introduction to the document are to:

- Promote more sustainable transport choices;
- Promote accessibility.... by public transport, walking and cycling;
and
- Reduce the need to travel, especially by car."

4.3 The guidance goes on to state that "*When preparing development plans and considering planning applications, local authorities should:*

- Ensure that development comprising jobs, shopping should offer realistic choices of access by public transport, walking and cycling.
- Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys."

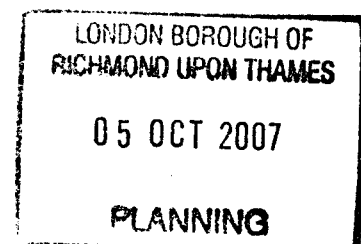
4.4 PPG13 acknowledges the role that walking and cycling can play in reducing travel by car. In particular, walking and cycling are considered appropriate travel modes to replace car trips for travel distances of less than 2km and 5km respectively.

London Plan

4.5 The Mayor's London Plan was issued in February 2004 and sets out a number of policies seeking to promote sustainable development. Relevant considerations are:

- i) Optimising the use of previously developed land

- ii) Ensuring that development occurs in locations that are currently or are planned to be, accessible by public transport, walking and cycling.
 - iii) Taking account of the sustainability of sites for mixed use development and the contribution that development might take to strengthening local communities.
- 4.6 Policy 3C.1 is concerned with the integration of transport and development and seeks to encourage patterns and forms of development that reduce the need to travel, especially by car. The Mayor seeks to improve public transport capacity and accessibility where it is needed and, in general, will be supportive of high trip generating development only at locations with high levels of public transport accessibility and capacity. Parking provision should reflect levels of public transport accessibility.
- 4.7 Policy 3C.22 seeks to ensure that on-site car parking at new developments is the minimum necessary and that over-provision is avoided thus maximising the potential use of non-car modes.
- 4.8 Specifically, at Annex 4, the Mayor sets out the approach for Boroughs in determining appropriate maximum parking standards. Boroughs are advised to interpret the standards with appropriate flexibility.
- 4.9 The maximum parking standards quoted in The London Plan are graduated and relate to the public transport accessibility level (PTAL) of the area.
- 4.10 Table A4.2 provides details for maximum residential car parking standards. Where the predominant housing type is mostly flats no more than one space per residential unit should be provided. Developments which are well located to public transport opportunities and/or local facilities should aim to provide less than one space per unit.

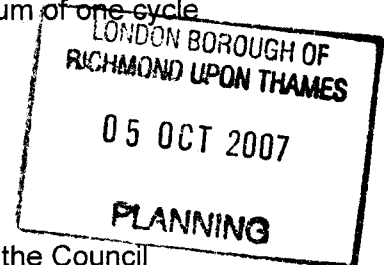


London Borough of Richmond Upon Thames UDP, March 2005

- 4.11 Policy TRN1 requires higher density residential development with limited parking provision to be located in existing town centres or areas which are highly accessible by public transport.
- 4.12 Policy TRN2 requires applications for new development to be accompanied by a transport assessment. New development should, inter-alia:
- Provide adequately for disabled people, pedestrians and cyclists;
 - Be acceptable in terms of traffic generation and traffic impact on the road network; and
 - Adequately provide for vehicular access
- 4.13 Policy TRN4 refers to maximum car parking standards that are set for all types of development. It is noted in the accompanying UDP text that due to traffic problems the Council wishes to restrain the number of car parking spaces with any development. All standards are maximum and developers may provide fewer spaces unless there would be an adverse impact on amenity, road safety or emergency access in the surrounding area.
- 4.14 By reference to Appendix 1 Car Parking Standards the UDP advises a maximum of one space per unit for 1-bed and 2-bed flats and a minimum of one cycle parking space per unit.

Car Free Development

- 4.15 It is relevant that between 26th February and 13th April 2007 the Council consulted on a new supplementary planning document in respect of a Car Free Development and Car Club Strategy and it is understood that the SPD is shortly due to be adopted. Following discussion with officers on the previous application it was agreed that the development would contribute towards the Council's provision of an on-street car-club space in the vicinity of the development.



5 SITE SUITABILITY

- 5.1 The area surrounding the application site is predominantly residential in nature and as such the site will rely on the existing infrastructure and facilities currently serving the area.

Walking

- 5.2 A variety of small shops are located on Waldegrave Road within a convenient walking distance of the site and Teddington High Street is less than 10-minutes walking distance from the site (750m).

- 5.3 In addition to the PPG13 recommendation that walking is a suitable mode of travel for journeys under 2km in length, the Institution of Highways and Transportation (IHT) have published "Guidelines for Providing for Journeys on Foot". Table 3.2 of this document suggests acceptable walking distances for some common destinations. These distances are outlined at Table 5.1.

	Town Centre	Commuting/ Sight Seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 5.4 By reference to Table 5.1 all of the day to day facilities required to support a residential development are available within the "preferred maximum" walking distance of the site.

Public Transport

- 5.5 Bus stops are located within a 40m-50m distance of the site on Waldegrave Road for services on route 33 between Fulwell and Hammersmith. There are approximately 8 buses per hour during peak periods providing a good level of

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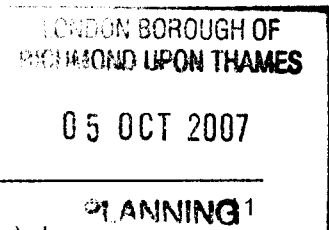
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service between the site and Twickenham town centre to the north and Teddington town centre to the south.

- 5.6 Additional bus services are available from Teddington town centre and on routes 281 and 481 running via Stanley Road which is located approximately 585m to the west along Shacklegate Lane. The Transport for London "spider map" showing routes in the Teddington area is reproduced at Appendix D.
- 5.7 Teddington rail station is located approximately 1,100m walking distance from the site and Strawberry Hill is slightly closer at 815m. Both stations offer services to London Waterloo.
- 5.8 Transport for London's measure of public transport accessibility, the PTAL, takes account of bus services available within a 640m walking distance of a site and of train services within a 960m walking distance of the site. Consequently, whilst the availability of rail services to/from Teddington station would be relevant to a resident of the application site they are not relevant to the PTAL calculation due to the slightly longer walking distance. The London Plan acknowledges that the PTAL method is a useful tool but is not the only assessment method to assess a particular development or location.
- 5.9 Account has been taken of rail services at Strawberry Hill and bus services on routes 33, 281 and 481 to calculate the PTAL level of "2" for the application site. Whilst this sits toward the lower end of the "1" to "6" range it is noted above that the site is well connected to the nearby town centres by Route 33 and there are additional bus and rail services available in Teddington, just beyond the PTAL 'cut-off' distance.

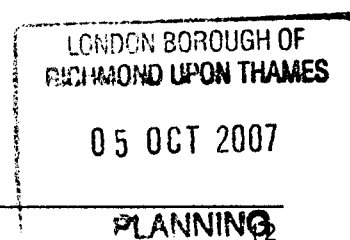
Parking

- 5.10 The proposed development offers 20 car parking spaces for 22 flats, a ratio of 0.91 spaces per unit. This includes two wider spaces for use by the mobility impaired.



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- 5.11 This level of provision accords with both the London Plan and the Council's UDP which advise that a maximum of one space per unit is allowable for developments of this type.
- 5.12 It should be noted from the parking beat surveys described in section 2 that there are on-street parking spaces available in the area although it is acknowledged that as a result of the double yellow lines on the corner of Shacklegate Lane and Waldegrave Road there are few on-street parking opportunities in the immediate vicinity of the application site.
- 5.13 However it is not considered that overspill parking will regularly occur as a result of this development. It is relevant that 9 of the 22 proposed units are affordable. Circular 6/98 "Planning and Affordable Housing" advises local authorities to "be flexible on car parking standards as car ownership rates are generally lower for occupants of affordable housing than for those of general market housing".
- 5.14 Further, investigation of the 2001 Census shows that 20% of households in the South Twickenham Ward have no car and that 22% of households in the Teddington Ward have no car.
- 5.15 The 2001 Census also provides data on a "by Borough" basis for private, shared ownership and social-rented housing types. Borough-wide, 24% of private households have no access to a car, 35% of shared-ownership households have no access to a car and 57% of social-rented households have no access to the car.
- 5.16 Consequently the proposed 20 parking spaces to serve 22 residential units are considered suitable.
- 5.17 The Council commissioned an independent parking beat survey in the vicinity of the site when considering the previous application. The results were found to be generally concurrent with the findings of the "Transportation Survey Services" survey but it was noted that space was limited in the immediate vicinity of the site. As such it was the Council's recommendation that the development contribute towards the provision of an on-street car-club.



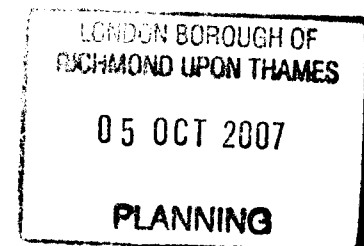
6 EFFECT OF DEVELOPMENT

Trip Generation

- 6.1 It is usual to predict the traffic generation of a proposed development and undertake a detailed junction capacity assessment where appropriate. The following methodology follows exactly the approach accepted for the previous application.
- 6.2 By reference to the TRICS database for similar residential developments, the predicted travel demand of the proposal is:

	Total People		Vehicles		Walking	
	In	Out	In	Out	In	Out
AM Peak Hour	6	18	1	3	4	11
PM Peak Hour	13	9	3	2	6	5
	Cycling		Public Transport			
	In	Out	In	Out		
AM Peak Hour	1	1	1	3		
PM Peak Hour	1	0	3	2		

- 6.3 The predicted peak period vehicle trip generation is low and is not expected to give rise to any difficulties on the surrounding road network. As such it is not considered necessary to undertake a detailed capacity assessment of nearby junctions.



7 SUMMARY AND CONCLUSIONS

7.1 The proposed development at 209/211 Waldegrave Road is compliant with current policy. The proposals:

- Are located in a predominantly residential area with local facilities and amenities available within a convenient travel distance of the site without reliance upon the car;
- Provide car parking in accordance with local and national policy;
- Make best use of previously developed land;
- Benefit from proximity to Teddington town centre on foot and to Twickenham town centre by bus;
- Provide an improved site access to Waldegrave Road;
- Meet the needs of disabled persons; and
- Are not expected to have an adverse impact on the operation of the local road network.

7.2 It is therefore considered that the proposed development is acceptable in transport terms.

