



UNITED
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Queens Road, Richmond, London
TRANSPORT STATEMENT
FOM Properties Ltd

April 2010

QM

Issue/revision	Issue 1	Revision 1	Revision 2
Remarks		Updated with comments from architect	Updated with comments from architect
Date	April 2010	April 2010	April 2010
Prepared by	DR	DR	DR
Signature			
Checked by	PE	PE	PE
Signature			
Authorised by	PE	PE	PE
Signature			
Project number			
File reference	TS_Issue	TS_Issue R1	TS_Issue R2

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1 Introduction

1.1 BACKGROUND

1.1.1 WSP has been appointed by FOM Properties Ltd to prepare a Transport Statement (TS) in support of a planning application Internal works and alterations to convert existing Public House (A4/A3) into 4No flats (2 No. 1-bed and 2 No. 2-bed) with associated parking and new access off Stafford Place. Demolition of existing 1990s single storey extension at rear of pub. Erection of a single two storey detached dwelling house with additional lower ground level accommodation, associated parking, reuse of existing access off Stafford Place and additional 1-bed self-contained studio apartment.

1.2 REPORT STRUCTURE

- **Chapter 2** briefly describes the existing conditions associated with the site;
- **Chapter 3** provides a brief summary of relevant policy documents;
- **Chapter 4** reviews the accessibility of the site by sustainable modes of travel;
- **Chapter 5** outlines the development proposals;
- **Chapter 6** assesses the traffic impact of the development proposal;
- **Chapter 7** provides a summary and conclusion to the report.

2 Existing Conditions

2.1 SITE LOCATION

2.1.1 The application site is located in the London Borough of Richmond immediately to the south of the Richmond Hill Campus of Richmond University. The application site is currently occupied by a public house measuring 504sqm and associated car parking for up to 21 vehicles. A 2 bedroom flat occupies the first floor of the public house.

2.1.2 Access to the site is gained from Stafford Place which connects to the local highway network via Queens Road (B353).

3 Policy Summary

3.1 POLICY

3.1.1 The development proposal should be considered in line with the following key policy documents:

- Planning Policy Guidance Note 13: Transport (PPG 13)
- London Plan consolidated with alterations since 2004 (February 2008);
- Mayor's Transport Strategy: Statement of Intent (May 2009)
- TfL's Transport Assessment Best Practice Guidance Document (May 2006)
- Adopted Richmond UDP First Review 2005 (March 2005).

3.2 POLICY SUMMARY

3.2.1 The key requirements of the above policy documents include:

- Reduce the need to travel, especially by car;
- Promote sustainable development by locating development in areas that are easily accessible by walking, cycling and public transport;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.

4 Access by Sustainable Modes Of Travel

4.1 INTRODUCTION

4.1.1 This chapter reviews the sustainable transport options within the vicinity of the site.

4.2 WALKING

4.2.1 The site is connected to Queens Road via footways on either side of Stafford Place. Queens Road benefits from footways and street lighting on either side of the road. A controlled pedestrian crossing facility is located on Queens Road adjacent to the existing public house.

4.2.2 A zebra crossing is located at the junction of Queens Road with Richmond Hill providing further safe crossing facilities on Queens Road.

4.3 CYCLING

4.3.1 A number of on road cycle routes are located within the vicinity of the proposed development site, linking the site with Richmond Town Centre and the wider cycle network.

4.4 BUS

4.4.1 The nearest bus stop to the proposed development site is located on Queens Road, approximately 70 metres away from the site. Bus service number 371 (Kingston Hall Road to Richmond / Dee Road) operates along Queens Road at a frequency of 8 to 10 to minutes on Monday to Saturday.

4.5 RAIL / UNDERGROUND

4.5.1 The proposed development site is located at a distance of approximately 1.7Km from Richmond Rail and underground stations and North Sheen Rail Station.

4.5.2 Richmond Underground Station is located on the District Line and provides services between Ealing Broadway and Upminster. The District Line operates at a services frequency of 10 to 11 minutes.

5 Development Proposal

5.1 INTRODUCTION

5.1.1 The development proposal is a for the redevelopment of an existing public house to accommodate 4 flats, and the construction of a 5 bed dwelling house on the existing car park to the site.

5.1.2 The development proposal includes:

- 2 x 1 bed flats;
- 2 x 2 bed flats;
- 1 x 5 bed house (including self contained studio apartment);

5.1.3 It is proposed that the flats would benefit from 4 car parking spaces, which equates to 1 space per flat. It is proposed that the dwelling house would benefit from a car port which can accommodate 3 parked cars.

6 Trip Generation / Traffic Impact

6.1 INTRODUCTION

6.1.1 This chapter outlines the forecasted number of vehicular trips associated with the proposed development. This chapter also calculates the vehicular flows associated with the existing site. The resultant net change in traffic flows associated with the site as a result of the proposed development will be calculated.

6.2 EXISTING SITE – TRIP GENERATION

6.2.1 The proposed development site is currently occupied by a Public House measuring 504sqm and a 2 bed flat.

Trip Generation – Public House

6.2.2 The TRICS 2010(a) database has been interrogated in order to derivate a vehicular trip rate for Land Use Category 06 Hotel, Food and Drink, sub Category C Pub / Restaurant. Robust trip rates have been forecasted based on the following selection criteria:

- Sites in Wales, Ireland and Scotland removed from the survey;
- Sites ranging from 285sqm to 1,400sqm;
- Sites surveyed since 2006 only.

6.2.3 Based on the above selection criteria the vehicular trip rates and vehicular trip generation associated with the existing public house is summarised in Table 6.1. The trip rates outlined in Table 6.1 is the number of vehicular trips per 100sqm GFA. It should be noted that based on the above selection criteria, there are no sites surveyed in Greater London.

Table 6.1: Vehicular trip rates associated with existing Public House

	IN		OUT		TOTAL	
5.38	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM	0	0	0	0	0	0
PM	2.279	11	1.799	9	4.078	21

Trip Generation – Apartments

6.2.4 The TRICS 2010(a) database has been interrogated in order to derivate a vehicular trip rate for Land Use Category 03 Residential, sub Category C Flats Privately Owned. Robust trip rates have been forecasted based on the following selection criteria:

- Sites in Wales, Ireland and Scotland removed from the survey;
- Sites ranging from 9 to 69 units;
- Sites surveyed since 2006 only.

6.2.5 Based on the above selection criteria the vehicular trip rates and vehicular trip generation associated with the existing public house is summarised in Table 6.2. The trip rates outlined in Table 6.2 is the number of vehicular trips per residential unit.

Table 6.2: Vehicular trip rates associated with existing Apartment

	IN		OUT		TOTAL	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM	0.067	0	0.204	0	0.271	0
PM	0.161	0	0.086	0	0.247	0

Summary of existing site trip generation

6.2.6 Table 6.3 summarises the vehicular trip generation associated with the site under its permitted use.

Table 6.3: Vehicular trip rates associated with existing site

	IN	OUT	TOTAL
AM	0	0	0
PM	12	10	22

6.3 PROPOSED DEVELOPMENT – TRIP GENERATION

6.3.1 The development proposal includes the redevelopment of the exiting public house to accommodate 4 flats and the construction of a 5 bed dwelling house on the existing car park to the rear of the pub.

Proposed development traffic – Flats

6.3.2 The methodology used to derivate vehicular trip rates associated with the proposed apartment element of the development is outlined in paragraphs 6.2.4 and 6.2.5. Table 6.4 summarises the vehicular trip generation associated with the proposed flats.

Table 6.4: Vehicular trip rates associated with proposed development (Flats)

	IN		OUT		TOTAL	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM	0.067	0	0.204	1	0.271	1
PM	0.161	1	0.086	0	0.247	1

Proposed Development – Houses

6.3.3 The TRICS 2010(a) database has been interrogated in order to derivate a vehicular trip rate for Land Use Category 03 Residential, sub Category A Houses Privately Owned. Robust trip rates have been forecasted based on the following selection criteria:

- Sites in Wales, Ireland and Scotland removed from the survey;
- Sites ranging from 10 to 50 units;
- Sites surveyed since 2006 only.

6.3.4 Based on the above selection criteria the vehicular trip rates and vehicular trip generation associated with the existing public house is summarised in Table 6.5. The trip rates outlined in Table 6.5 is the number of vehicular trips per residential unit.

Table 6.5: Vehicular trip rates associated with proposed development (Houses)

	IN		OUT		TOTAL	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM	0.159	0	0.323	0	0.482	0
PM	0.297	0	0.216	0	0.513	1

Summary of Development Traffic

6.3.5 Table 6.6 summarises the vehicular trip generation associated with the site under its permitted use.

Table 6.6: Summary of Development Traffic

	IN	OUT	TOTAL
AM	0	1	1
PM	1	0	2

6.4 NET CHANGE IN FLOWS

6.4.1 Table 6.7 summarises the net change in flows as a result of the proposed development.

Table 6.7: Summary of NET change in flows

	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOT	IN	OUT	TOT
Existing	0	0	0	11	9	21
Proposed	0	1	1	1	0	2
NET	0	1	1	-10	-9	-19

6.4.2 As outlined in Table 6.7 the redevelopment of the public house to accommodate 4 flats and the construction of a dwelling house on the existing car park to the rear of the public house will result in a net increase of 1 vehicular trip during the AM peak hour (0800 to 0900), whilst the redevelopment will result in a net reduction of 19 vehicular trips during the PM peak hour (1700 to 1800).

7 Summary and Conclusion

7.1 SUMMARY

7.1.1 WSP has been appointed by FOM Properties Ltd to prepare a Transport Statement (TS) in support of a planning application Internal works and alterations to convert existing Public House (A4/A3) into 4No flats (2 No. 1-bed and 2 No. 2-bed) with associated parking and new access off Stafford Place. Demolition of existing 1990s single storey extension at rear of pub. Erection of a single two storey detached dwelling house with additional lower ground level accommodation, associated parking, reuse of existing access off Stafford Place and additional 1-bed self-contained studio apartment.

7.1.2 The development proposal is located in a sustainable location within a 70 metre walk from a bus stop. Richmond underground stop and rail station is located approximately 1.7Km to the north of the site.

7.1.3 This TS demonstrates that the proposed development will result in a net reduction in the vehicular movements associated with the site in comparison to its existing use.

7.2 CONCLUSION

7.2.1 In light of the above, WSP considers there to be no reason as to why this application should be refused on Transport and Highway grounds.

APPENDIX A – TRICS OUTPUT

TRIP RATE for Land Use 06 - HOTEL FOOD & DRINK/C - PUB/RESTAURANT

Calculation Factor: 100 sqm

Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	0	0	0	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0	0	0	0
10:00-11:00	4	834	0.3	4	834	0.12	4	834	0.42
11:00-12:00	4	834	1.019	4	834	0.6	4	834	1.619
12:00-13:00	4	834	2.669	4	834	0.84	4	834	3.509
13:00-14:00	4	834	1.979	4	834	2.009	4	834	3.988
14:00-15:00	4	834	1.109	4	834	2.339	4	834	3.448
15:00-16:00	4	834	0.99	4	834	1.169	4	834	2.159
16:00-17:00	4	834	1.439	4	834	1.079	4	834	2.518
17:00-18:00	4	834	2.279	4	834	1.799	4	834	4.078
18:00-19:00	4	834	2.459	4	834	1.979	4	834	4.438
19:00-20:00	4	834	2.549	4	834	2.069	4	834	4.618
20:00-21:00	4	834	2.009	4	834	2.039	4	834	4.048
21:00-22:00	4	834	1.169	4	834	1.829	4	834	2.998
22:00-23:00	4	834	0.51	4	834	1.499	4	834	2.009
23:00-24:00	4	834	0.33	4	834	1.589	4	834	1.919
Daily Trip Rates:			20.81			20.959			41.769

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	11	21	0.082	11	21	0.181	11	21	0.263
08:00-09:00	11	21	0.159	11	21	0.323	11	21	0.482
09:00-10:00	11	21	0.172	11	21	0.19	11	21	0.362
10:00-11:00	11	21	0.125	11	21	0.177	11	21	0.302
11:00-12:00	11	21	0.198	11	21	0.203	11	21	0.401
12:00-13:00	11	21	0.151	11	21	0.129	11	21	0.28
13:00-14:00	11	21	0.19	11	21	0.164	11	21	0.354
14:00-15:00	11	21	0.211	11	21	0.177	11	21	0.388
15:00-16:00	11	21	0.259	11	21	0.228	11	21	0.487
16:00-17:00	11	21	0.284	11	21	0.207	11	21	0.491
17:00-18:00	11	21	0.297	11	21	0.216	11	21	0.513
18:00-19:00	11	21	0.237	11	21	0.159	11	21	0.396
19:00-20:00	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Daily Trip Rates:			2.365			2.354			4.719

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00-01:00	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	15	33	0.039	15	33	0.122	15	33	0.161
08:00-09:00	15	33	0.067	15	33	0.204	15	33	0.271
09:00-10:00	15	33	0.067	15	33	0.067	15	33	0.134
10:00-11:00	15	33	0.063	15	33	0.061	15	33	0.124
11:00-12:00	15	33	0.076	15	33	0.055	15	33	0.131
12:00-13:00	15	33	0.08	15	33	0.112	15	33	0.192
13:00-14:00	15	33	0.063	15	33	0.09	15	33	0.153
14:00-15:00	15	33	0.061	15	33	0.047	15	33	0.108
15:00-16:00	15	33	0.082	15	33	0.057	15	33	0.139
16:00-17:00	15	33	0.078	15	33	0.063	15	33	0.141
17:00-18:00	15	33	0.161	15	33	0.086	15	33	0.247
18:00-19:00	15	33	0.104	15	33	0.061	15	33	0.165
19:00-20:00	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Daily Trip Rates:			0.941			1.025			1.966