Ham Close

Transport Feasibility Study

WYG Group
creative minds safe hands

LONDON BOROUGH OF RICHMOND UPON THAMES

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Who We Are

- Transport planning is a core service of WYG, with approximately 130 staff across the UK.
- We specialise in assessing development projects throughout the UK, from site identification and due diligence, through pre-planning stage and implementation.

What we do

- We have been appointed by the London Borough of Richmond upon Thames (LBRuT) and Richmond Housing Partnership (RHP) to provide initial transport and highways consultancy advice.
- WYG's aims were to identify the regeneration potential of Ham Close from a transport and highways perspective; and to highlight the key transport and highways matters that should be considered as part of a future Transport Assessment (TA) to support a potential future planning application, should the redevelopment go ahead.
- Due to the scale of the potential future redevelopment, it is expected that the Transport Assessment Report will also need to be accompanied a Framework Travel Plan (TP) covering both the residential and non-residential land uses.

Our Considerations

To identify the key transport and highways matters should the potential future redevelopment go ahead WYG have considered the following;

- Existing Transport Conditions
- Traffic and Parking Surveys
- Parking Standards and Design
- Trip Generation Assessment
- Potential Future Public Transport Solutions
- Sustainable Transport Strategy
- Next Steps…

WYG understands that a redevelopment proposal of less than 400 units is unlikely to be viable unless sales values growth accelerates.

Therefore, for modelling purposes, a scheme of 450 units has been tested. This is a hypothetical figure for modelling purposes only, it does not represent a proposal for Ham Close.

Summary of Existing Conditions

PTAL Rating

Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network.

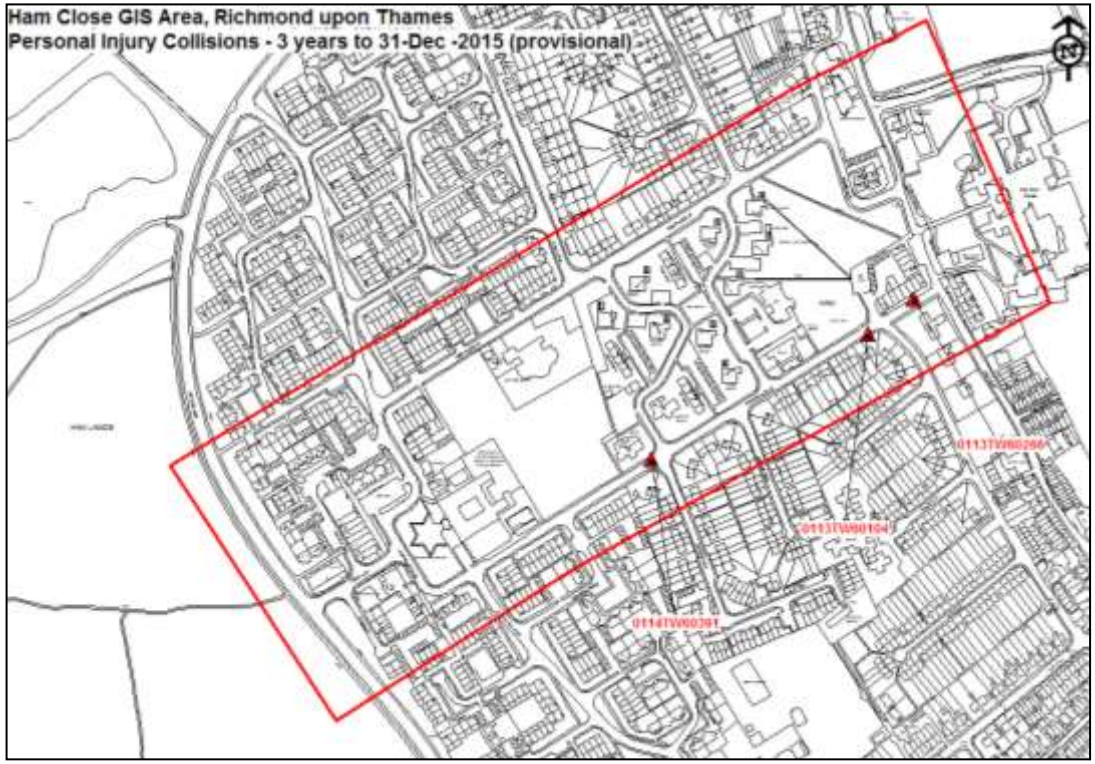
The site has a PTAL rating of 1b, indicating a 'Poor' level of public transport accessibility.

Road Safety Review

Personal Injury Collision (PIC) statistical data for the past 3 years has been obtained from TfL.

The data provided reports a total of three separate collisions within the study period, the three collisions resulted in a total of four casualties. All four causalities had 'slight' injuries.

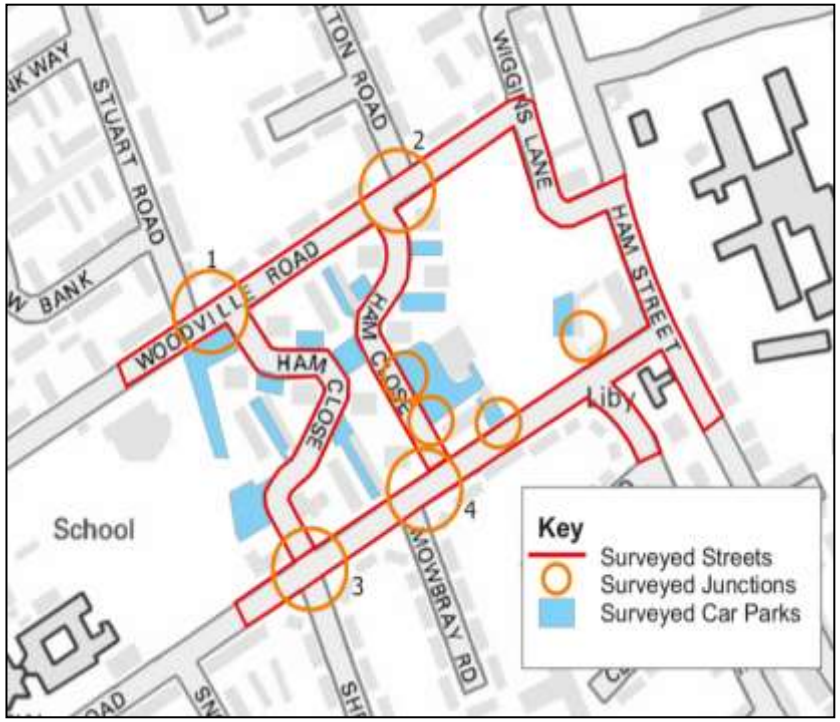
The collision data study area plot is shown opposite.



Existing Traffic Surveys

In order to establish traffic movements and car parking occupancy levels on the highway network traffic surveys have been undertaken.

The surveyed junctions and car parks are shown opposite.



Traffic Volume Surveys

The number of vehicles entering and exiting Ham Close during a typical weekday are presented below.

Number of Vehicles Entering or Exiting Site		Longest Queue
AM Peak (8am-9pm)	PM Peak (3pm-4pm)	
95	96	1 Vehicle

The maximum number of vehicles on Ashburnham and Woodville Road is shown below.

Direction		Woodville Road	Ashburnham Road
Eastbound	AM Peak	102	118
	PM Peak	62	104
Westbound	AM Peak	78	125
	PM Peak	61	108

The table opposite includes vehicles entering and exiting Ham Close as well as those travelling straight.

Car Parking Surveys

The highest levels of on-street parking, for unrestricted areas, recorded during the survey is presented in the table below.

Number of Spaces	Maximum Vehicles Parked	Maximum Occupancy (%)
243	80	33%

The highest levels of car park parking recorded during the survey is presented in the table below.

Number of Spaces	Maximum Vehicles Parked	Maximum Occupancy (%)
187	79	46%

Traffic Count on Petersham Road (near Sandy Lane)

WYG has been provided traffic count data for Petersham Road (the A307). The current traffic volumes are provided below.

Weekday Average	Average two-way Traffic Count
AM Peak	875
PM/ School Peak	965
Daily (7am-7pm)	11,270

Effect of Potential Regeneration on Local Traffic

If we model 450 residential units, an additional 258 households can be expected as part of the redevelopment, the effect this may have on different aspects of transportation is provided below.

Car Parking

The table below shows the maximum number of additional cars, the actual numbers are likely to be lower.

Potential number of additional cars	Potential number of cars displaced from garages
273	47

Given the low occupancy levels of on-street parking and as residential car parking will be included in the development, it is considered that that the additional cars will fit on the immediate local highway network.

Increase in Vehicle Trips

An increase in residential units at Ham Close will bring about an increase in trips to/ from the Close.

In comparison with the previous figures presented on 29/06/16, these represent a 'worst case' scenario assuming no further take-up of walking, cycling and public transport.

Mode of Transport	AM Peak		PM Peak		2-Way
	Arrive	Depart	Arrive	Depart	Daily Trips
Car Driver	10	50	30	10	500
Car Passenger	0	<5	<5	<5	<50
Motorcycle	<5	<5	<5	<1	<50
Pedal Cycle	<5	10	10	<5	100
Public Transport	10	45	25	15	450
Walk Only	<5	10	<5	<5	100
Other	0	<5	<5	<5	<50
Totals	25	120	70	40	1,250

Impact on Petersham Road

Based on the model of 450 units, and assuming all vehicles from the development when going to/from the Close will go via Petersham Road (which is highly unlikely) the increase in vehicles on Petersham Road is as follows.

Existing Two-way Traffic Count	Predicted Vehicle Increase	Percentage Increase of Vehicles
11,270	536	4.76%

The increase in vehicles using Petersham Road will equate to approximately 1 vehicle every 1-2 minutes between the hours of 7am and 7pm.

Impact on Local Road Network

The impact of the development on Ashburnham Road and Woodville Road (assuming a 50/50 split) during the school peak (3pm- 4pm) would be as follows.

Road	Existing Two-way Traffic Count	Predicted Vehicle Increase
Ashburnham Road	212	23
Woodville Road	123	23

Transport Opportunities at Ham Close

Following conversations with LBRuT Highways officers TfL is currently considering an extension of the K5 bus service to Ham Close, subject to a turning facility being provided. This is something that could perhaps be incorporated into the redevelopment should it go ahead.

Should redevelopment go ahead RHP and the LBRuT could explore with TfL increasing the frequency of the 371 bus service during the peak hours, and/or that a double decker bus is used during the peaks to increase capacity.

Should a potential future planning application go ahead, a Framework Travel Plan (FTP) will need to be prepared. This will need to include various measures aimed at actively promoting sustainable travel.

Measures will include;

- Car parking in line with policy standards
- Disabled parking provision
- Electric charging provision
- Cycle parking provision
- Community notice boards
- Travel information packs
- Facilities for mobility impaired

Encouraging Travel by Design

- Wide, high quality footways
- A coherent pedestrian network
- Cycle Paths
- Convenient cycle storage
- Easy to access bus stops

To Conclude

Based on WYGs site audit conducted on 25/05/16, surveys conducted between 10/05/16 and 11/05/16 and desk-based research we have undertaken a high level traffic threshold assessment, based on the forecast development proposals.

The results indicate that traffic from the modelled redevelopment proposal is forecast to have a low impact on A307 Petersham Road, and that the immediate local highway network is likely to have the capacity to accommodate the modelled number of additional trips.

The proposed redevelopment, as modelled, is also not considered to result in an unacceptable impact on the local parking network.

Further detailed modelling will need to be undertaken to inform the planning process. Should redevelopment go ahead WYG advises that within the Transport Assessment a full junction capacity analysis be included.