

A Planning Application by
PUNCH PARTNERSHIPS (PML) LIMITED

In respect of
**The Western
RICKMANSWORTH**

Transport Statement

February 2024



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	AC	NH	NH	June 23
-	Issue	NH		NH	Jan 24

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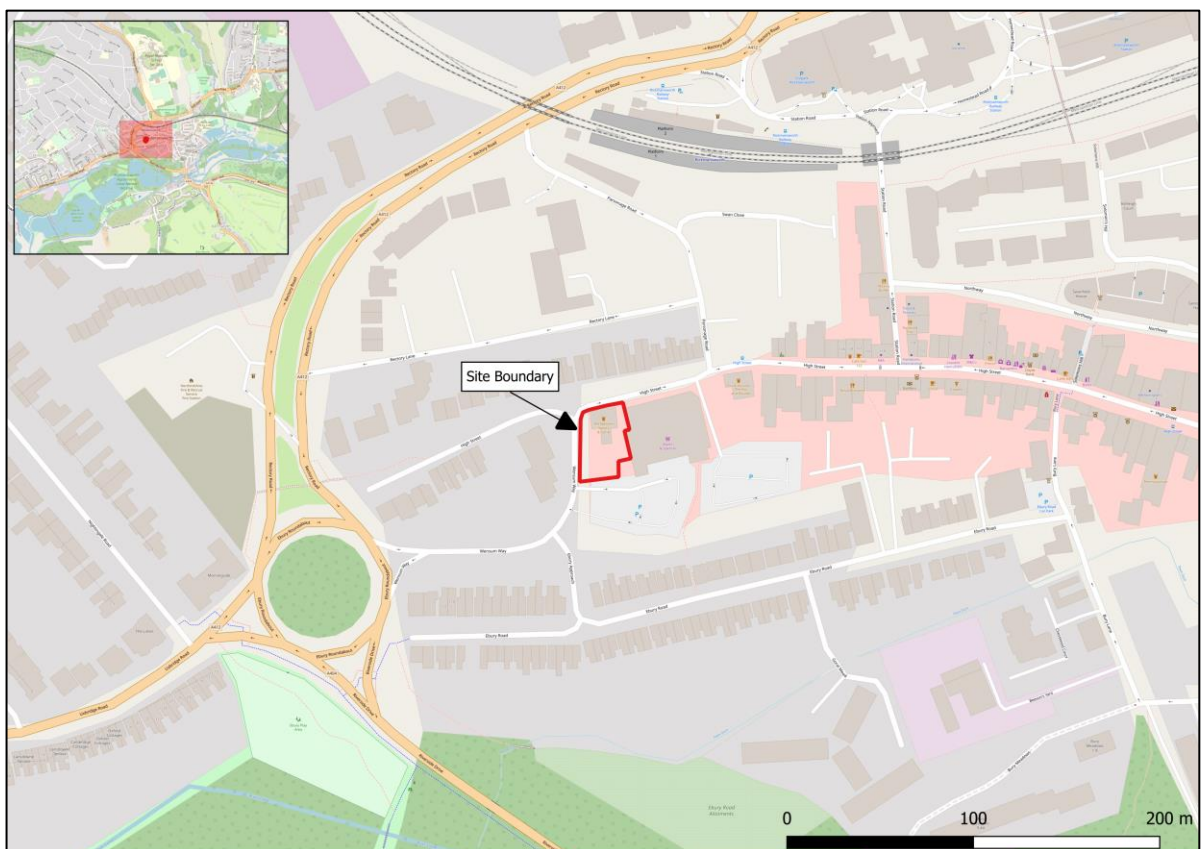
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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Punch Partnerships (PML) Limited to provide transport and highways advice in relation to a proposed development at The Western public house in Rickmansworth. The public house is situated at 205 High Street, Rickmansworth, WD3 1BB.
- 1.2 The Site is located in an area under the jurisdiction of Three Rivers District Council (TRDC) as well as Hertfordshire County Council (HCC). The Sites location within the context of the local area can be found illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

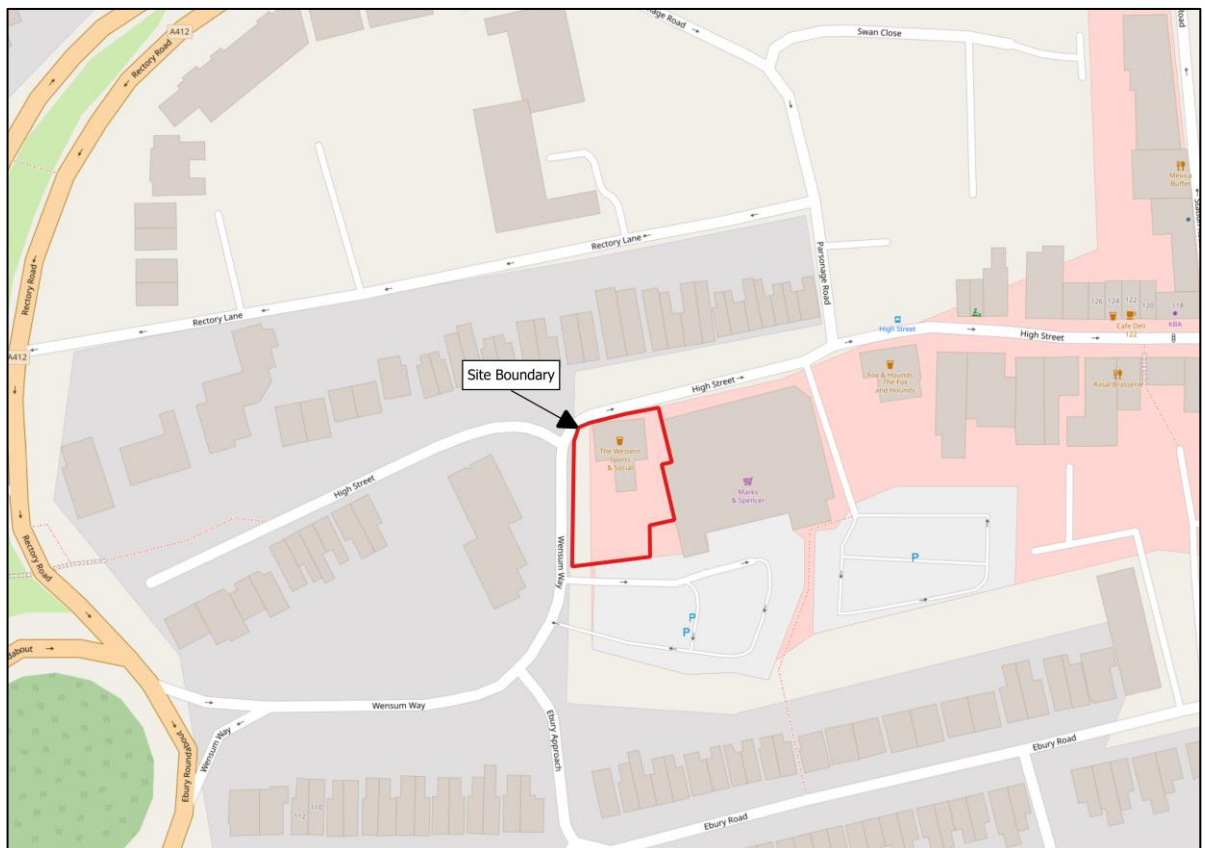
- 1.3 The proposed scheme comprises the provision of a small apartment building with three one bedroom flats, with a shared access. The public house will be retained along with five car parking spaces.

2 Transport Baseline

Site

- 2.1 As noted in the Introduction, the Site is located in Rickmansworth at 205 High Street. The Site is currently in use as a public house, with vehicular access taken from Wensum Way. The public house currently comprises a car park to the south and a small beer garden on the western perimeter.
- 2.2 The wider context for the site is provided in **Figure 1.1**, with a local context shown in **Figure 2.1**.

Figure 2.1 Site Location – Local Context



Source: © OpenStreetMap contributors

Local Amenities

2.3 In relation to acceptable walking distances, Manual for Streets (MfS) offers the following guidance in Section 4.4 *“The walkable neighbourhood”*

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and ... walking offers the greatest potential to replace short car trips, particularly under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

2.4 An alternate reference (the Institution of Highways and Transportation (IHT) publication *“Providing for Journeys on Foot”*) sets out preferred maximum walking distance guidelines replicated in **Table 2.1**

Table 2.1 IHT suggested walking distance thresholds

	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1,000	800
Preferred maximum	2,000	1,200

Source: *Providing for Journeys on Foot*, IHT

2.5 More recently, CIHT’s Planning for Walking (2015) quotes the Department for Transport’s (DfT) document *“Building Sustainable Transport into New Developments”* (2008), which states:

“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design”

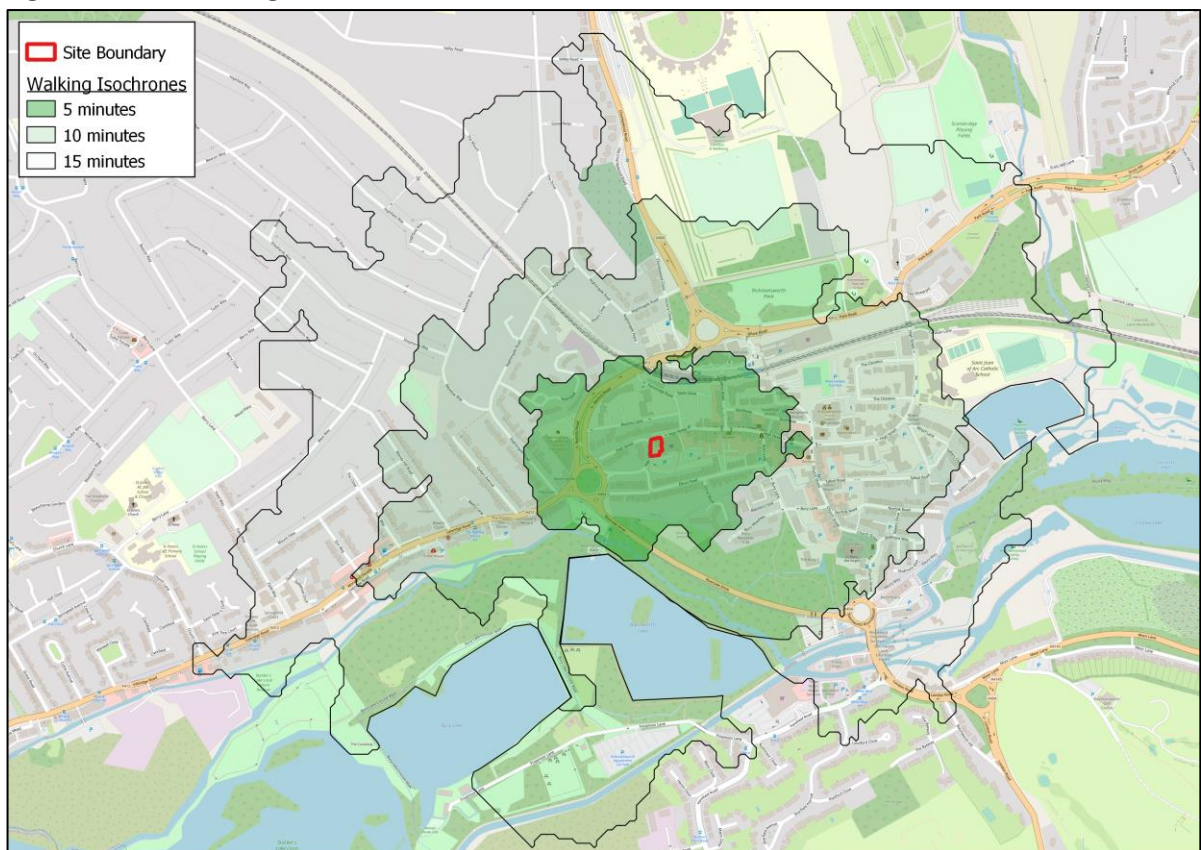
2.6 Based on the evidence above, it is considered that the IHT’s preferred maximum walking distances are still valid. The site is located within walking distance of a wide range of local services and facilities due to its location within Rickmansworth town centre. These include supermarkets, medical practices, schools, a commercial stopping area, banks, sports facilities, places of worship and a play areas.

Pedestrians and Cycle Accessibility

Pedestrian Infrastructure

- 2.7 Pavements are provided on both sides of Wensum Way and High Street to the north, the pavements fluctuate in size, outside the public house on Wensum Way they are circa 1m wide. The area has good levels of street lighting throughout due to its town centre location, dropped kerbs are present on the immediate pavements, the area does have a lack of tactile paving. The majority of the majority streets surrounding the site have pavements on both sides. **Figure 2.2** below shows that the majority of central Rickmansworth is walkable within 15 minutes.

Figure 2.2 Walking Isochrones



Source: © OpenStreetMap contributors

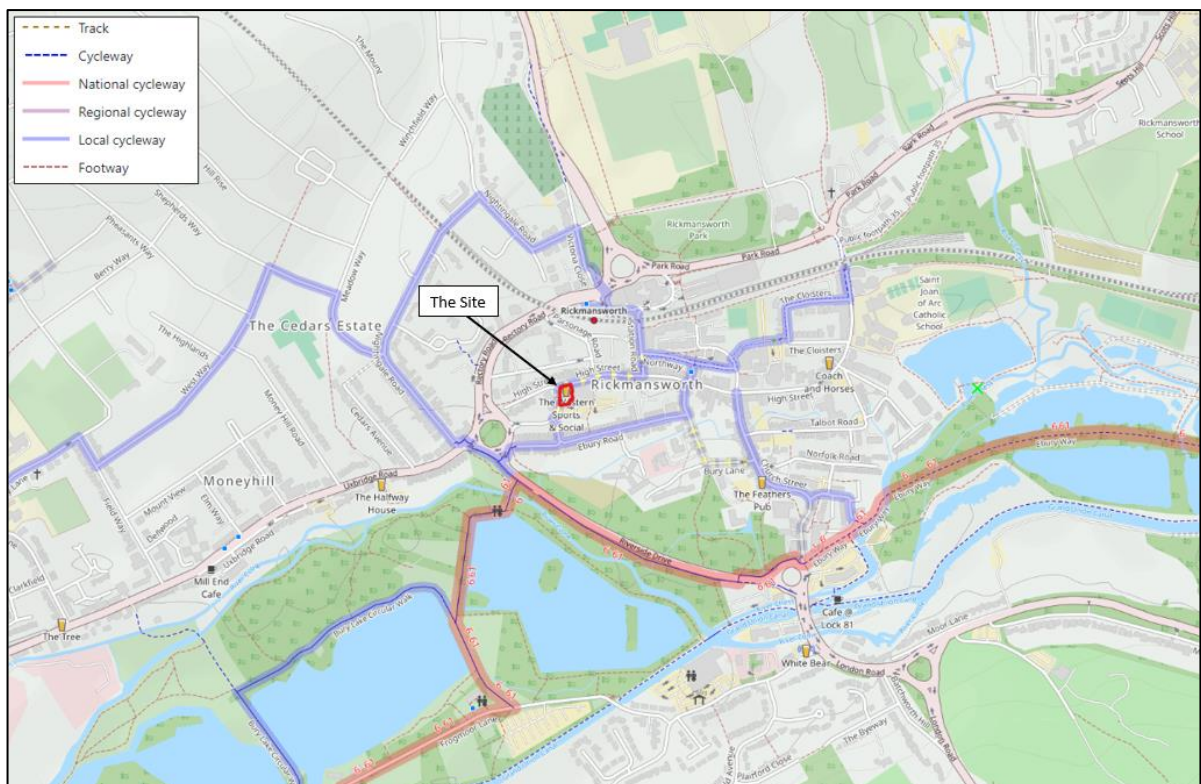
Cycle Infrastructure

- 2.8 National Cycle Route (NCR) 6 is located approximately 300m to the south of the Site which runs next to Riverside Drive. NCR 6 is a part of the National Cycle Network. Spanning over 406 miles from London to the Lake District.

- 2.9 On a local scale to Rickmansworth, NCR 6 follows a specific path as part of the larger route. From Rickmansworth, Route 6 heads northwards towards Chorleywood, passing through the Chorleywood Common. It continues north, crossing the River Chess and running through the villages of Chenies and Sarratt. After Sarratt, Route 6 heads towards Chipperfield, where it then heads west, passing through Kings Langley. Beyond Kings Langley, the route continues towards Hemel Hempstead and eventually reaches Berkhamsted, where it intersects with the Grand Union Canal.

- 2.10 The nature of the local highway network provides a good environment for cyclists. **Figure 2.3** shows a map of the local cycle network with the NCR 6 to the south. It also shows that there several local cycleways which run throughout Rickmansworth linking up with NCR 6. There is a cycle lane which runs northbound on Wensum Way. To the north, 10 metres to the east of the public house there are six Sheffield cycle stands which can accommodate up to 12 bicycles.

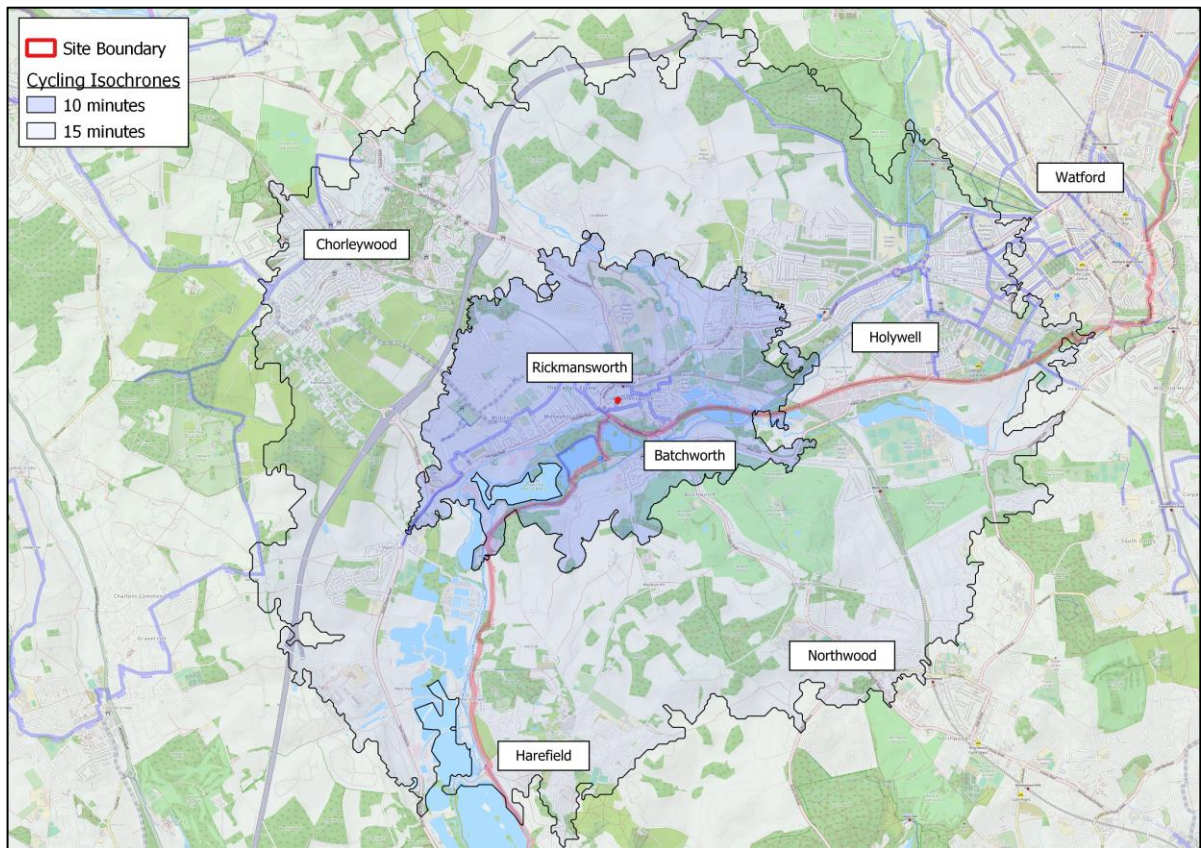
Figure 2.3 Local Cycle Network



Source: © OpenStreetMap contributors

- 2.11 Assessing cycle accessibility from the Site, cycle times of 20 minutes at an average speed of 15 km/h (equating to 5 km) have also been considered. Based on this assessment, the villages of Batchworth, Northwood, Harefield and Chorleywood can be accessed within a 20-minute cycle journey from the Site. This is represented in **Figure 2.4**.

Figure 2.4 Cycling Isochrones



Source: © OpenStreetMap contributors

Public Transport Accessibility

Bus Services

- 2.12 The closest bus stop of the site is located approximately 100m to the north on High Street, there is a seated shelter, a bus pole with timetable information and a bin available at this bus stop. There are four services available from this bus stop. More services run from Rickmansworth Railway Station which is approximately 320m (four minutes walk) to the north of the site. These bus stops are served by three bus routes, all bus routes are summarised in **Table 2.2**.

Table 2.2 Bus Services

Route Number	Route	Peak Service Frequency		
		Monday to Friday	Saturday	Sunday
R1	Maple Cross - Mount Vernon Hospital	1 AM/ 2 PM	-	-
R2	Chorleywood - Watford/Mount Vernon Hospital	2 AM/ 2 PM	-	-
W1	Maple Cross - Garston Garage	1 PM	1 PM	1/ hour
321	Luton to Watford	3/ hour	3/ hour	1/ hour
724 GreenLine	Harlow to London Heathrow Airport	1/ hour	1/ hour	1/ hour
821	Watford to Maple Cross	1 AM/ 1 PM	-	-
951*	Watford – Thorpe Park	1 AM	1 AM	1 AM

Source: www.redeagle.org.uk www.redrosetravel.com www.arrivabus.co.uk

*Saturdays and Bank Holidays. Also Mon – Fri during school holidays

Rail Services

- 2.13 Rickmansworth railway station is located approximately 322m to the north of the Site. The station can also be accessed within a four-minute walk or a two minute cycle.
- 2.14 The station is part of the Metropolitan line on the London Underground network. It falls in Zone 7 of the fare zones. Trains from Rickmansworth run towards central London, with destinations such as Baker Street, King's Cross St Pancras, and Liverpool Street.
- 2.15 Rickmansworth is also served by Chiltern Railways, operating on the London to Aylesbury Line. This provides additional transportation options for commuters and travellers heading towards Aylesbury, Amersham, and other destinations on the Chiltern Railways network.
- 2.16 The station offers various facilities to passengers, including ticket vending machines and self-service ticket machines. There are waiting rooms, seating areas, and a newsagent shop available on-site. The station is equipped with step-free access, making it accessible for passengers with mobility needs. There are 12 cycle parking spaces which are covered by CCTV. Limited car parking is available at the station, parking is provided for drop off and pick up, taxis and disabled users.

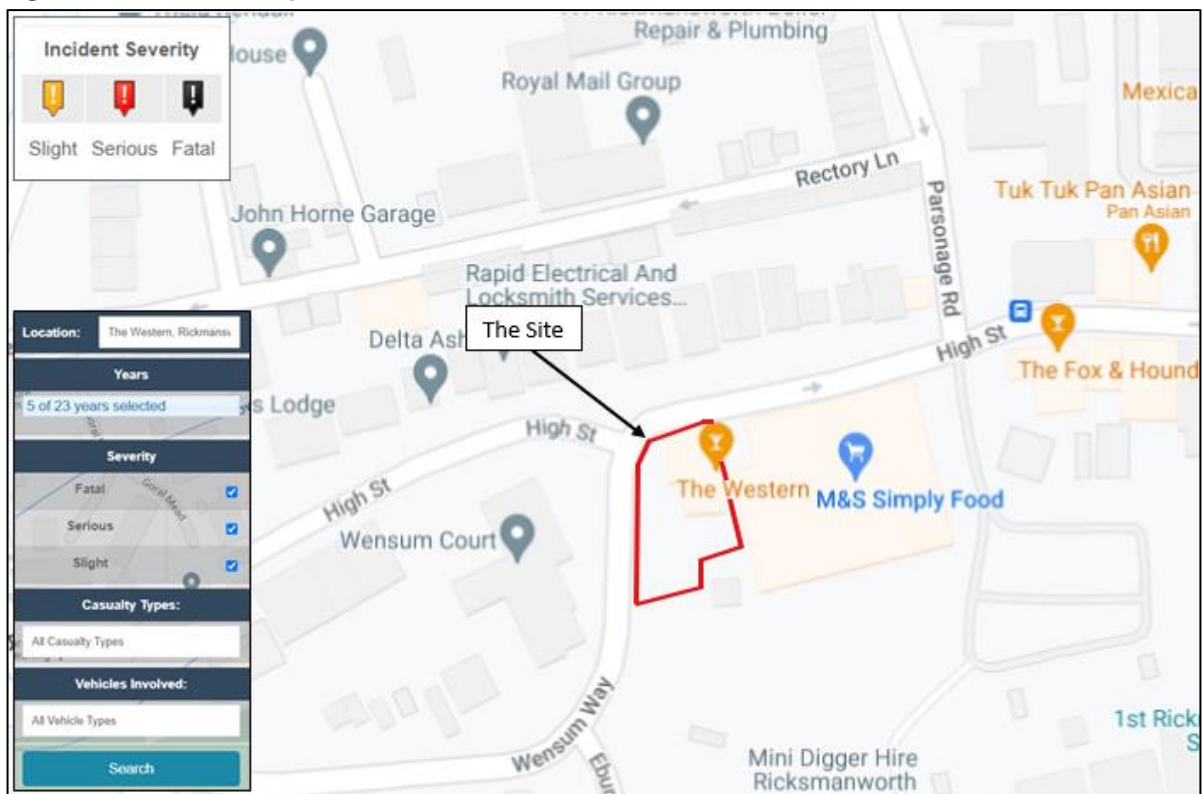
Local Highway Network

- 2.17 Access to the Site is provided from Wensum Way, which is a single carriageway subject to a 30mph speed limit which is circa 6.5m wide, street lighting is present throughout.
- 2.18 Wensum Way provides a link to the north connecting with High Street, this route runs east through Rickmansworth centre. Wensum Way also runs south to the A412/ Wensum Way/ Riverside Drive roundabout. The A412 is a 46km road that connects Maple Cross in Hertfordshire to Slough in Berkshire. It serves as a vital commuter route, passing through towns such as Rickmansworth, Watford, and Denham. The road has a mix of single and dual carriageways throughout.

Road Safety

Personal Injury Collision (PIC) data has been obtained from the CrashMap web facility for the most recent five-year period between 2017 and 2021 for the collisions occurring on British roads where someone is injured. This data is then compiled into an easy to use format showing each incident on a map. **Figure 2.5** illustrates the CrashMap data within the vicinity of the site.

Figure 2.5 CrashMap Data



Source: www.crashmap.co.uk/

- 2.19 No collisions occurred within the study area over the most recent five year period. The absence of collisions within the vicinity of the Site and its access suggests that the site's access is operating without issue, and that there are no highway safety issues within the vicinity of the Site.

Summary

- 2.20 This section demonstrates the accessible nature of the Site in context of the village with access provided to public transport facilities, the local and strategic highway network as well as pedestrian and cycle facilities.

3 National and Local Transport Policy

3.1 This section will outline the transport planning policy and guidance background for the scheme. The policy and guidance documents include:

- National Planning Policy Framework (NPPF), 2021
- Hertfordshire County Council: Local Transport Plan 4 (LTP4), 2018
- Roads in Hertfordshire: Highway Design Guide, 2011
- Manual for Streets, 2007 & Manual for Streets 2, 2010 and
- Three Rivers District Council (TRDC): Parking Standards.

National Planning Policy Framework 2021

3.2 The National Planning Policy Framework (NPPF), updated in 2021, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 The NPPF defines a sustainable transport mode as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 73)

3.4 Regarding sustainability, it states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs" (para 7).

3.5 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

"a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.” (para 110)

3.6 Considering development proposals:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” (para 111).

3.7 According to the NPPF, applications for development should, among other things:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles;

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations” (para 112).

3.8 Regarding transport assessments/statements and travel plans, it states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed” (para 113).

Hertfordshire’s Local Transport Plan 4 (2018)

3.9 The document sets out how transport can help deliver a positive future for Hertfordshire. It also aims to provide for safe and efficient travel, transport has a key input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage.

3.10 Policy 1 of LTP4 sets out the Transport User Hierarchy as set out below:

“To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- *Opportunities to reduce travel demand and the need to travel*
- *Vulnerable road user needs (such as pedestrians and cyclists)*
- *Passenger transport user needs*
- *Powered two wheeler (mopeds and motorbikes) user needs*
- *Other motor vehicle user needs”(page 45)*

3.11 Policy 5 of the LTP4 Development Management states how the council will work with development promoters and the district borough councils to:

“a) Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand. b) Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council’s Highway Design Standards.

c) Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.

d) Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.

e) Require a travel plan for developments according to the requirements of ‘Hertfordshire’s Travel Plan Guidance’.

f) Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals. g) Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure.” (page 53)

3.12 The development proposals are situated in a sustainable location within walking distance of a key bus and rail services and facilities, this is expressed in Chapter 3 and therefore considered to comply with the policies set out in LTP4.

Three Rivers District Council (TRDC): Parking Standards.

3.13 The standards are taken from the adopted 2011 – 2026 local plan. They cover standards for car parking, disabled parking, cycle parking, electric vehicles, and parking for powered two-wheelers. The standards for parking in Three Rivers District may be adjusted according to the zone that the proposed development is located in. The Site is located just outside zone 2 where 25 – 50% of the indicative demand based standard can be applied.

Vehicle Parking

3.14 The following provide information with regards to the parking standards for the proposed dwellings. The vehicle parking standards are shown below in Table 3.1.

Table 3.1 - Vehicle Parking Standards – (maximums)

Use Class	Description	Car Parking Standards
C3 Residential	1-bedroom dwellings	1 space per dwelling

Source: © TRDC Development Management Policies Appendix 5: Parking Standards Car Parking Standards

3.15 The above standards would equate to a maximum provision of three car parking spaces at the site, however a zoned approach is applied, which suggests a maximum of 1.5 spaces in total for the three dwellings. The development is proposed as ‘car free’ which is considered to be appropriate given the sustainable and accessible location, which is surrounded by local amenities within a short walk.

Cycle Parking

3.16 The cycle parking standards are expressed below in Table 3.2.

Table 3.2 – Cycle Parking Standards

Use Class	Description	Cycle Parking Standards
C3 Residential	1-bedroom dwelling	1 long-term space per unit if no garage or shed provided

Source: © TRDC Development Management Policies Appendix 5: Parking Standards Car Parking Standards

3.17 Therefore, on the above basis the site will need to provide a minimum of three long stay cycle parking spaces.

4 Development Proposed

- 4.1 The proposed scheme comprises the provision of three one-bedroom flats and associated cycle parking, located to the south of the public house. The development proposals are shown at **Appendix A**.

Access Arrangements

- 4.2 The proposed development will retain the existing access point from Wensum Way. Pedestrian and cyclist access will continue to be taken directly from the existing access point from Wensum Way.

Refuse Collection and Servicing

- 4.3 Servicing of the Public House will continue to take place as present with vehicles accessing the car park outside of its operational hours.
- 4.4 Refuse collections and servicing for the new dwellings will be via the public highway, consistent with the arrangements for other dwellings on Wensum Way.

Car and Cycle Parking Provision

- 4.5 Based on the car parking standards set out in the previous chapter, the development could provide a maximum of 1.5 residential parking spaces. The proposals are however for the dwellings to be 'car free', which is considered to be appropriate given the sustainable / accessible location of the site, which is surrounded by local amenities within a short walk, as highlighted in Chapter 2 of this report.
- 4.6 There will be a reduction in car parking at the public house from ten spaces to five spaces. The public house is within a highly accessible location within Rickmansworth centre, where the majority of the trips are expected to be achieved by active modes of travel (mainly walking) and public transport. It is therefore considered that the decrease in parking provision for the public house is not expected to have a material highway impact.

5 Impact Assessment

Vehicle Trip Generation and Impact

- 5.1 The vehicle trip generation associated with three one-bedroom residential units would have no noticeable impact on the existing network and the level of traffic generated by the proposed scheme would fall well within daily fluctuations of background traffic.

6 Summary

Summary

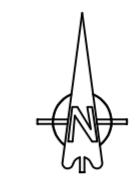
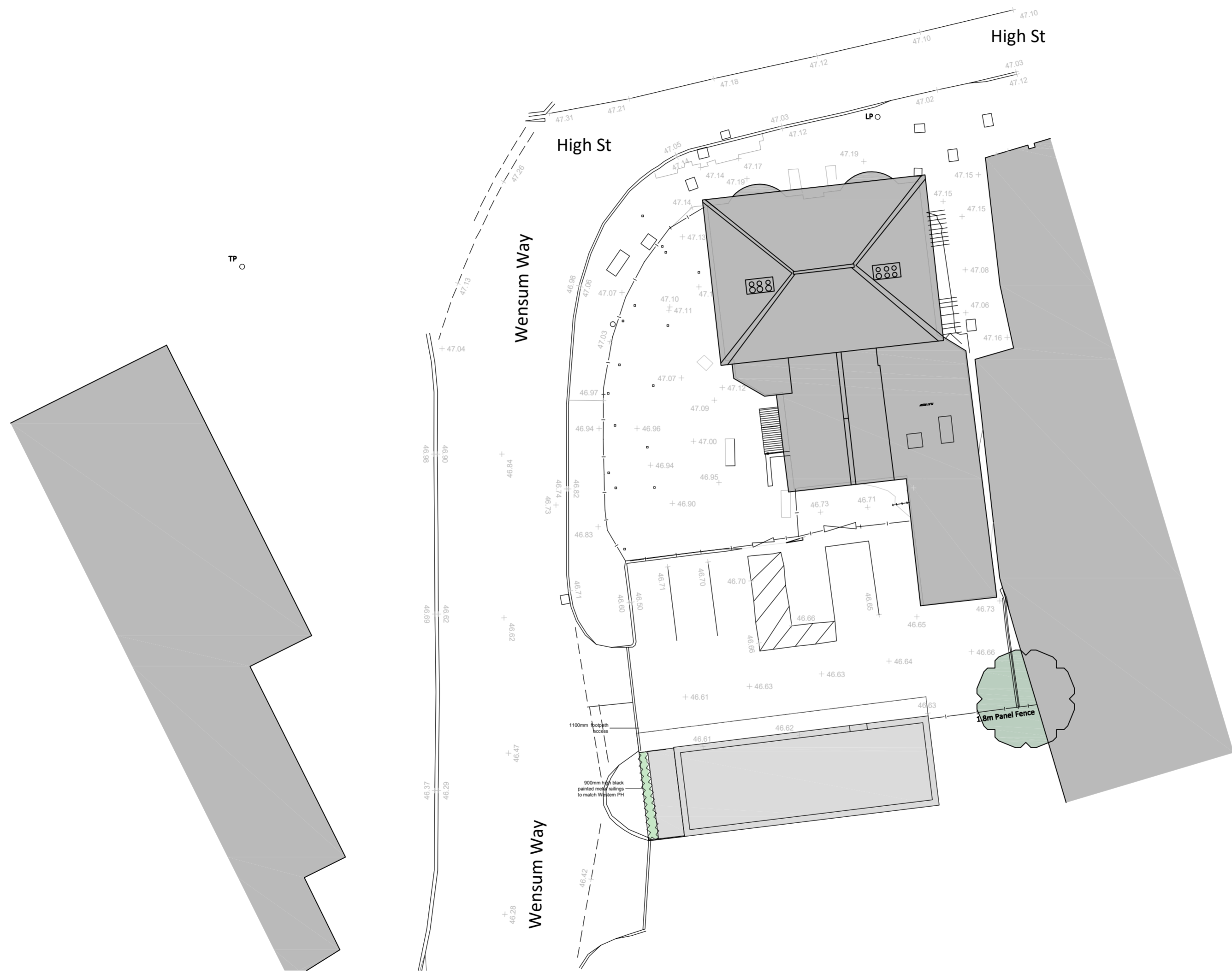
- 6.1 Transport Planning Associates has been appointed by Punch Partnerships (PML) Limited to provide transport and highways advice in relation to the proposed development of land to the south of The Western public house in Rickmansworth town centre. The Site is located at 205 High St, Rickmansworth WD3 1BB and is located under the jurisdiction of the Three Rivers District Council as well as Hertfordshire County Council.
- 6.2 The proposed scheme comprises the provision of three one -bedroom flats, located to the south of the public house.
- 6.3 The proposed development will retain the existing vehicle access point from Wensum Way. Pedestrian access will also be taken directly from this frontage.
- 6.4 Servicing of the public house will continue to take place as existing, with vehicles accessing the car park outside of its operational hours.
- 6.5 The provision of three one-bedroom flats in a 'car free' arrangement is considered to be suitable for this highly sustainable location. The reduction of parking spaces at the public house is not predicted to have an impact on the operation of the public house the site is in an accessible area.

Conclusions

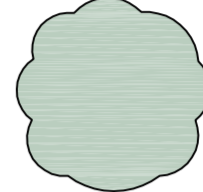
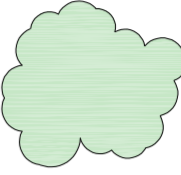
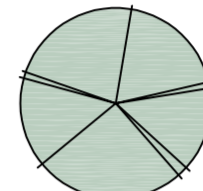
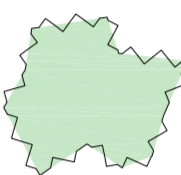
- 6.6 The proposals are compliant with the national and local transport policies and would not result in a material impact on the existing network or local on-street parking stress or conditions.
- 6.7 It is therefore considered that there are no highways and transport reasons for refusal of the planning application.

APPENDIX A


GENERAL NOTES:
 1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.
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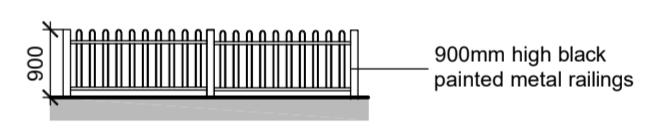
Soft Landscaping

-   Indicates existing trees / shrubs.
-   Indicates new trees / shrubs to LA approval.

Hard Landscaping

-  Tarmac surfacing to road / parking bays.

Boundary treatment details



Revision	Date	Description	Drawn	Chkd
P3	Sep 2023	Alterations to scheme based on feedback	HM	
P2	June 2023	Planning	HM	
P1	May 2023	Planning	HM	

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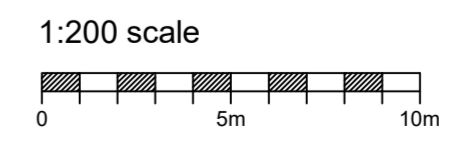
Drawing Title:
Proposed Site Plan

Drawn By	Date	Checked By	Date	Approved By	Date
HM	May 23				

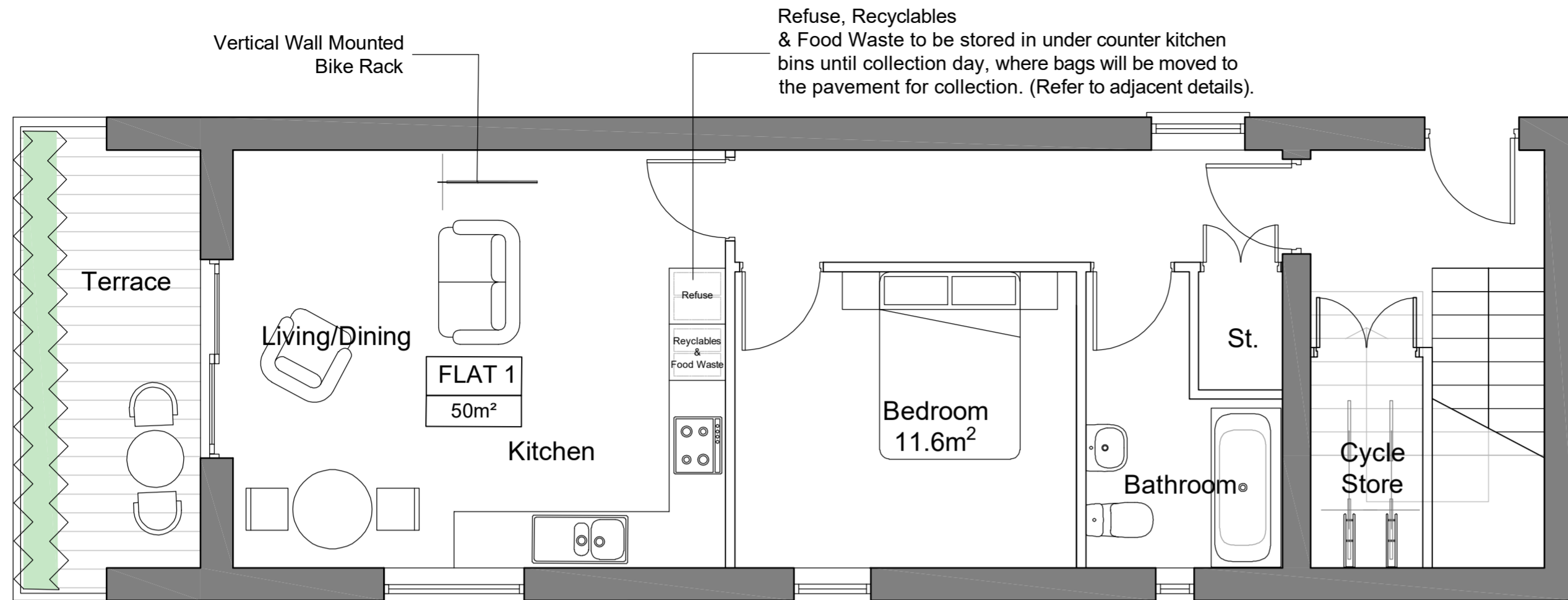
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Proposed Site Plan



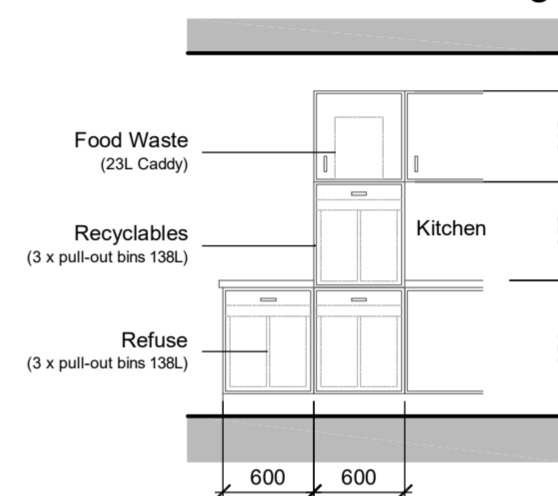
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Notes :-

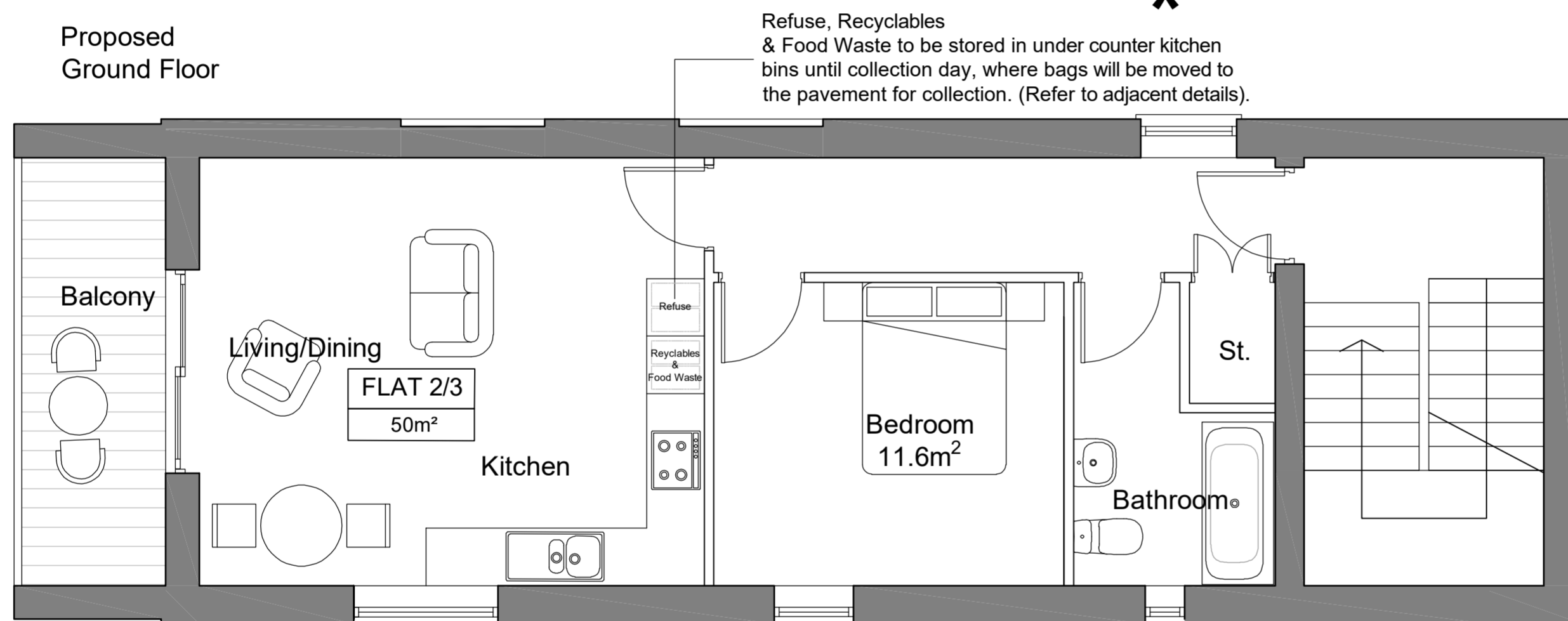
* Denotes obscured glazing

Apt's Refuse, Recyclables & Food Waste Storage Details



Typical Kitchen Section / Elevation

Proposed Ground Floor



Proposed First/Second Floor



Proposed Roof Plan

Revision	Date	Description	Drawn	Checkd
P5	Sep 2023	Minor amendments to balconies	LW	
P4	Sep 2023	Alterations to scheme based on feedback	HM	
P3	June 2023	Ground Floor adjustments	HM	
P2	June 2023	Adjusted plans and elevations	HM	
P1	May 2023	Planning	HM	

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Drawing Title:
 Proposed Floor Plans and Elevations

Drawn By	Date	Checked By	Date	Approved By	Date
HM	May 23				

Drawing No.	Revision	Scale
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1:50 scale

