


**ST. MARY'S COTTAGE HOSPITAL
UPPER SUNBURY ROAD, HAMPTON**

Transport Assessment

March 2006

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**St. Mary's Cottage Hospital
Upper Sunbury Road, Hampton**

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**St. Mary's Cottage Hospital
Upper Sunbury Road, Hampton**

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1.0 INTRODUCTION

1.1 Mayer Brown Limited has been commissioned by Scammel Securities PLC to prepare this Transport Assessment for the proposed redevelopment of St. Mary's Cottage Hospital on the Upper Sunbury Road in Hampton.

1.2 The existing development on the site is a disused cottage hospital which is currently vacant.

1.3 The development proposals seek to demolish the existing buildings on the site and construct a single purpose built unit to house a Care Home for the elderly with a provision of 67 beds.

1.4 The site in relation to the local and regional highway network is illustrated in Figures 1.1 and 1.2 respectively.

1.5 This report examines the potential traffic attraction of the site's existing and proposed uses.

1.6 The remainder of this report is divided into the following sections:

- Site Location and Existing Conditions
- Site Accessibility
- Development Proposals
- Green Travel Plan
- Policy Background
- Traffic Impact
- Summary and Conclusions

1.7 This report demonstrates that:

- the site lies in an accessible location with reasonably good pedestrian, bus and rail links
- the car parking provision will comply with local standards
- cycle parking provision will exceed local minimum standards
- the development will operate a Green Travel plan
- the proposed improvements to the site access will provide a road safety benefit
- the proposals comply with numerous national and local government policies
- there will be a reduction in the site's daily and peak hour traffic attraction potential

1.8 It is therefore concluded that this development should not be resisted on highways or transportation grounds.

2.0 SITE LOCATION AND EXISTING CONDITIONS

- 2.1** The site is located immediately north of the A308 Upper Sunbury Road in Hampton which is approximately 3.2km east of Sunbury and approximately 8km west of Kingston upon Thames.
- 2.2** The main vehicular access to the site is from the A308 Upper Sunbury Road which forms the major arm of a priority junction with the site access. In this area the A308 has a 40mph speed limit.
- 2.3** To the east, the A308 Upper Sunbury Road leads towards Kingston and Wimbledon and to the west it leads towards Sunbury and Staines.
- 2.4** Approximately 840m, a walk of approximately 11 minutes (assuming a walking speed of 80m/minute) northeast of the development site are a number of local services and facilities including Hampton train station, a bank, pharmacy, newsagents, estate agents and a take-away restaurant. The site also lies to the east of Kempton Park Racecourse.
- 2.5** To the north, the development site is surrounded by residential areas. To the south the development site overlooks a number of reservoirs.
- 2.6** There are footways on either side of the carriageway of the A308 Upper Sunbury Road which are benefit from regular street lighting. There is also a controlled pedestrian crossing approximately 290m west of the site, a walk of approximately 4 minutes.

3.0 SITE ACCESSIBILITY

Accessibility by Bus

3.1 The nearest bus stop to the site is located approximately 40m east of the site access along the A308 Upper Sunbury Road. There are also further bus stops along this road which are also within walking distance.

3.2 The services from these stops are summarised in the following table:

Service	Stops	Weekday Peak Frequency	Weekend Peak Frequency	
			Saturday	Sunday
216	Staines Bus Station - Staines Post Office - Birch Green - Staines / The Crooked Billet - Shortwood Avenue - Kenilworth Road / London Road - Ashford Hospital / Bulldog - Salcombe Road - Station Crescent - Dudley Road / Church Road - Ashford War Memorial - Feltham Road - Metcalf Road / The Ash Tree - Southfields Avenue - Elgin Avenue (TW15) - Spelthorne County School - Saville Crescent - Ashford Common / Black Dog - Napier Road - Windmill Rd / Staines Rd West - Sunbury Tesco - Spelthorne Grove - Sunbury Cross - St. Ignatius Church - Nursery Road - Sunbury War Memorial - Croysdale Avenue - Sunbury Village / Three Fishes - St. Mary's Church Sunbury - Orchard Meadow / The Avenue - French Street - Sunbury Court - Lower Hampton Road - Staines Rd East / Harfield Rd - Stain Hill West Reservoir - Stain Hill Reservoir - St. Mary's Lodge - Percy Road - Hampton Station - Cromwell Road Bus Station	3 per hour	3 per hour	2 per hour
416	The Anchor - Glenhaven Road - Selwood Gardens - The Swan (TW6) - Stanwell Farm - Bedfont Road - Everest Road - Cordelia Road - Clare Road / The Happy Landing - St. Anne's Avenue - Scots Close - Ashford Hospital Grounds - Ashford Hospital / Bulldog - Salcombe Road - Station Crescent - Dudley Road / Church Road - Ashford War Memorial - Feltham Road - Metcalf Road / The Ash Tree - Southfields Avenue - Elgin Avenue (TW15) - Spelthorne County School - Groveley Road / Oakhall Drive - Groveley Road - Beechwood Avenue / Vicarage Rd - Beechwood Avenue - Wolsey Road - Sunbury Cross - Spelthorne Grove - Sunbury Tesco - Spelthorne Grove - Sunbury Cross - Kempton Park Racecourse - Batavia Road - Staines Rd East / Harfield Rd - Stain Hill West Reservoir - Cromwell Road Bus Station	2 per day (10.08 and 13.08)	-	-

Table: 3.1: Bus Services Within Walking Distance of the Site

3.3 The table shows that the site is within close proximity of frequent services to local destinations. There are services every twenty and thirty minutes during the weekday peak period and weekend peak period. These services stop at local destinations including Sunbury, Ashford, Spelthorne and Staines as well as local facilities such as Ashford Hospital, Spelthorne County School and Sunbury Tesco. There are also links to Staines Bus Station, Hampton Station and Cromwell Road Bus Station, which will encourage multi-modal transport journeys.

Accessibility by Rail

- 3.4 The nearest train station to the site is Hampton Train Station which is approximately 710m northeast of the development site, a walk of approximately 9 minutes.
- 3.5 Hampton Train Station is served by South West Trains. The services from this station are summarised in the following table:

Service	Weekday Peak Frequency	Weekend Peak Frequency	
		Saturday	Sunday
Hampton - Sunbury - Upper Halliford - Shepperton	2 per hour	2 per hour	Hourly
Hampton - Fulwell - Teddington - Hampton Wick - Kingston - Norbiton - New Malden - Raynes Park - Wimbledon - Earlsfield - Clapham Junction - Vauxhall - London Waterloo	3 per hour	2 per hour	Hourly

Table 3.2: Train Services Within Walking Distance of the Site

- 3.6 The above table shows that there are frequent services during both the weekday and weekend peak period to local destinations including Shepperton, Teddington, Kingston, and Wimbledon and further afield to Clapham Junction and London Waterloo.
- 3.7 In addition, The London Borough of Richmond upon Thames' Unitary Development Plan states in paragraph 12.25 that interchange improvements are planned for the station *'To improve interchange facilities including pedestrian and cycle access, cycle parking, and bus interchange information systems. To improve information, mobility and access for people with disabilities.'*

Accessibility by Walking/Cycling

- 3.8 The site lies immediately to the north of the A308 Upper Sunbury Road and there are street lit footways either side of the carriageway.
- 3.9 Approximately 290m west of the site is the start of a shared footpath/ cyclepath along the south of the A308 Upper Sunbury Road.

Accessibility Summary

- 3.10** The development site lies within close proximity of frequent public transport services. There is a bus service within 40m of the site which provides regular services to local facilities in Hampton, Sunbury, Ashford and Staines. Hampton Train Station is approximately a 9 minute walk from the site and provides frequent services to Shepperton, Kingston and London Waterloo.
- 3.11** In addition to the public transport services available, there are streetlit footways on both sides of the A308 and a cyclepath located shortly to the west.
- 3.12** The site lies close to residential areas. It is probable that many employees of the Care Home will live locally. This will result in relatively short journeys to work which could easily be undertaken by sustainable modes of transport.
- 3.13** It can therefore be concluded that accessibility to the site is good, and that there are numerous opportunities to reach the site by non-car modes.

4.0 DEVELOPMENT PROPOSALS

- 4.1** The proposals involve the demolition of the existing St. Mary's Cottage Hospital buildings, which are currently vacant, and the construction of a purpose built Care Home for the elderly. This will be housed in one single building.
- 4.2** The proposed nursing home will provide 67 residential rooms for the elderly. It is expected that there will be 14 staff per shift, with three shifts per day. There will thus be a total of 42 staff on-site over the course of per day.
- 4.3** The proposals will also include the provision of 16 car parking spaces and 4 cycle spaces. This is discussed further in Section 5. A turning head will also be provided within the site to allow delivery, refuse vehicles, etc. to enter and exit the site in forward gear.
- 4.4** Catering facilities will be provided on-site. The Cottage Hospital had no on-site cooking facilities and meals were therefore delivered frequently. The on-site facilities will significantly reduce the number of food deliveries to the site.

Site Access

- 4.5** The main vehicular access to the proposed development will be via the existing access from the A308 Upper Sunbury Road.
- 4.6** The existing access takes the form of a dropped kerb with restricted visibility from the site. The existing splays are 2.4m x 45m to the east and 2.4m x 40m to the west. To the west the visibility is obscured by the vegetation fronting the site and a redundant bus stop structure.
- 4.7** Upper Sunbury Road has a 40mph speed limit. For a private access, *Places Streets and Movement, the Companion Guide to Design Bulletin 32* states that the visibility splays should be 2.4m x 120m in each direction.
- 4.8** In order to examine the safety of the access, the accident history of this stretch of Upper Sunbury Road has been examined over a 10 year period. The accident statistics are included as Appendix A and are summarised in Figure 4.1.

4.9 The statistics show two accidents that appear to be related to the existing site access. The accident references are 0103TE00437 and 0102TW00573. Both of these accidents were slight. A summary of the accidents is shown in the following table:

Reference	Time and Date	Conditions	Description	Severity
0103TE00437	FRI 29/08/03 07:10	Light / raining	Vehicle 1 (GDS<= 3.5T) going ahead W to E, front hit first Vehicle 2 turning left W to N, back hit first, hit kerb, hit tree	SLIGHT
0102TW00573	SAT 26/10/02 19:55	Dark / raining	Vehicle 1 (car) going ahead E to W, front hit first Vehicle 2 (car) going ahead W to E, front hit first Vehicle 3 (car) turning left N to E, did not impact	SLIGHT

Table 4.1: Accident Summary

- 4.10** It would appear from the above table that both of these accidents are likely to be related to the conspicuity of or visibility from the site access. It is therefore proposed that both of these aspects be improved as part of the development.
- 4.11** Under the proposals, a fully kerbed bellmouth junction will be constructed and give-way markings provided. In addition, the access will be signposted approximately 110m in advance on the approaches from the east and west and directly opposite.
- 4.12** Visibility from the site access will be enhanced by cutting back the vegetation fronting the site and moving the railings back into the site. The area between the newly set back railings and the footway will be grassed and maintained by the site occupier.
- 4.13** These improvements will significantly enhance the visibility and conspicuity of the site access, and thus its safety.
- 4.14** These improvements are shown in Figure 4.2 of this report. It can be seen the new visibility splays are 2.4m x 45m to the east and 2.4m x 90m to the west. Whilst this falls slightly short of the standards outlined above, it represents a significant improvement on the existing visibility splays and thus an improvement in the access' safety.
- 4.15** Furthermore, Section 7 of this report demonstrates that the proposals will result in a reduction in the site's traffic attraction potential, and is thus likely to reduce the number of trips to the site. This will evidently reduce the use of the access, again enhancing its safety.

5.0 GREEN TRAVEL PLAN

5.1 The main aim of sustainable transport policies is to reduce single occupancy car use by promoting a choice of alternative means of transport. The main alternatives are as follows:

- walking
- cycling
- bus
- train
- car sharing
- taxi / minicab

5.2 The Care Home will operate a Travel Plan to encourage employees and visitors to use sustainable transport where possible. The full details of this plan will be finalised once the site occupiers are confirmed. However, it will include measures such as providing on-site showering and changing facilities, season ticket loans, etc.

5.3 The Travel Plan will form a strategy for influencing a change in staff and visitor travel patterns with the intention of providing a disincentive for non-essential car user staff and visitors to drive to the site.

5.4 However, it should be borne in mind that it may be necessary for certain staff to have access to a car as part of their job. It should also be noted that for some staff, the private car may be the only practical means of travel to the site.

5.5 As previously detailed, the site is set in an accessible location. There are convenient bus services running along Upper Sunbury Road and the site is easy to access on foot or cycle. The building will include showering and changing facilities for staff wishing to travel to the site by bicycle, motorcycle or on foot.

5.6 The Travel Plan will be marketed openly and promoted within the site through posters, e-mail lists, information handouts, notice boards, etc.

5.7 Outline details of the measures taken to encourage a modal shift away from car use have been set out below.

Walking

- 5.8** Upper Sunbury Road is well lit, and footways are provided on both sides of the carriageway.
- 5.9** It is understood that any potential occupier would be likely to recruit a number of staff from the local area.
- 5.10** Staff and visitors to the site will be advised on safe and convenient pedestrian routes to the site. Changing, shower and locker facilities are provided for staff to allow a change of clothing if necessary.
- 5.11** For staff with issues of personal safety, personal alarms will be made available.
- 5.12** Users of the development will be made aware of the health benefits associated with regular exercise, such as walking. This could be achieved through the use of posters and leaflets.

Cycling

- 5.13** Employees will be made aware of local cycle routes to and from the site to encourage further cycle use.
- 5.14** On-site measures to encourage cycle use will include the provision of cycle parking with showers, locker and changing facilities. The shower and changing facilities are shared with those who walk and motorcycle to the site.
- 5.15** As for walking, staff are made aware of the health benefits associated with regular cycling.

Car Use

- 5.16** In order to reduce car use, a Car Share scheme will be established to match potential car share opportunities. The scheme will be actively promoted on notice boards within the Care Home.
- 5.17** The car-sharing scheme will be supported by the provision of a 'Guaranteed Ride Home' initiative. This would ensure that staff who work extended hours are guaranteed a lift home should their car share become unavailable. This could be provided through a local taxi firm. Studies have shown that these schemes rarely need to be used in practice, but do provide important reassurance for staff.

- 5.18** All those using cars as an essential part of their job would generally drive to work, however, it is hoped that car journeys may be reduced by increasing car sharing and the use of other modes of transport. Even an occasional change to normal commuter travel patterns per employee will increase the car park capacity.

Taxis and Minicabs

- 5.19** Taxis can play an important role for staff, visitors and possibly residents at times when other modes of public transport may not be convenient or available. Contact details of local taxi companies would therefore be made available on-site.

Buses

- 5.20** As detailed above, the site has good bus links, with bus stops located within 40m providing access to the 216 and 416 bus services. These provide regular departures to a wide range of local destinations.

- 5.21** Site visitors and staff are made aware of bus services to and from the site via timetables and maps displayed on notice boards.

- 5.22** Bus use will be encouraged with the availability of interest free loans for staff to purchase season tickets.

Trains

- 5.23** As set out in Section 3 of this report, the nearest train station to the site is Hampton Train Station which is approximately 710m northeast of the development site, a walk of approximately 9 minutes. There are approximately 5 services per hour running from this station.

- 5.24** Staff and visitors of the development would be made aware of the above services and also advised on fares and the best routes to reach Hampton Train Station, either by bus, taxis, walking or cycling.

- 5.25** Depending on demand, train use could further be encouraged by the availability of interest free loans for staff to purchase season tickets.

6.0 POLICY BACKGROUND

6.1 Central government planning policies are detailed in a series of documents called Planning Policy Guidance (PPG). These documents are numbered and refer to specific areas of interest.

6.2 Planning Policy Guidance 13 (PPG13) entitled '*Transport*' states:

A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion.

6.3 The proposed development is within close proximity to a bus stop which provides frequent services to local destinations and Hampton train station is also within a 9 minute walk of the site. There is also a shared footpath / cyclepath approximately 290m to the west of the site.

6.4 Information obtained from the potential site occupier shows that staff who work as cleaners or in the laundry or kitchen are likely to be on fairly low wages. It is therefore expected that a significant proportion of staff will travel via public transport. The development therefore complies with the main aims of PPG13 planning objective.

6.5 Paragraph 39 of this document states:

New health facilities should be planned to maximise accessibility by non-car modes of transport, whilst at the same time providing good access arrangements for emergency vehicles and those who need to use cars.

6.6 As previously detailed, the site is within close proximity of non-car modes of transport, but also lies directly adjacent to the A308, providing excellent emergency vehicle access when necessary.

6.7 Paragraph 75 of PPG13 document states:

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

6.8 The site is within 800m of local services and facilities, Hampton train station and surrounding residential areas, this is a short walk of approximately 10 minutes.

Unitary Development Plan

6.9 The Unitary Development Plan (UDP) sets out the Richmond Borough Council's aims for the development and use of land in the Borough, including measures for the improvement of the physical environment, the conservation of natural beauty, the amenity of land and the management of traffic over the next 10 years or so.

6.10 Chapter 4.5 of the UDP, entitled '*Implementation 1 – Re-use of Buildings and land*' states:

New development should, whenever possible, be provided through the conversion of existing buildings and/or the recycling of urban land or brownfield sites and it should maximise potential for energy generation from renewable resources and resource conservation

6.11 The proposals involve the existing building of St. Mary's Cottage Hospital being demolished and replaced with a purpose built Care Home for the elderly. The new development will therefore take place on a brownfield site.

6.12 Policy TRN 2, '*Transport And New Developments*' reads:

The Council will only permit new development, or changes of use where it can be demonstrated that the transport infrastructure can accommodate it, or be adapted to do so, without creating congestion and hazards on the road network. Transport Assessments will be required to support development proposals where there is significant transport issues to be addressed. New development should:

- (a) provide adequately for the needs of disabled people, pedestrians and cyclists;*
- (b) provide links to the pedestrian and cycle network and add to and enhance it, wherever appropriate;*
- (c) make provision for short, direct links to public transport and add to / enhance the public transport network wherever possible;*
- (d) be acceptable in terms of traffic generation and traffic impact on the road network (taking into account the cumulative effects with other existing and committed developments in the area), and in terms of the availability of public transport and its ability to meet increased demand;*
- (e) adequately provide for vehicular access and servicing, having regard to the needs of safety and to ensure that limited improvements in vehicular access are only allowed where they do not increase overall highway congestion;*
- (f) where possible minimise the environmental impact and amount of land used by transport facilities, including roads, parking and turning heads. Street signs and furniture should be well designed and rationalised wherever possible;*

(g) be acceptable in terms of impact on air quality and noise levels caused by traffic generated.

(h) seek in appropriate cases the concept of planning advantages appropriate to the site and commensurate to the scale of development in accordance with the Council's transportation policies.

6.13 Previous sections of this report clearly demonstrate that the site has good accessibility and the proposals will significantly improve the site access. All necessary turning facilities will be provided within the site. As will be demonstrated in the following section, the proposed development will not increase the site's existing traffic attraction potential. The development will therefore not have any adverse impact on the local transport infrastructure and thus complies with the above policy

6.14 Policy TRN 3, 'Green Travel Plans' states:

The Council will require the development of travel plans for significant new non-residential developments and events.

6.15 As indicated in the previous section, the development will operate a Green Travel Plan and will therefore comply with Policy TRN 3.

6.16 It can thus be concluded that the development complies with both national and local transport policies.

Parking Provision

- 6.17** Appendix 1 of the UDP summarises the parking standards which apply to the London Borough of Richmond Upon Thames. Car parking standards are set as maximums, however the document states that *'developers will be encouraged to provide fewer spaces unless there would be an adverse effect on amenity, road safety and emergency access in the surrounding area'*.
- 6.18** For a Nursing Home development, the standards are 1 space per 5 residents plus 0.5 spaces per unit of staff accommodation. Therefore the maximum permitted spaces for the proposed development would be 16 spaces.
- 6.19** It is proposed that the development will provide 16 car parking spaces in accordance with the above standard. Of these, the two closest to the building's entrance will be designated for disabled use.
- 6.20** The UDP also gives standards for cycle parking; these are given as minimums. For a Nursing Home development there should be a provision of 0.5 spaces per unit of staff accommodation.
- 6.21** The development will provide 4 cycle parking spaces, thus exceeding the Council's cycle parking standards.

7.0 TRAFFIC IMPACT

7.1 St. Mary's Cottage Hospital is currently vacant, however it was, until recently, used as a hospital. The proposals seek to demolish the existing buildings and construct a Care Home for the elderly.

7.2 The existing vacant buildings previously accommodated 19 inpatients as well as approximately 20 outpatients per day in an on-site Occupational Therapy Unit, with 21 staff per day (3 shifts per day, 7 staff per shift).

7.3 The proposals will provide 67 residential rooms for the elderly. There will be 42 staff daily (3 shifts a day, 14 staff per shift).

7.4 It is important to note that the proposed Care Home will be residential and there will be no outpatients visiting the site.

7.5 The site's traffic attraction has been assessed as follows:

- existing traffic attraction potential – the site's traffic attraction potential with its existing permission
- proposed traffic attraction potential – the site's traffic attraction potential with the Nursing Home development

Existing Traffic Attraction Potential

7.6 Information on the site's traffic attraction when operational has been taken from two sources, the NHS Trust and the TRICS database. Figures from the NHS Trust are examined first.

7.7 The NHS Trust has given the following information on the site:

- staff per shift - 7 (3 shifts per day – it is assumed that 50% of staff drove to the site) – total 21 staff per day
- a minimum of 4 cars and 2 minibuses regularly entering and leaving the site (2 round trips per vehicle per day assumed)
- postal delivery - 1 per day
- catering van - 2 per day
- internal post van - 2 per day
- inpatients max capacity 19
- Occupational Therapy Unit outpatients - 20 clients per day (assumed all drive / driven to site due to mobility difficulties)

- 7.8** In addition to the above there will be visitors to these inpatients. The Trust has no information on visitor levels, but it would be reasonable to assumed that around one third of patients received at least one visitor per day.
- 7.9** Totalling up the above information from the NHS Trust gives a total of approximately 107 trips per day associated with the site.
- 7.10** The site's existing traffic attraction potential has also been assessed by reference to the TRICS database. The database contains the results of numerous surveys of various developments around the country and is a widely accepted method of calculating traffic attraction.
- 7.11** In order to provide a robust assessment 85th percentile figures have been calculated from the traffic attraction rates given by TRICS. The selection was based on 'Health – Hospice' and on the number of staff at the site.
- 7.12** The full results of the TRICS assessment for the existing development are included in Appendix B and are summarised as follows:

Use	Daily			Weekday AM Peak			Weekday PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Totals
Hospice	49	51	100	10	5	17	4	11	15

Table 7.1: TRICS Assessment Results – Existing Traffic Attraction

- 7.13** The above figures support the information supplied by the NHS Trust, indicating that the Cottage TRICS assessment is a fair representation of the site's traffic attraction potential.

Proposed Situation

- 7.14** A similar exercise was carried out to predict the traffic attraction for the proposed Care Home development. In this case, the traffic attraction was based on information supplied by a potential site occupier as well as on a TRICS assessment.
- 7.15** The potential site occupier has given the following information on the proposed development:
- Staff per shift – 14 (3 shifts per day– 3 staff provided with a parking space per shift) – total 42 per day. For robustness it is assumed that 5 staff per shift drive.
 - Deliveries - 2 large vans per week and 4 small vans per week (approximately 1 delivery per day)
 - Postal delivery - 1 per day
 - Visitors – based on other sites, assumed 1 visit per resident per week equating to around 10 per day
- 7.16** Totalling up the above information from the potential occupier gives a total of approximately 54 trips per day associated with the site. This is around half of the traffic that the NHS Trust believed to visit the site per day.
- 7.17** A TRICS assessment was also carried out for the proposed Care Home. The selection was based on 'Health – Nursing Homes'.
- 7.18** The results of the TRICS Assessment are included as Appendix C and are summarised in the following table:

Use	Daily			Weekday AM Peak			Weekday PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Totals
Nursing Home	39	38	77	2	3	6	3	3	5

Table 6.2: TRICS Assessment Results – Proposed Traffic Attraction

- 7.19** The TRICS assessment is slightly higher than the information from the potential site occupier would suggest, indicating that the assessment is robust. Nevertheless, the assessment shows that the site's daily traffic attraction potential would be reduced by around 23 trips.
- 7.20** There is also likely to be a significant reduction in the site's traffic attraction during the morning and evening peak hours.

- 7.21** It should be noted that it would also be possible to schedule shift changes and deliveries to avoid the morning and evening peak periods. This would be likely to result in a further reduction in the site's traffic attraction during these periods.
- 7.22** It is therefore concluded that the proposed redevelopment would result in a reduction in the site's daily and peak hour traffic attraction. The development could therefore be considered to offer a benefit to the local highway network and should not be resisted on the grounds of its traffic attraction.

8.0 SUMMARY AND CONCLUSIONS

8.1 Mayer Brown Limited has been commissioned by Scammel Securities PLC to prepare this Transport Assessment for the proposed redevelopment of St. Mary's Cottage Hospital on the Upper Sunbury Road in Hampton.

8.2 The existing development on the site is a disused cottage hospital which is currently vacant.

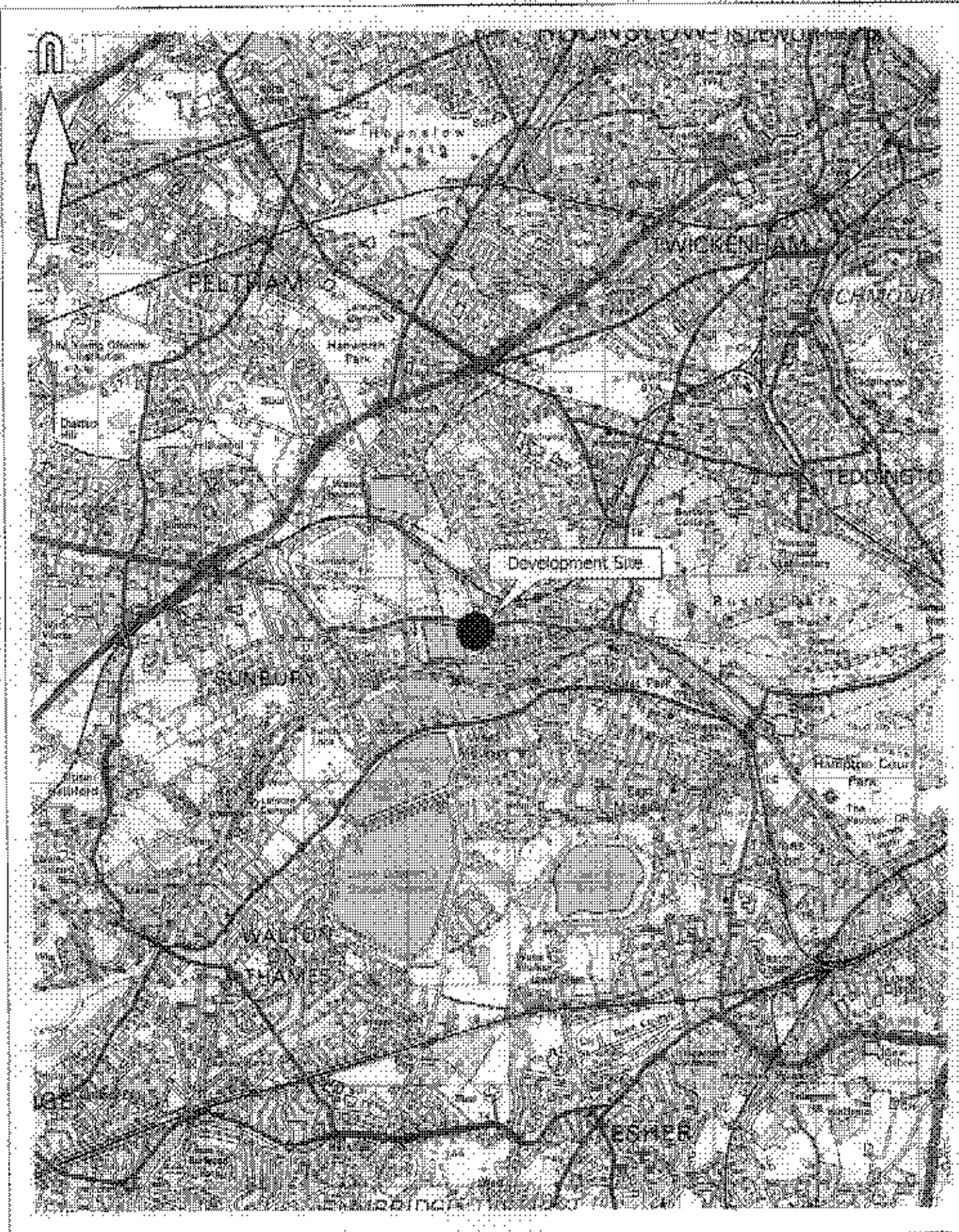
8.3 The proposals seek to demolish the existing buildings on the site and construct a single purpose built unit to house a Care Home for the elderly with a provision of 67 beds. Significant safety improvements will also be made to the site access.

8.4 This report examines the potential traffic attraction of the site's existing and proposed uses.

8.5 This report demonstrates that:

- the site lies in an accessible location with good pedestrian, bus and rail links
- the car parking provision will comply with local standards
- cycle parking provision will exceed local minimum standards
- the development will operate a Green Travel plan
- the proposed improvements to the site access will provide a road safety benefit
- the proposals comply with numerous national and local government policies
- there will be a reduction in the site's daily and peak hour traffic attraction potential

8.6 It is therefore concluded that this development should not be resisted on highways or transportation grounds.



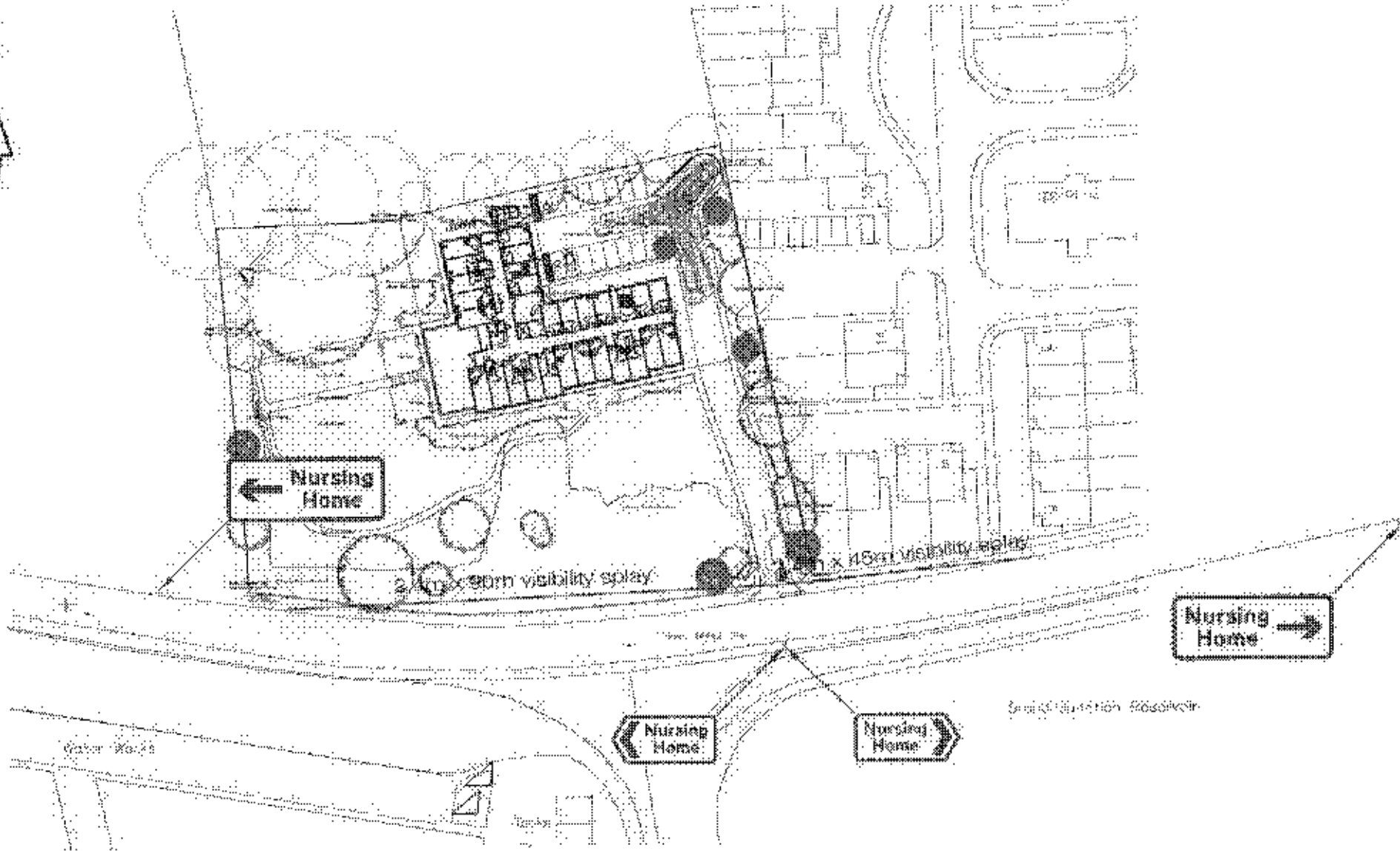
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



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St Mary's Nursing Home
Proposed Site Access Arrangements

Scale 1:1000@A4

Figure 4.2