

Response to Transport Statement Review

Project: Barnes Hospital Redevelopment
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Date: 31/05/2019


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1.0 Introduction

- 1.1 A planning application has been submitted to the London Borough of Richmond upon Thames (LBRuT) on behalf of the South West London & St George Mental Health Trust in relation to redevelopment proposals at the Barnes Hospital site, Planning Ref: 18/3642/OUT.
- 1.2 The redevelopment proposals seek:
- "outline planning permission for the demolition and comprehensive redevelopment (phased development) of land at Barnes Hospital to provide a mixed use development comprising a health centre (Use Class D1), a Special Educational Needs (SEN) School (Use Class D1), up to 80 new build residential units (Use class C3), the conversion of two of the retained BTMs for use for up to 3no. residential units (Use Class C3), the conversion of one BTM for medical use (Use Class D1), car parking, landscaping and associated works. All matters reserved save for the full details submitted in relation to access points at the site boundaries."*
- 1.3 The planning application was supported by a Transport Statement, Framework Travel Plan, Framework Delivery and Servicing Management Plan and Framework Construction Traffic Management Plan.
- 1.4 Following submission of the planning application, South West London & St George Mental Health Trust commissioned TTP Consulting Ltd to undertake a peer review of the Transport Statement submitted alongside the planning application.
- 1.5 This Note provides a response to comments raised within the Transport Statement Review prepared by TTP Consulting Ltd.

2.0 Transport Statement Review

- 2.1 The list below summarises the key comments noted by TTP Consulting in their Transport Statement Review:
- ▶ The Transport Statement does not include an analysis of personal injury accident (PIA) data on the highway network local to the site;
 - ▶ The approach to trip generation for all uses is considered appropriate;
 - ▶ The conclusion that the change in vehicle trips would not result in a material effect on the local road network is sound;
 - ▶ Further consideration should be given to the change in pedestrian trips as a result of the development proposals and the distribution of these trips on the highway network;
 - ▶ Clarification should be provided as to whether the existing floorspace assess include for floorspace which has recently been demolished, since submission of the planning application.

3.0 Response to Transport Statement Review

- 3.1 The below section of this Note provides a response to matters raised by the Peer Review.

Existing Floorspace

- 3.2 The floorspace utilised within the Transport Statement for the existing hospital buildings on site was correct at the time of the submission of the planning application. There has been no demolition on site in the intervening period and therefore the existing floorspace assessed is correct for the current buildings on site.

Personal Injury Accident Data

- 3.3 It is acknowledged that the Transport Statement did not include a review of PIA data on the streets in the vicinity of the site.
- 3.4 PIA data for the most recent five years available has been reviewed from the CrashMap database. The analysis of PIA data shows that no incidents have been reported on South Worple Way or at the South Worple Way junction with White Hart Lane and level crossing during the assessment period. The analysis of PIA data therefore demonstrates that there is no inherent road safety issues on South Worple Way and in the local vicinity of the site.

Net Pedestrian Trips

- 3.5 The Peer Review confirms that the approach to trip generation for all uses is considered appropriate and that the conclusion that the change in vehicle trips would not result in a material effect on the local road network is sound. However, it is acknowledged that the Transport Statement did not include a full breakdown of all multi-modal trips associated with all uses at the site.
- 3.6 Tables 3.1 to 3.6 below summarise the multi-modal trips associated with the existing and proposed uses on site and the net-multi-modal trips associated with the developments proposals, based on the trip generation methodology set out within the submitted Transport Statement which has been agreed with Officers at LB Richmond

Mode of Travel		AM Peak		PM Peak	
		Arrivals	Departures	Arrivals	Departures
Underground		1	0	0	1
Rail		1	0	0	1
Bus		2	0	1	2
Car/van driver		41	7	10	35
Car/van passenger		2	0	1	1
Taxi		2	0	0	1
Motorcycle		0	0	0	0
Pedal Cycle		3	1	1	3
On foot		5	1	1	4
TOTAL		57	9	14	48

Table 3.1: Existing Multi-Modal Trips

Mode of Travel		AM Peak		PM Peak	
		Arrivals	Departures	Arrivals	Departures
Underground		2	8	5	3
Rail		3	14	10	6
Bus		1	5	3	2
Car/van driver		2	11	8	4
Car/van passenger		0	0	0	0
Taxi		0	0	0	0
Motorcycle		0	1	1	0
Pedal Cycle		1	5	3	2
On foot		1	4	3	1
TOTAL		11	49	33	18

Table 3.2: Proposed Residential Multi-Modal Trips

Mode of Travel		AM Peak		PM Peak	
		Arrivals	Departures	Arrivals	Departures
Underground/ Rail		0	0	3	2
Bus		3	0	0	7
Car/van driver		6	2	5	6
Car/van passenger		0	0	0	0
Taxi		0	0	0	0
Motorcycle		0	0	0	0
Pedal Cycle		0	1	2	2
On foot		20	3	7	14
TOTAL		29	7	17	32

Table 3.3: Proposed GP Multi-Modal Trips

Mode of Travel		AM Peak		PM Peak	
		Arrivals	Departures	Arrivals	Departures
Underground		0	0	0	0
Rail		0	0	0	0
Bus		0	0	0	0
Car/van driver		6	1	1	5
Car/van passenger		0	0	0	0
Taxi		0	0	0	0
Motorcycle		0	0	0	0
Pedal Cycle		1	0	0	1
On foot		1	0	1	1
TOTAL		8	1	2	7

Table 3.4: Proposed Mental Health Outpatient Multi-Modal Trips

Mode of Travel		AM Peak		PM Peak	
		Arrivals	Departures	Arrivals	Departures
Underground		6	0	0	3
Rail		11	0	0	5
Bus		7	0	0	3
Car/van driver		11	0	0	6
Car/van passenger		1	0	0	1
Taxi		0	0	0	0
Motorcycle		1	0	0	0
Pedal Cycle		5	0	0	2
On foot		9	0	0	4
TOTAL		50	0	0	25

Table 3.5: Proposed SEN School Multi-Modal Trips

Mode of Travel	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Underground	+7	+8	+5	+5
Rail	+13	+14	+13	+12
Bus	+9	+5	+2	+10
Car/van driver	-10	+13	+4	-14
Car/van passenger	-1	0	-1	0
Taxi	-2	0	0	0
Motorcycle	+1	+1	+1	0
Pedal Cycle	+4	+5	+4	+4
On foot	+26	+7	+10	+16
TOTAL	+47	+53	+38	+33

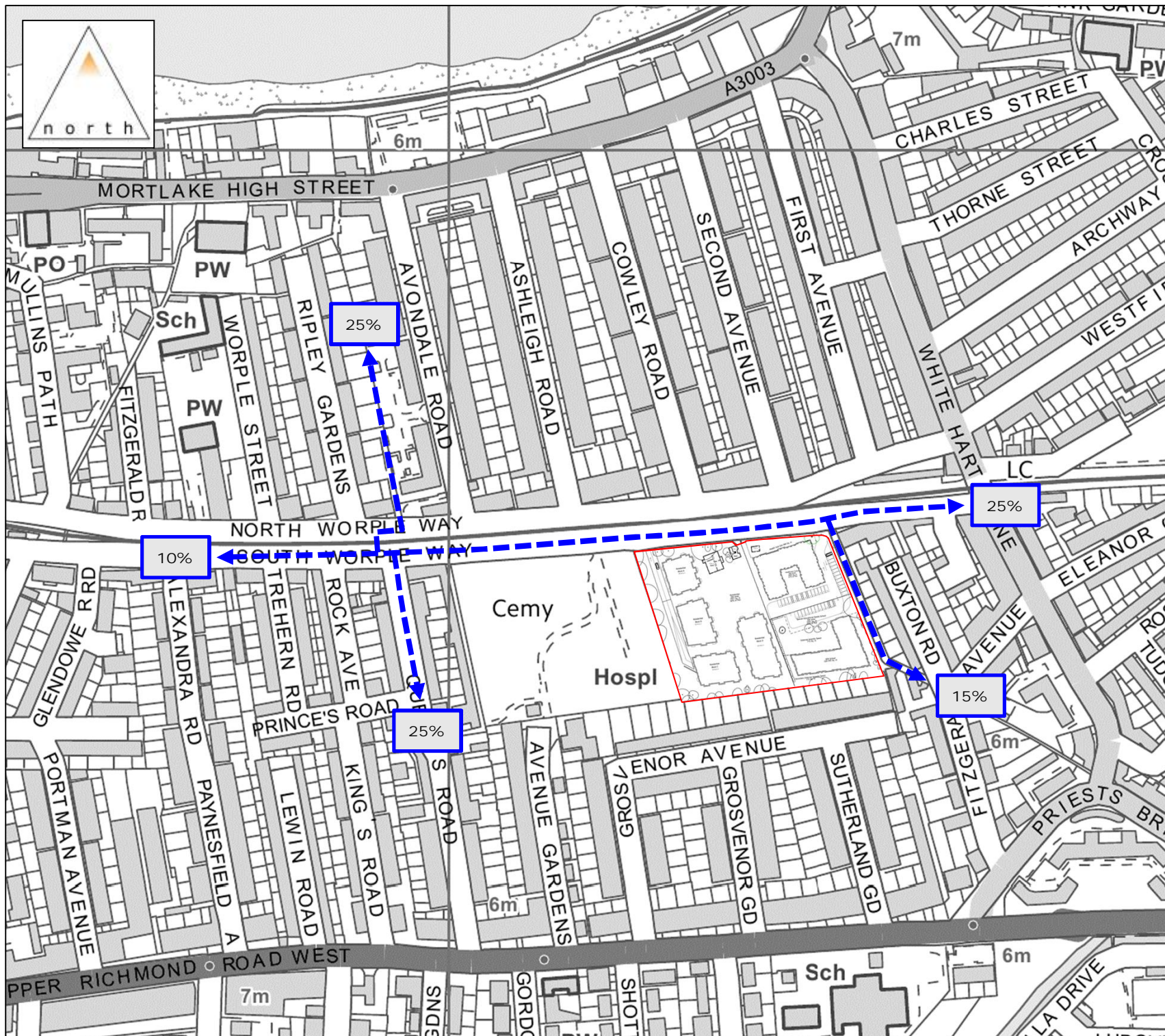
Table 3.6: Net Change in Multi-Modal Trips

- 3.7 The analysis demonstrates that the development proposals will result in additional 33 pedestrian trips during the morning peak hour and 26 pedestrian trips during the evening peak hour. The majority of pedestrian trips associated with the proposed development are associated with staff and patients at the proposed GP surgery and staff trips associated with the Mental Health use and the SEN School. Patients and staff travel to the site on foot are expected to be drawn from the local area within a circa 20-minute walk of the site.
- 3.8 Pedestrian trips to the site have been distributed on the local network with consideration of walking routes to local residential areas and this is shown at **Figure 3.1**, attached. The analysis indicates that circa 25% of additional pedestrian trips could utilise the narrower section of South Worple Way to the east of the site and this would result in an additional 8 pedestrian trips on this section of South Worple Way during the morning peak hour and 7 trips during the evening peak hour.
- 3.9 In addition to pedestrian trips, the development will result in additional bus, rail and underground trips which are assumed will travel on foot for part of their trip between the site and the bus stop or rail station.
- 3.10 Mortlake station and Barnes Bridge station are both circa 750 metres from the development site. The proposed development is expected to generate an additional 42 rail trips during the morning peak period and 35 rail trips during the evening peak period. Given the even distance between the stations and comparative onward journey times it is envisaged that additional rail trips would be evenly distributed between the two stations. Trips routing to Barnes Bridge would likely walk along the narrower section of South Worple Way and therefore the development could result in an additional 21 and 18 trips with pedestrian walking along that route to connect to Barnes Bridge station.
- 3.11 The development is expected to result in an additional 27 bus trips during the morning peak hour and 25 bus trips during the evening peak hour. The nearest bus stops to the site are located on Upper Richmond Road to the south of the site. The most direct route to those bus stops is either via South Worple Avenue and Fitzgerald Avenue for the eastern bus stops and Queens Avenue for the western bus stops. Further bus stops are located on Avondale Road and Mortlake High Street to the north of the site and the most direct route to these stops is via the pedestrian bridge across the railway line to North Worple Way. On that basis it is considered that additional bus trips associated with the development are unlikely to utilise the narrower section of South Worple Way.
- 3.12 The analysis presented above demonstrates that the development would not result in a material change in pedestrian trips associated with the development. Furthermore, the development will not result in a material changes in trips on the narrower section of South Worple Way, east of the application site.

4.0 Summary and Conclusions

- 4.1 The below section of this Note provides a response to matters raised by the Peer Review.
- 4.2 An outline planning application has been submitted to the London Borough of Richmond upon Thames (LBRuT) on behalf of the South West London & St George Mental Health Trust in relation to redevelopment proposals at the Barnes Hospital site, Planning Ref: 18/3642/OUT.
- 4.3 Following submission of the planning application, South West London & St George Mental Health Trust commissioned TTP Consulting Ltd to undertake a peer review of the Transport Statement submitted alongside the planning application. This Note provides a response to comments raised within the Transport Statement Review prepared by TTP Consulting Ltd.
- 4.4 The Peer Review concluded that the approach to trip generation for all uses is considered appropriate and that that the change in vehicle trips would not result in a material effect on the local road network is sound.
- 4.5 In response to comments raised by the Peer Review, this Noted has demonstrated that:
- ▶ The floorspace utilised within the Transport Statement for the existing hospital buildings on site was correct at the time of the submission of the planning application. There has been no demolition on site in the intervening period and therefore the existing floorspace assessed is correct for the current buildings on site.
 - ▶ PIA data for the most recent five years available has been reviewed from the CrashMap database. The analysis of PIA data shows that no incidents have been reported on South Worple Way or at the South Worple Way junction with White Hart Lane and level crossing during the assessment period. The analysis of PIA data therefore demonstrates that there is no inherent road safety issues on South Worple Way and in the local vicinity of the site.
 - ▶ A fully multi-modal trip analysis has been presented based on the trip generation analysis presented in the submitted Transport Statement, which was concluded to be appropriate. The analysis demonstrates that the development would not result in a material change in pedestrian trips associated with the development. Furthermore, the development will not result in a material changes in trips on the narrower section of South Worple Way, east of the application site.
- 4.6 This Note has demonstrated that the matters raised within the Peer Review are not material and do not change the conclusions of the submitted Transport Statement, that the development would not have a material effect on the highway network local to the site.

Figure



Legend:

 Site Location

Barnes Hospital,
London Borough of Richmond upon
Thames

Figure 3.1: Pedestrian Routing
Not to Scale

