



ttp consulting

transport planning specialists

**South West London & George's  
Mental Health Trust**

**Barnes Hospital**

**Transport Statement Review  
Report**

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## 1 INTRODUCTION

- 1.1 TTP Consulting has been instructed by the South West London and St George's Mental Health Trust to carry out a peer review of the October 2018 Transport Statement produced by Motion in relation to the development proposals for the Barnes Hospital site in the London Borough of Richmond upon Thames.
- 1.2 The development proposals for the site comprise the demolition of all but three of the existing hospital buildings and the construction of a class D1 Health Centre, class D1 Special Educational Needs (SEN) School and up to 80 new build C3 use residential units. Of the three retained hospital buildings, two will be converted for C3 residential use, with up to 3 units proposed, whilst the remaining building will continue to be used for medical purposes.
- 1.3 This review has been undertaken by Peter Sturgeon BEng MCIHT, a Director of the company with over 20 years of experience in the Transport Planning industry. A site visit was undertaken on Friday 3<sup>rd</sup> May 2019 between 10:00am and 11:30am to inform this report.
- 1.4 This peer review will consider the scope of work and methods of assessment used within the Transport Statement based upon guidance on Transport Assessments and Statements published by the Ministry of Housing, Communities and Local Government (<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>) and Transport for London (<https://tfl.gov.uk/info-for/urban-planning-and-construction/guidance-for-applicants>).
- 1.5 It is noted that Transport for London (TfL) has recently revised its Transport Assessment guidance to reflect the Healthy Streets Initiative and that at the time that the Transport Assessment was written TfL's prevailing guidance was the April 2010 Guidance on Transport Assessment document. It is therefore considered appropriate to review the Transport Statement in accordance with the guidance available at the time that it was written.
- 1.6 The planning submission was submitted with a Transport Statement, rather than a Transport Assessment. Central government guidance referred to above advises that;
- "Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (ie in the case of developments with anticipated limited transport impacts)."*

- 1.7 In this instance, the potential transport impacts of the development need to be considered against the existing site when fully operational, so that the net effect of the development can be assessed. It was noted from the site visit that some building work is currently taking place on site and the Transport Statement notes at paragraph 3.3 that the eastern site access is closed due to demolition works taking place. The works appear to be restricted to a small area at the front of the site and the majority of buildings on site appear to be intact and capable of being brought back into use. As such, it is considered that a Transport Statement is the appropriate assessment approach for this development.
- 1.8 The remainder of this report comprises 5 sections which follows the structure of Motion's Transport Statement.

## 2 POLICY CONTEXT

2.1 The submitted Transport Statement provides a review of transport related policy contained within the following national, regional and local policy guidance documents.

- National Planning Policy Framework (July 2018);
- The London Plan (March 2016)
- The Draft London Plan (December 2017)
- London Borough of Richmond Upon Thames Local Plan (July 2018)

2.2 The documents reviewed are those relevant to determine planning applications in the borough as noted on the planning authority's website. The Transport Statement provides a summary of the relevant transport policies, particularly those relating to transport assessment, sustainable travel, parking and servicing.

### **3 BASELINE CONDITIONS**

- 3.1 This section of the Transport Assessment provides detail of the existing site use, the local highway network and accessibility on foot, by cycle and public transport.

#### **Existing Site Use**

- 3.2 The Transport Statement provides detail of the existing site access arrangements and use. It does not provide detail on the level of car parking, which is relevant when considering the effect of the proposed development when compared to the proposed development. A total of 70 spaces were recorded on site during the recent site visit.
- 3.3 As noted, building work was observed to be taking place on site and the Transport Statement acknowledges that demolition work restricts access to the site. The Transport Statement advises that the site provides circa 6,950 square metres of C2 medical floor space. It is assumed that this floor area was current at the time that the Transport Statement was written, but it should be clarified if the floor area has subsequently reduced as a result of demolition work.

#### **Local Highway Network**

- 3.4 The Transport Statement provides a description of South Worple Way, from where access to the site is taken, and the wider highway network including White Hart Lane and Mortlake High Street. The presence of a level crossing on White Hart Lane is acknowledged.
- 3.5 South Worple Way is a two way carriageway, but the majority of the eastern section between the development site and White Hart Lane is approximately 3.3 metres wide and does not provide sufficient carriageway width for vehicles to pass. Traffic flows were observed to be light and the width of the road did not appear to cause any issues at the time the site was visited. The width of South Worple Way was not noted in the Transport Statement.
- 3.6 The Transport Statement noted that streets in the vicinity of the site were to due to be included within a controlled parking zone. The parking zone has now been implemented.

#### **Accessibility on Foot**

- 3.7 A description of local pedestrian infrastructure is provided within the Transport Statement. However, a footway is only provided on the southern side of the street and it is narrow, in the order of 1.2 metres wide to the east of the site and some 1.85 metres outside the site frontage. Pedestrian movement was observed to be light when the site visit was undertaken. The width of the footway on South Worple Road was not noted in the Transport Statement.

- 3.8 The Transport Statement notes that a proposal to implement a footbridge over the railway line at the White Hart Land Level Crossing had been permitted. This bridge has now been constructed.

### **Accessibility by Cycle**

- 3.9 Local cycle routes are described in the Transport Statement and a figure provided to show routes in the vicinity of the site.

### **Accessibility by Public Transport**

- 3.10 The Transport Statement provides detail of local public transport services and provides a manual PTAL assessment to demonstrate that the PTAL of the site is better than suggested by Transport for London's WebCat tool, which does not take account of the presence of a bridge across the railway line to the west of the site or the fact that Mortlake and Barnes Bridge railway stations are both within 800 metres walk from the site.

### **Accident Statistics**

- 3.11 The Transport Statement does not provide an analysis of personal injury accident (PIA) data for the local road network. Transport for London's Transport Assessment Best Practice document advises that a review of accident statistics should form a part of the baseline data that should be considered by Transport Assessments. The guidance acknowledges that for schemes where a Transport Statement is considered sufficient, core topics can be scoped out. In this instance, given the restricted footway and carriageway width on South Worple Way, it is considered that it would have been appropriate to carry out a review of PIA data within the Transport Statement to ascertain whether the existing highway arrangement has been a factor in any recorded accidents.

## 4 DEVELOPMENT PROPOSALS

4.1 The Transport Statement advises that the proposed development will comprise the following;

- 80 residential units within 3 new apartment buildings;
- 3 residential units within 2 existing buildings on site;
- A health centre providing outpatient mental health facilities and a GP surgery; and
- A SEN school.

### Access

4.2 Vehicular access to the residential element of the development will be taken from the existing access at the western end of the site, which will operate on a 2 way basis. It will provide access to a basement parking area and a refuse collection bay.

4.3 The eastern point of access will be used by the health centre and SEN school. It will provide access for both cars and service vehicles and some widening is proposed to accommodate this activity. The Transport Statement provides swept path analysis to demonstrate the vehicles can manoeuvre to and from both access points in a satisfactory manner.

4.4 The existing entrance at the centre of the site will be closed to general traffic and provide access for pedestrians, cyclists and emergency vehicles only.

### Parking

#### Residential

4.5 The proposed residential units will be provided with 44 basement car parking spaces, of which 5 will be provided for use by blue badge holders. This equates to a provision of 0.53 spaces per unit. This provision is fully in accordance with maximum standards within the current London Plan and reflects the more restrictive standards in the Draft London Plan, which has yet to be adopted, that permit up to 0.5 spaces per unit in outer London locations with a PTAL rating of 4. A total of 153 cycle parking spaces will be provided in accordance with the London Plan.

4.6 The Health Centre will have 26 car parking spaces and 27 cycle parking spaces. The London Plan advises car parking for D1 use development should be assessed on a case by case basis. The Transport Statement explains that 26 car parking spaces (including four bays for blue badge holders) are provided to serve 35 consulting rooms. This is considered appropriate and in accordance with parking policy. Cycle parking accords with London Plan standards.



- 4.7 The SEN school will have 11 car parking spaces for staff use. The Transport Statement explains that pupils will be dropped off by minibus, so no car parking is needed for parents/carers picking up pupils. Cycle parking for 26 bicycles is proposed which exceeds London Plan Standards.

### **Parking Survey**

- 4.8 The Transport Statement provided a survey of on street parking demand in the local areas overnight, when demand for parking will be highest. It is noted that since this work was undertaken, the Council has introduced parking controls in the area, which restrict parking in marked bays to permit holders only from Monday to Friday between 10am and noon. The introduction of the Controlled Parking Zone (CPZ) is unlikely to have materially effected the results of the parking survey, as the controls appear to have been designed to deter long stay parking during the day.
- 4.9 The Transport Statement notes that the CPZ should prevent the potential for parking on street by residents or members of school or health centre staff. It is considered that this conclusion is reasonable on the basis that the applicant enters into a permit free agreement with the Council to prevent anyone living or working at the development from being able to apply for a permit to park on street.

### **Deliveries and Servicing**

- 4.10 It is proposed that deliveries and servicing for the SEN school and Health Centre will take place on site. It is proposed that residential deliveries will take place on street where an area of double yellow lines is proposed in the location of the existing central access point. Residential refuse collection will take place from a collection bay adjacent to the basement car park access road. Swept path analysis included with the Transport Statement shows that a range of delivery vehicles up to a large refuse vehicle can manoeuvre to and from the site in a satisfactory manner.

## **5 EFFECT OF DEVELOPMENT**

- 5.1 The Transport Statement considers the trip attraction of the existing site use, if fully operational, and that of the proposed development to enable the net change in trips to be identified. This approach is standard practice and enables the potential transport impacts of the development to be identified. The assessment considers the usual weekday morning and evening peak hour period, which is standard practice.

### **Existing Site Use**

- 5.2 The trip attraction of the existing hospital has been based upon survey data undertaken at a nearby hospital in Tolworth, given that the development site is not fully operational at present. This approach is considered appropriate and in is in accordance with TfL guidance. As noted in section 3, it should be clarified that the total floor area used for this assessment is still intact on site and has not been reduced as a result of demolition work.
- 5.3 The Transport Statement identifies that the existing site could attract 48 vehicle trips during the morning peak hour period and 46 during the evening peak if fully occupied. Given the provision of 70 car parking spaces on site, it is considered that this level of vehicular movement is reasonable.

### **Proposed Site Use**

#### **Residential**

- 5.4 The trip generation of the residential element of the scheme has been based upon data for private flats in London contained within the TRICS database. This assessment predicts 60 trips to and from the site during the morning peak hours, which is within the range that would be expected for a development of this scale. Vehicle trips have then been calculated based upon the modal share of journeys to work by residents in the local area as recorded by census. This approach is widely used and considered acceptable as it reflects the travel options available in the local area.

#### **Health Centre – GP Surgery**

- 5.5 Trips to the GP surgery element of the Health Centre have also been estimated based upon TRICS data for sites in London, of which there is only one in the database. The trip rates presented are based upon the number of doctors present. For the 7 doctors proposed, it is estimated that the surgery would attract in the order of 36 trips in the morning peak hour and 49 in the evening. This suggests that each doctor sees in the order of 4 -5 patients an hour.

- 5.6 A 2011 report by the Royal College of General Practitioners entitled *"It's Your Practice"* advises that *"The appointment time given for a GP consultation is usually 8–10 minutes, although it can be longer for more complicated reviews and procedures."* As such, it is considered that the level of predicted GP surgery trips appears reasonable.
- 5.7 The number of vehicle trips associated with the GPs surgery has been taken from the TRICS site. This site has a PTAL of 4, the same as the application site and as such, it is considered reasonable that the level of vehicular trips would be comparable.

### **Health Centre – Mental Health Patients Outpatient Facilities**

- 5.8 The Transport Statement advises that this element of the proposals will operate in the same way as the current facilities on site and as such, the same trip rates used to assess the existing site use have been used to estimate total person and vehicle trips for this element of the development. This approach is considered acceptable.

### **SEN School**

- 5.9 The Transport Statement advises that pupils of the SEN school will be picked up and dropped off by minibus. As such, based upon a minibus accommodating 15 pupils, the Transport Statement advises that there will be 6 inbound and outbound movements when pupils are dropped off at school and picked up at the end of the day. The school day ends at 3:15pm and as such, these trips would not be on the local road network during the evening peak hour period.
- 5.10 Staff vehicle trips have been estimated on the basis that all parking spaces would become occupied during the morning peak hour and that half would be vacated during the evening peak hour. Given that the school day ends at 3:15pm, it is accepted that this approach is robust.

### **Net Change in Trips**

- 5.11 The net change in trips presented in the Transport Statement identified that the net effect of the development in terms of vehicle trips would be an increase of 3 vehicle movements during the morning peak hour period and a reduction of 11 movements during the evening peak. The Transport Assessment advises that this level of change in vehicle trips would not have a material effect on the operation of the local road network, which is considered to be a sound conclusion.
- 5.12 The total change in trips as a result of the development proposals is identified to be 101 during the morning peak hour period and 71 during the evening peak hour. The Transport Statement goes on to note that there will be an additional 33 and 25 pedestrian movements during the morning and evening peak hour periods and comments that this level of trips would be distributed around various pedestrian routes in the local area.

- 5.13 However, it is unclear exactly how these figures have been calculated given full multimodal trip information has not been presented the existing use or all of the proposed uses. Given that the majority of non car trips would start and end on foot, it appears likely that the increase in footfall on pedestrian routes would be greater than that considered in the Transport Statement.
- 5.14 In light of this, it is considered that further consideration should be given to effect of increased pedestrian activity on the surrounding pedestrian network, particularly given the narrow footway on South Worple Road. This assessment should include a review of local Personal Injury Accident Data given to ascertain whether there is an existing road safety issue in the vicinity of the site that could affect, or be affected by the development proposals.

## 6 SUMMARY AND CONCLUSION

6.1 TTP Consulting has been appointed by South West London and St George's Mental Health Trust to carry out a peer review of the October 2018 Transport Statement produced by Motion in relation to the development proposals for the Barnes Hospital site in the London Borough of Richmond upon Thames.

6.2 In summary, it is considered that the assessment methodology used is appropriate for the scale of the development and has been undertaken in accordance with relevant guidance and best practice. However, it is considered that there are a number of points that require clarification and further consideration as listed below.

- Does the floor area of buildings on site used in the assessment of existing trips relate to buildings currently on site or does it include buildings which have recently been demolished;
- The level of trips arriving at, and departing the site on foot, (including those involving a subsequent journey using public transport) should be clarified and consideration be given to what effect any increase might have on the operation of the local pedestrian network;
- It is considered that a review of Personal Accident Injury data for the local highway network should be undertaken.