



ttp consulting  
transport planning specialists

LPS (Richmond) Holdings

**The Rose of York, Petersham Road  
London Borough of  
Richmond upon Thames**

Transport Statement

July 2021

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## Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>SITE AND SURROUNDING AREA.....</b>	<b>2</b>
	<b>Site Use .....</b>	<b>2</b>
	<b>Site Location .....</b>	<b>2</b>
	<b>Local Highway Network .....</b>	<b>3</b>
	<b>On-Site Parking.....</b>	<b>4</b>
<b>3</b>	<b>ACCESSIBILITY BY SUSTAINABLE MODES .....</b>	<b>6</b>
	<b>Accessibility by Foot .....</b>	<b>6</b>
	<b>Accessibility by Bicycle .....</b>	<b>6</b>
	<b>Accessibility by Public Transport .....</b>	<b>6</b>
	<b>Bus Services .....</b>	<b>6</b>
	<b>Rail and Underground Services .....</b>	<b>7</b>
	<b>Public Transport Accessibility Level .....</b>	<b>7</b>
	<b>Car Clubs .....</b>	<b>8</b>
<b>4</b>	<b>PROPOSED DEVELOPMENT .....</b>	<b>9</b>
<b>5</b>	<b>POLICY CONTEXT .....</b>	<b>10</b>
	<b>National Planning Policy Framework.....</b>	<b>10</b>
	<b>The London Plan .....</b>	<b>10</b>
	<b>Richmond’s Local Plan .....</b>	<b>11</b>
<b>6</b>	<b>EFFECTS OF THE DEVELOPMENT.....</b>	<b>13</b>
	<b>Multi-Modal Trip Generation.....</b>	<b>13</b>
	<b>Access .....</b>	<b>14</b>
	<b>Car Parking .....</b>	<b>15</b>
	<b>Cycle Parking .....</b>	<b>16</b>
	<b>Deliveries and Refuse Collection .....</b>	<b>16</b>
	<b>Taxis.....</b>	<b>16</b>
	<b>Coaches.....</b>	<b>17</b>
<b>7</b>	<b>SUMMARY AND CONCLUSION .....</b>	<b>18</b>
	<b>Summary .....</b>	<b>18</b>
	<b>Conclusion.....</b>	<b>19</b>

## Figures

- Figure 2.1 - Site Location Plan
- Figure 2.2 - CPZ Extract Map
- Figure 3.1 - Car Club Location Extract

## Appendices

- Appendix A - Bus Route Spider Map
- Appendix B - Public Transport Accessibility Level Report
- Appendix C - Proposed Layout Plans
- Appendix D - TRICS Data
- Appendix E - Swept Path Analysis

# 1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by LPS (Richmond) Holdings (“the Applicant”) to provide traffic and transport advice in relation to the proposed development at The Rose of York (“the site”), located on Petersham Road in the London Borough of Richmond upon Thames (LBRuT).
- 1.2 The site is situated on the A307 Petersham Road, approximately 800m from Richmond town centre. It comprises a bar and associated dining space, 12 guestrooms, 1 manager’s apartment and 4 staff bedrooms. Parking for 36 vehicles is provided within 2 car park areas including an undercover car park to the east of the public house (the Eastern Car Park) and an area of hardstanding outside the main entrance (the Northern Car Park). Vehicle access is via Petersham Road with all deliveries and servicing accommodated on-site.
- 1.3 The proposals seek to reconfigure and refurbish the building to provide an additional 15 guestrooms with the new rooms occupying the Eastern car park and an area of the existing staff bedrooms. The Northern Car Park will be reconfigured with a total of 33 spaces provided, one of which will be allocated to Blue Badge holders. Access and servicing arrangements will be retained as per the existing situation with visibility at the access improved.
- 1.4 This Transport Statement considers the effects of the proposed development in terms of accessibility, parking, highway impact and servicing. The proposals have previously been subject to pre-application advice with highways officers raising no objection subject to conditions.
- 1.5 The remainder of the report is structured as follows:
- Section 2 - summarises the existing situation;
  - Section 3 - sets out the site’s accessibility;
  - Section 4 - describes the development proposals;
  - Section 5 - reviews transport planning policy;
  - Section 6 - considers the effects of the proposed development; and
  - Section 7 - presents a summary and conclusion.

## 2 SITE AND SURROUNDING AREA

### Site Use

- 2.1 The site comprises a two-storey building which is currently in use as a public house and hotel known as “The Rose of York”. The building provides a bar and dining space as well as 12 guestrooms, 4 staff rooms and a managers’ apartment.
- 2.2 One vehicle crossover, located at the centre of the western boundary, serves access to the site via Petersham Road. The entrance provides access to an area of hardstanding and 22 parking spaces to the north of the main building. An additional 14 spaces are also provided under a covered area to the east of the building. All servicing activity is currently undertaken on-site.

### Site Location

- 2.3 The site is broadly triangular in shape, with The Petersham Hotel located to the east and Petersham Road to the west. Nightingale Lane runs along the northern boundary and Petersham Common along the south. Richmond town centre is located circa 800m north of the site, with additional local amenities located circa 200m east of the site on Richmond Hill.
- 2.4 The surrounding area has a mix of commercial, residential and leisure elements. Petersham Road (A307) itself consists mainly residential units, however within 1km north of the site the A307 becomes Hill Street where there are numerous shops, coffee shops, restaurants, bars, and a cinema. As such, the site is located within an established area which benefits from many services that currently cater for guests and customers at the site. The site location is shown at **Figure 2.1**.

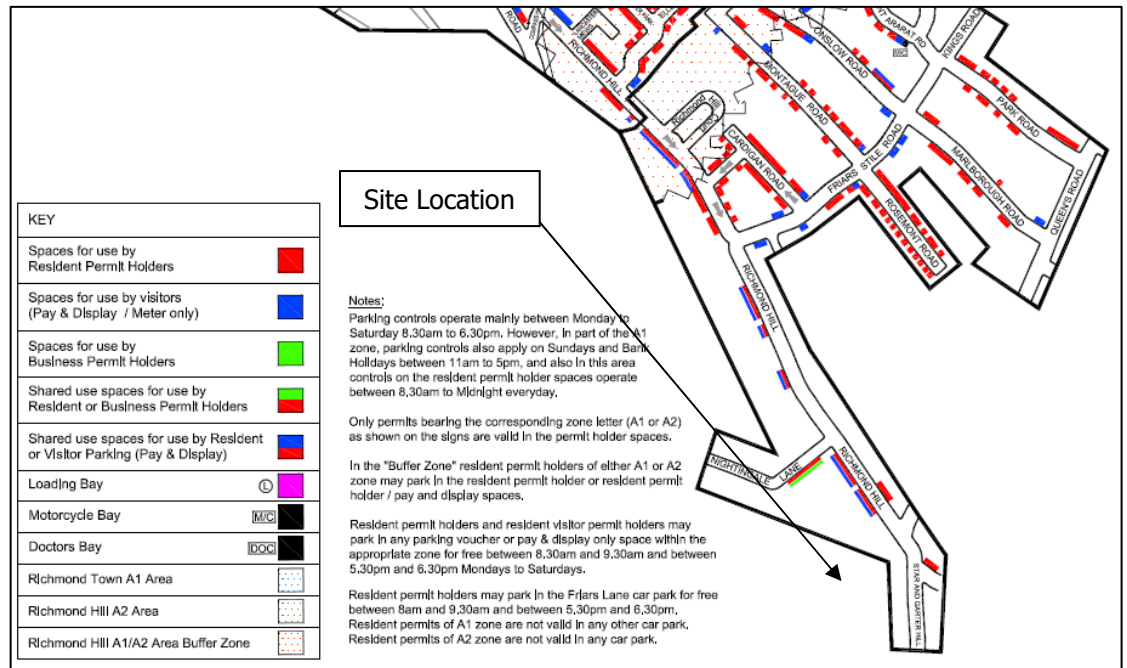
**Figure 2.1 Site Location Plan**



## Local Highway Network

- 2.5 Petersham Road (A307) operates between Cobham to the south and the A205 South Circular Road to the north passing between Esher, Kingston upon Thames, Richmond and the site itself. In the vicinity of the site, double yellow lines run along the extent of the road except for the provision of a southbound bus stop towards the northern end of the site. The road measures 6.3m in width, width western and eastern footways measuring between 1.4m and 1.2m respectively. The access junction serving the site measures 13.1m in width.
- 2.6 Nightingale Lane provides access to Richmond Hill where there are numerous hotels, bars and restaurants, it is one way and facilitates westbound vehicular traffic only. Single yellow lines run along the extent of the northern side of the street and a combination of parking bays and single yellow lines along the south side of the street.
- 2.7 The surrounding roads, including Nightingale Lane are included within CPZ-A2 (Richmond Hill) where there are a combination of single yellow lines and mixed-use parking bays. The CPZ is in operation Monday through Saturday between 8.30am and 6.30pm. **Figure 2.2** shows an extract of the CPZ zone taken from the Council's website.

**Figure 2.2 Extract of the CPZ Zone**



## On-Site Parking

2.8 As noted, there are currently 36 parking spaces at the site. In order to understand existing parking demand, the number of cars parked at the site on Friday 5<sup>th</sup> and Saturday 6<sup>th</sup> of October 2018, between 5pm – 11pm and 10am and 11pm were recorded, a summary of which is included at **Table 2.1**.

Time Period	Friday		Saturday	
	Parked Cars	Occupancy	Parked Cars	Occupancy
10am	-		2	6%
11am	-		2	6%
12pm	-		3	8%
1pm	-		2	6%
2pm	-		8	22%
3pm	-		6	6%
4pm	-		6	6%
5pm	4	11%	4	11%
6pm	1	3%	3	8%
7pm	3	8%	5	14%
8pm	5	14%	6	6%
9pm	3	8%	2	6%
10pm	3	8%	2	6%
11pm	1	3%	2	6%

- 2.9 Peak parking demand was recorded between 2pm – 3pm on the Saturday, where 8 of the 36 parking spaces were occupied. The survey demonstrates that there is plenty of spare capacity on-site.



### **3 ACCESSIBILITY BY SUSTAINABLE MODES**

#### **Accessibility by Foot**

- 3.1 The local area benefits from links to numerous facilities and public transport services, with footways, street lighting and a number of crossings with dropped kerbs and tactile paving. In particular, a signalised crossing is located on the A307 to the north of the site providing access to northbound bus services. Further signalised crossings on the A307 allow pedestrians to cross the carriageway intermittently.
- 3.2 The site is conveniently located within a short walking distance to Richmond town centre where there are numerous high street shops, restaurants and facilities, whilst the Buccleuch Passage (Thames Pathway) can be accessed within a 100m distance of the site facilitating access to green space.

#### **Accessibility by Bicycle**

- 3.3 'The Chartered Institution of Highways and Transportation (CIHT) published a document in October 2015 titled 'Planning for Cycling'. It states that although only 2% of all journeys in the UK are made by bicycle, the majority of trips by all modes are short distances (67% are less than 5 miles / 8km and 38% are less than 2 miles / 3.2km) and as such the bicycle is a potential mode for many of these trips (DfT 2014a).
- 3.4 The local cycle network benefits from off-road routes which follow both sides of The River Thames, along Twickenham Road and around and through Richmond Park. The off-road route along The River Thames makes up a part of National Cycle Route 4 which runs from central London to Bristol. London Cycle Route 75 runs from Brentford in a southwards direction through Twickenham, Kingston, Croydon and Bromley to Woolwich.

#### **Accessibility by Public Transport**

##### **Bus Services**

- 3.5 The closest bus stop, 'Nightingale Lane / Petersham Hill', which is located on Petersham Road adjacent to the western boundary of the site, facilitates southbound services to Kingston upon Thames. Circa 150m to the north on the western side of Petersham Road is the Nightingale Lane / 'S' bus stop which facilitates travel to Ealing Broadway. Both stops provide services on bus route '65' which runs every 5 – 9 minutes Monday to Saturday and every 9 – 12 minutes on Sundays. It is pertinent to note that bus stop 65 passes Richmond Station where there are greater opportunities to travel by underground, overground and rail.

3.6 The relevant bus route 'spider map' prepared by TfL is provided at **Appendix A**.

### **Rail and Underground Services**

3.7 Richmond Station is located 1.7km to the north and is served by the District Line, London Overground and South West Rail services.

3.8 Services on the District Line provide access to Upminster with opportunities to change onto northbound and southbound district routes to Edgware Road and Wimbledon, both with a peak time frequency of one train every 10 minutes. The District Line offers an interchange with other London Underground lines.

3.9 The London Overground service from Richmond runs to Stratford via Hampstead Heath every 15-20 minutes. There are also opportunities to change at Willesden Junction and take trains via numerous destinations such as Clapham Junction, Watford Junction and Euston.

3.10 South West trains provide services along the Reading to London Waterloo line. There are approximately:

- 11 services an hour to London Waterloo;
- 4 services an hour to Reading;
- 2 services an hour to Chiswick;
- 2 services an hour to Windsor and Eton Riverside; and
- 2 services an hour to Wimbledon.

### **Public Transport Accessibility Level**

3.11 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.

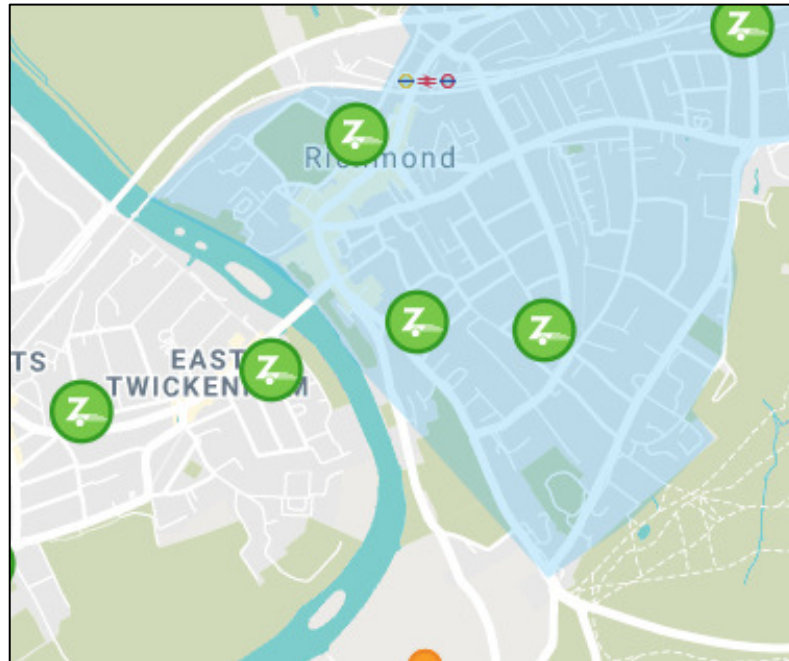
3.12 The method is essentially a way of measuring the density of the public transport network at a particular point. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.

3.13 The site has a Public Transport Accessibility Level (PTAL) of 2. A copy of the output in **Appendix B**.

## Car Clubs

- 3.14 A large number of car club bays are located within a 10-minute walking distance of the site, shown in **Figure 3.1**, the nearest of which is operated by Zipcar and is situated on Richmond Hill (TW10 6RH), approximately 600m to the north.

**Figure 3.1 Car Club Bays in Relation to Site**



## 4 PROPOSED DEVELOPMENT

4.1 The proposals associated with this planning application seek permission for an extension and reconfiguration of the building to provide 15 new guestrooms along with a reconfiguration of the Northern Car Park as illustrated on the plans in **Appendix C** and summarised below:

- The Eastern Car Park will be removed and replaced with guestrooms;
- The Northern Car Park will be remodelled to provide a total of 33 spaces;
- A total of 6 secure and sheltered cycle parking space will be provided;
- A new pedestrian access to the courtyard will be created from Petersham Road adjacent to the west side of the building.
- Access will be retained from Petersham Road via the existing arrangement, with landscaping cut back to improve visibility splays; and
- Servicing and refuse collection will be accommodated on-site as per the existing arrangement.

## 5 POLICY CONTEXT

5.1 This section summarises the relevant transport policies at national, regional and local level which will be considered.

### **National Planning Policy Framework**

5.2 The National Planning Policy Framework (NPPF) (updated June 2019) sets out the Government's planning policies for England and how these are expected to be applied.

5.3 When considering the transport effects of a development, NPPF states that:

*"all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

5.4 Plans and decisions should take account of whether:

- *"the opportunities for sustainable transport modes have been taken up depending on the nature of the development and location of the site;*
- *safe and suitable access to the site can be achieved for all people; and*
- *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."*

5.5 Paragraph 109 advises that:

*"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."*

### **The London Plan**

5.6 The London Plan (March 2021) strives to promote a healthier and more active London with improving air quality and reducing car parking provision at the forefront of the plan.

5.7 The strategic aim in transport terms is to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. It also states that without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably. As such, to achieve sustainable growth,

Development Plans should support walking, cycling and public transport through policies that support mode shift.

5.8 Policy T1 seeks a strategic approach to transport and states at paragraph 10.1.1. that:

*"The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably."*

5.9 Furthermore, T2 sets out the Healthy Streets Approach which states that:

*"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling."*

5.10 Policy T5, 'cycling', suggests that barriers to cycling can be removed and that a healthy environment in which people choose to cycle can be created through appropriate levels of cycle parking which are fit for purpose, secure and well-located.

5.11 Table 10.2 sets out the minimum cycle parking standards and states that for C1 hotel use a development should provide 1 long term space per 20 bedrooms and 1 short term space per 50 bedrooms.

5.12 In respect of car parking, Policy T6.4 states that in locations of PTAL 0-3, schemes should be assessed on a case-by- case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.

5.13 It also states that all operational parking must provide infrastructure for electric or other Ultra Low Emission vehicles, including active charging points for all taxi spaces.

5.14 A minimum of 1 disabled parking space is expected for commercial uses.

### **Richmond's Local Plan**

5.15 Richmond's Local Plan was adopted in July 2018 and sets out policies and guidance for the development of the borough over the next 15 years. The document states that the policies set out in the plan follow the approach of the presumption in favour of sustainable development and show how it is expressed locally.

- 5.16 Chapter 11 sets out the borough's transport policies within which Policy LP 44 'Sustainable Travel Choices' states that the Council will work in partnership to promote safe, sustainable and accessible transport solutions.
- 5.17 Policy LP 45 sets out Parking Standards and Servicing and states that the Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development whilst minimising the impact of car based travel including on the operation of the road network and local environment and ensuring making the best use of land.
- 5.18 At 11.2.3 the document states that *"Developers may only provide fewer parking spaces, including car free schemes, if they can demonstrate as part of a Transport Statement or Transport Assessment with supporting survey information and technical assessment that there would be no unacceptable adverse impact on on-street parking availability, amenity, street scene, road safety or emergency access in the surrounding area, as a result of the generation of unacceptable overspill of on-street parking in the vicinity. In general it is expected that in PTAL areas of 0-3 the standards should be met."*
- 5.19 Appendix 3 of the document sets out the Council's parking standards for hotels, the document states *"as per the London Plan although locality and on-street parking conditions will need to be assessed including parking stress surveys if appropriate. Servicing and coach parking to be provided off-street"*. Cycle parking standards for both use classes defers to the London Plan.

## 6 EFFECTS OF THE DEVELOPMENT

6.1 This section considers the potential traffic and transport effects of the proposals, in particular, in relation to the following:

- Multi modal trip generation and the effect on the highway and public transport network;
- Car and Cycle parking;
- Deliveries and Servicing Requirements;
- Refuse & Recycling Storage and Collection;
- Taxis; and
- Coaches.

### Multi-Modal Trip Generation

6.2 The potential number of trips associated with the 15 additional guestrooms has been based on trip rates from the TRICS database considering comparable sites in the Hotel, Food and Drink: Hotel category with similar characteristics such as 'edge of town' location and a PTAL rating of 2-3. Although the site is strictly a Pub / Restaurant with hotel facilities, there are no London sites within this category in the TRICS database.

6.3 The TRICS sites included surveys at hotels with 0 to 150 rooms surveyed since the 1<sup>st</sup> of January 2000. The exercise revealed a total of 4 sites with one each in Bexley and Greenwich and two in Hounslow. The TRICS output files are contained in **Appendix D**, whilst a summary of the trip rates is included in **Table 6.1**. The same rates that were previously reviewed by the highways officer have been utilised for consistency.

	<b>Trip Rates (1 Hotel Room)</b>		<b>Trips (15 Hotel Rooms)</b>	
	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>
07:00-08:00	0.098	0.239	1	4
08:00-09:00	0.127	0.402	2	6
09:00-10:00	0.149	0.343	2	5
19:00-20:00	0.444	0.241	7	4
20:00-21:00	0.375	0.241	6	4
21:00-22:00	0.681	0.151	10	2
Daily	3.648	3.519	55	53



6.4 **Table 6.2** shows the TRICS multi-modal trip assessment for an additional 15 hotel rooms, and sets out the number of trips by mode during the morning and evening peak hours. The movements will be associated with guests checking-in / checking-out as well as those undertaking visits to the local area, along with additional staff movements.

<b>Table 6.2 Hotel Multi-Modal Trip Assessment</b>							
	<b>Travel Mode</b>	<b>Public Transport</b>	<b>Taxi</b>	<b>Vehicles</b>	<b>Cyclists</b>	<b>Pedestrians</b>	<b>Total</b>
	<b>Modal Split</b>	<b>32.5%</b>	<b>10.8%</b>	<b>23.8%</b>	<b>0.2%</b>	<b>32.7%</b>	<b>100.00%</b>
07:00-08:00	Arrivals	0	0	0	0	0	0
	Departures	1	0	1	0	1	0
08:00-09:00	Arrivals	1	0	0	0	1	0
	Departures	2	1	1	0	2	0
09:00-10:00	Arrivals	1	0	1	0	1	0
	Departures	2	1	1	0	2	0
19:00-20:00	Arrivals	2	1	2	0	2	0
	Departures	1	0	1	0	1	0
20:00-21:00	Arrivals	2	1	1	0	2	0
	Departures	1	0	1	0	1	0
21:00-22:00	Arrivals	3	1	2	0	3	0
	Departures	1	0	1	0	1	0
Daily	Arrivals	18	6	13	0	18	0
	Departures	17	6	13	0	17	0

6.5 The modal split is based upon the main mode of travel, and therefore considers the longest part of the journey. It is also considered that the majority of pedestrian movements would be largely made up by those exploring the local area whilst staying at the hotel and not checking-in or out of the hotel.

6.6 The exercise suggests that the 15 new guestrooms would generate 26 additional two-way vehicular movements through the day, with no more than 3 movements in any one hour, and an additional 1 two-way trips would be made by taxi.

### **Access**

6.7 The proposals include the creation of a new stepped pedestrian access into the courtyard from Petersham Road to the north of the building which will enable pedestrians walking to / from the north along Petersham Road to access the building / courtyard without having to walk through the car park.

- 6.8 Changes to the vehicular access include cutting back the landscaping within the site to improve the visibility from the car park.

### Car Parking

- 6.9 There is currently parking for 36 cars on site of which 14 are located in the Eastern car park and 22 in the Northern car park.
- 6.10 The proposals associated with the planning application will result in the loss of the Eastern car park and reconfiguration of the Northern car park to provide a total of 33 spaces, one of which will be allocated for Blue Badge holders, as illustrated on the plans at **Appendix C**. The provision is considered to be adequate by the applicant and appropriate given the site's location.
- 6.11 Parking surveys at the site suggested that at all times there were a minimum of 28 parking spaces available. As such, it is appropriate that no additional parking is provided at the site and that the reduction in parking would not result in any impact on-street.
- 6.12 A car parking accumulation assessment has been undertaken and the TRICS data has been applied to the proposed 15 bedrooms. It is considered robust to undertake this from 2pm onwards. If so, it is expected that the 15 bedrooms would generate a maximum of 5 cars on-site at any one time associated with guests, as shown in **Table 6.3**.

<b>Time</b>	<b>Vehicle Arrivals</b>	<b>Vehicle Departures</b>	<b>Accumulation</b>
14:00-15:00	0	1	0
15:00-16:00	1	1	1
16:00-17:00	1	1	1
17:00-18:00	1	1	1
18:00-19:00	1	1	2
19:00-20:00	2	1	2
20:00-21:00	1	1	3
21:00-22:00	3	1	5

- 6.13 The proposed scenario would result in a total of 33 parking spaces and the busiest 1-hour period on-site was recorded as having 8 vehicles parked. Given that there will be a small reduction of floor space associated with the pub it is considered appropriate to add the parking demand generated from the proposed additional 15 bedrooms to that of the existing parking beat assessment. As such, if demand for an additional 5 vehicles is added to the existing 8 vehicles. It is expected that there would be a maximum of 13 vehicles parked within anyone hour, resulting in an occupancy level of 39%.

- 6.14 It is noted that the TRICS assessment is based on a weekday, given the limited sites available, as opposed to a Saturday. However it is expected that the car park would be less than 40% utilised based on the parking accumulation assessment.
- 6.15 All parking demand can therefore be contained on-site and off of the public highway. Therefore, there is sufficient capacity to accommodate the existing and additional hotel guests as well as the existing demand associated with the public house.

### **Cycle Parking**

- 6.16 The proposals include parking for 6 bicycles in a secure, undercover compound at ground level as illustrated on the plans in **Appendix C**. The provision is in accordance with London Plan standards.

### **Deliveries and Refuse Collection**

- 6.17 All deliveries and refuse collection are currently undertaken via the car park. The proposals which include 15 additional guestrooms and no material changes to the existing pub and restaurant facilities would not result in a change in the number of deliveries, with more stock taken from existing delivery vehicles. For example a laundry vehicle will deliver additional linen for the new rooms rather than the need for another delivery.
- 6.18 The majority of deliveries would be undertaken by small or medium sized vehicles e.g. transit vans, with the occasional requirement for larger vehicles such as an 8m box van.
- 6.19 As with deliveries, refuse collection would continue as per existing, with the additional 15 guestrooms not materially increasing the amount of waste. As such, it is anticipated that the refuse vehicle would visit the site on the same frequency as under the existing arrangement. Collections would be arranged via a private collection agreement.
- 6.20 The proposed layout can accommodate a large refuse vehicle and 10m Rigid HGV vehicle to access and egress in forward gear, swept path analysis can be found in **Appendix E**.

### **Taxis**

- 6.21 Taxi pick-ups and drop-offs are expected to take place on-site in a similar manner to the existing situation with vehicles pulling into the car park and occupying empty spaces.
- 6.22 The proposed number of guest rooms is unlikely to generate a high number of additional taxi trips in any given hour. Furthermore, all taxi pick-ups/drop-offs are likely to be short in duration.

On this basis, taxi trips are not expected to cause harm to the operation of the local road network.

## **Coaches**

- 6.23 The proposed development is not expected to attract large groups or coach parties due to the nature of the public house / hotel. As such coach parking facilities are not included.

## 7 SUMMARY AND CONCLUSION

### Summary

- 7.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed development at The Rose of York in the London Borough of Richmond upon Thames.
- 7.2 There are currently a total of 12 guestrooms at the hotel. The proposals seek to refurbish and extend the building to provide 15 additional guest rooms with the external area reconfigured to provide 33 parking spaces for cars.
- 7.3 The proposal has been assessed and can be summarised as follows:
- The site is accessible by public transport being within walking distance of bus, national rail, overground and underground services.
  - There is expected to be an additional 35 trips (18 arrivals / 17 departures) by public transport throughout the day which would not result in any changes in levels of service on the local transportation network.
  - The additional 15 hotel bedrooms are expected to generate an additional 26 trips by private car (13 arrivals / 13 departures) and 12 trips by taxi (6 arrivals and 6 departures) throughout the day (6am – 10pm). This is not considered to cause harm to the local highway network.
  - The site will be served by a total of 33 parking spaces, one of which will be for Blue Badge holders. Based on the parking surveys this is considered appropriate and would not result in any overspill impact.
  - Cycle parking will be provided in accordance with standards with 6 spaces provided in the basement. The cycle parking will be secure and undercover, whilst access will be step-free.
  - The existing access arrangement will be retained with alterations to the landscaping within the site to improve visibility.
  - Servicing currently takes place on-site via the car park. The proposals associated with this planning application would not result in any material changes to the number and nature of the deliveries with more stock taken from existing delivery vehicles.
  - Taxi trips will be accommodated on-site in line with existing situation.

- The proposals do not include any provision for coaches.

## **Conclusion**

7.4 In light of the above, and in accordance with NPPF paragraph 109, the residual cumulative impacts of the development are not considered severe. As such, the proposal should not be prevented or refused on transport grounds.

## **APPENDIX A**

# Buses from Richmond

## Route finder

Bus route	Towards	Bus stops
<b>33</b>	Fulwell Hammersmith	J L A G
<b>65</b>	Ealing Broadway Kingston Chessington World of Adventures (nights only)	B C D F J D F J
<b>190</b>	West Brompton	B C
<b>337</b>	Clapham Junction	A G H
<b>371</b>	Kingston Manor Road Sainsbury's	D F G B C J L
<b>391</b>	Sands End	B C
<b>419</b>	Hammersmith	B C
<b>490</b>	Heathrow Terminal 5 Pools on the Park	E F J B C
<b>493</b>	Manor Road Homebase	B C J L
<b>H22</b>	Tooting	D F G
<b>H22</b>	Hounslow	E F J
<b>H22</b>	Manor Circus	B C
<b>H37</b>	Hounslow	E F J
<b>H37</b>	Manor Circus	B C
<b>R68</b>	Hampton Court Kew Retail Park	E F J B C
<b>R70</b>	Manor Road Homebase Nurserylands	B C E F J

## Night Buses

Bus route	Towards	Bus stops
<b>N22</b>	Fulwell Piccadilly Circus	E F J B C

## Other Buses

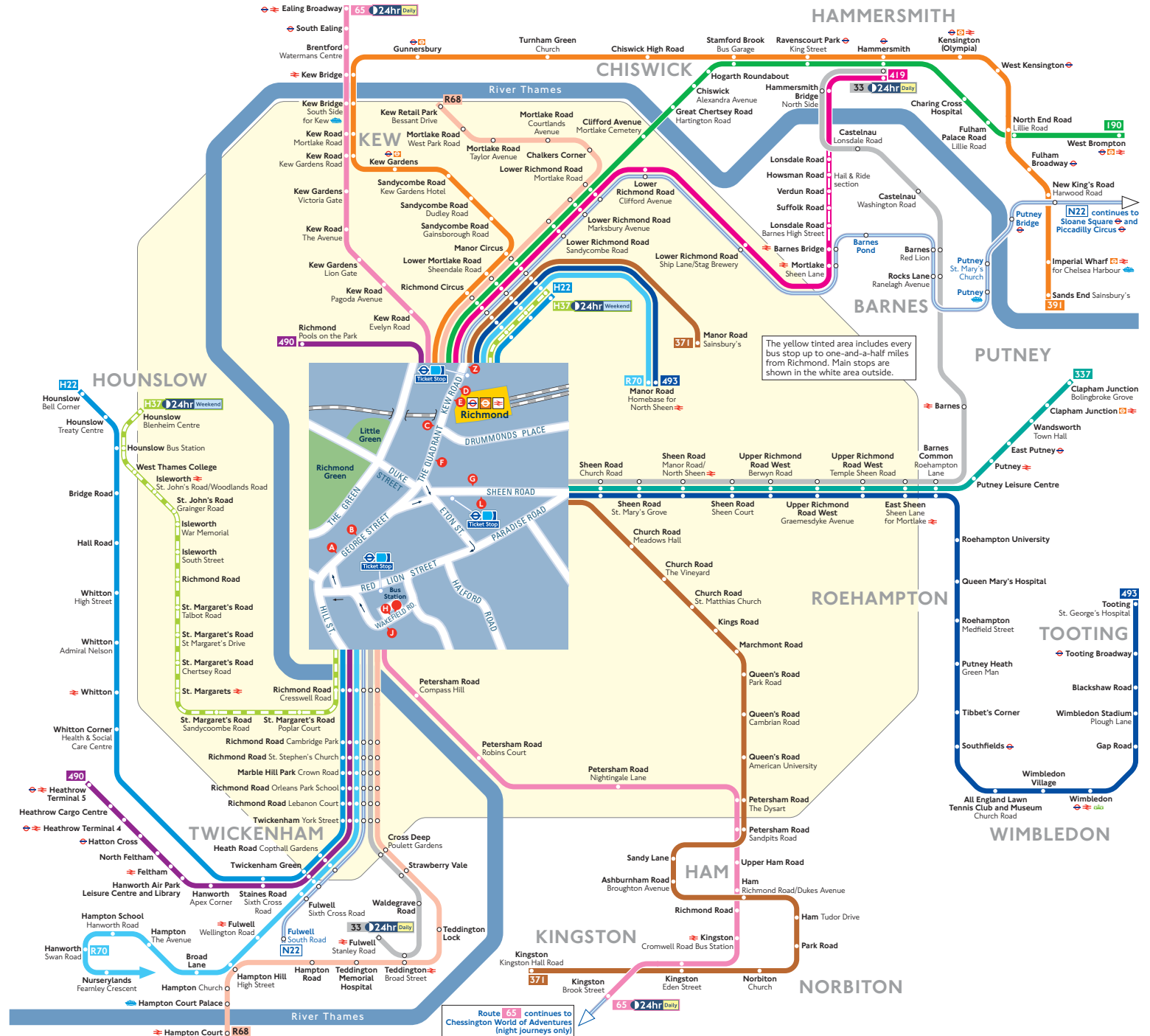
Bus route	Towards	Bus stops
<b>969</b>	Roehampton Vale ASDA ▼ Whitton ▼	B G J L

## Key

	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with Docklands Light Railway
	Connections with river boats
	One journey on Tuesdays and Fridays only
	Operates daily with 24-hour service Friday and Saturday nights

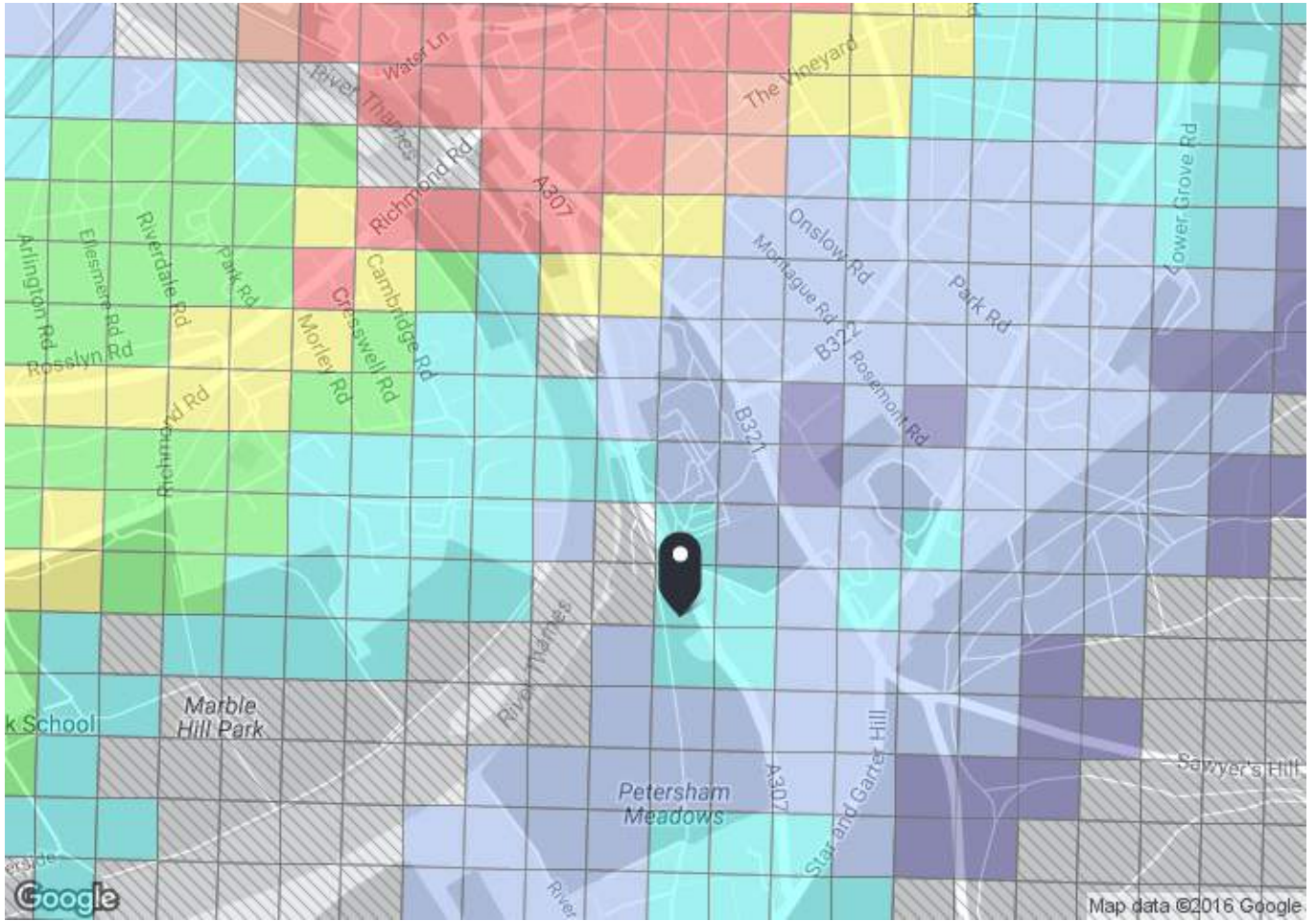
## Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.





## **APPENDIX B**



PTAL output for 2011 (Base year)  
2

91 Petersham Rd, Richmond TW10 6JY, UK

Easting: 518142, Northing: 173802

Grid Cell: 48059

Report generated: 29/11/2016

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Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STAR & GARTER HOME	371	562.53	7	7.03	6.29	13.32	2.25	0.5	1.13
Bus	THE ROSE OF YORK	65	15.83	9	0.2	5.33	5.53	5.42	1	5.42
<b>Total Grid Cell AI:</b>										<b>6.55</b>

## **APPENDIX C**