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Bridges Healthcare (Richmond) Limited

RICHMOND INN

Revised Transport Statement

Vectos

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REVISED TRANSPORT STATEMENT

Bridges Healthcare (Richmond) Limited

Richmond Inn Hotel, Richmond

August 2022

Revised Transport Statement

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This revised Transport Statement (TS) has been prepared on behalf of Bridges Healthcare (Richmond) Limited to support a planning application for the proposed redevelopment of the existing Richmond Inn Hotel.

This revised TS has been prepared following the submission of the TS which supported the original planning application (22/1496/FUL) and provides clarification on points relating to parking and servicing.

The proposed development will provide a total of 57 class C2 visitor accommodation units providing care and physiotherapy-led rehabilitation.

The site is well situated for travel by non-car modes and is walking distance of an array of shops and facilities. The site benefits from connections to public transport services including bus, underground, rail and overground services. This is reflected in the site's Public Transport Accessibility Level (PTAL) rating of 6a which is defined as 'excellent accessibility to public transport' (on a scale of 1a to 6b).

The surrounding area provides an extensive network of connected cycle routes and footways linking directly to the site. To encourage cycling, the proposals include on-site cycle parking provision over and above what is required by planning policy. Furthermore, the applicant will work alongside the council to implement and monitor a comprehensive Travel Plan aimed at maximising sustainable travel through incentive-based commitments and measures.

In accordance with national, regional and local planning policy the site will be car free except for a disabled parking space. A single visitor space is proposed to minimise any impact on local parking conditions. This is a reduction in parking spaces compared to the existing use of the site.

The proposals will result in a positive impact on the availability of parking on local roads by relinquishing all rights to on-street parking permits. This ensures staff will not be able to park on local roads.

There will be a significant reduction in vehicle movements associated with the site compared to the existing use of the site. An assessment has been undertaken which shows that a reduction of over 75 vehicles across the day is expected.

The applicant has entered into discussions with National Car Parks (NCP) to purchase a number of annual season tickets for occasional use where required by visitors. NCP have confirmed that season tickets can be used interchangeably. Access to spaces will be given to qualifying visitors. Whilst there are no proposals to encourage individuals to drive to the site, such arrangements ensure there will be limited impact on on-street parking near the site.

Servicing and drop-offs will be undertaken from the loading area within the site off Sydney Road. The proposed loading bay will ensure that traffic flows on Sydney Road are maintained whilst servicing is going on.

1 Introduction

1.1 Vectos has been appointed by Bridges Healthcare (Richmond) Limited to provide highways and transport advice in relation to the proposed redevelopment of Richmond Inn Hotel, Richmond. The London Borough of Richmond Upon Thames (LBRuT) is the local planning and highway authority.

1.2 The site is located circa 0.4km east of Richmond town centre and is bound by Sydney Road to the north, Church Road to the west and Sheen Road (A305) to the south. To the east the site is bound by a residential property.

1.3 The site comprises the existing Richmond Inn hotel, which is a 44-bed hotel. The site has been vacant since its closure in March 2020.

1.4 The proposed development will provide a class C2 visitor accommodation with 57 rooms. The development description is as follows:

"Partial demolition and extension of Richmond Inn for Class C2 visitor accommodation providing care and physiotherapy-led rehabilitation, highways works, car and cycle parking, refuse storage, landscaping and other associated works."

1.5 This Transport Statement (TS) has been prepared to present the proposed access arrangements and to assess the potential effects of the development proposals on the local transport network. This document has been prepared with reference to relevant national and local planning policy guidance and LBRuT guidance. This TS has been informed by discussions with LBRuT highways officers.

1.6 A Travel Plan outlining a strategy to manage travel to and from the site has been prepared by Vectos and is submitted under a separate cover.

Report Structure

1.7 The remainder of the report is set out as follows:

- **Section 2 – Policy Context:** Provides a brief overview of transport policy;
- **Section 3 – Existing Conditions:** Provides a description of the existing transport conditions;
- **Section 4 – Development Proposals:** Describes the proposed development, access and parking arrangements;
- **Section 5 – Trip Generation:** Sets out the trip generation related to the development proposals;
- **Section 7 – Summary and Conclusions:** Summary and findings of the Transport Statement.

2 Policy Context

2.1 This section details the relevant national and local transport related policy documents. The transport related policies and objectives that relate to the proposed development are outlined below.

National Planning Policy Framework (July 2021)

2.2 The National Planning Policy Framework (NPPF) was originally published by the Ministry of Housing, Communities and Local Government in March 2012. Since then, the NPPF has been updated in July 2018, February 2019 and the most recent version was updated and published in July 2021.

2.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

2.4 The three overarching objectives to achieve sustainable development outlined within the NPPF include:

"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

2.5 Chapter 9 covers the promotion of 'Sustainable Transport' and states in relation to parking standards:

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.6 It goes on to state that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.7 In relation to the development proposals, the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

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

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

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

2.8 Guidance is provided on the consideration of proposals. It is mentioned 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."

2.9 Within the above context it is stated that all applications for developments should:

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

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

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

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

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

2.10 With regard to the necessary documentation to be provided it is stated that:

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

Regional Policy

The London Plan (March 2021)

2.11 Chapter 10 of the London Plan focusses on Transport policies. Policy T1 'Strategic approach to transport' states that:

"A Development Plans should support, and development proposals should facilitate:

- *the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
- *the proposed transport schemes set out in Table 10.1.*

All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.12 Policy T2 refers to 'Healthy Streets'. A Healthy Streets Approach is an evidence-based approach to improve health and reduce health inequalities. This policy states that development plans should:

- *"promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- *identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant."*

2.13 In addition, development proposals should:

- *"demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*

- *reduce the dominance of vehicles on London's streets whether stationary or moving*

- *be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

2.14 Policy T4 'Assessing and mitigating transport impacts' states that:

"Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

- *When required in accordance with national or local guidance,179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.180*

  Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

- *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*

- *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*

- *Development proposals should not increase road danger."*

2.15 Policy T5 'Cycling' states that:

"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

- *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*

- *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring*

that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Development Plans requiring more generous provision of cycle parking based on local evidence will be supported."

2.16 Policy T6 Car Parking states that:

- *"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
- *Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.*
- *An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets."*

2.17 An extract of the minimum cycle parking standards for residential dwellings are shown in **Table 3.1** below.

Table 3.1: New London Plan (2021) Minimum Cycle Parking Standards

Use Class	Long Stay	Short Stay
C1	1 space per 20 bedrooms	1 space per 50 bedrooms
C2 (care homes/secure accommodation)	1 space per 5 FTE staff	1 space per 20 bedrooms

Richmond Adopted Local Plan (2018-2033)

2.18 The role of Richmond's Adopted Local Plan (2018-2033) is to help guide decision making with regards to new development. It will do this by setting out policies and guidance for the development of the borough over the next 15 years. The plan identifies the areas in which development will take place whilst also highlighting areas that will be protected from change.

Policy LP44: Sustainable Travel Choices.

2.19 The Council endeavour to work alongside developers to promote and develop a safe, sustainable and accessible transport system for Richmond. In order to do this the Council will:

"A. Location of development

Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

B. Walking and cycling

Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

C. Public transport

Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided.

Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

F. Safeguarding of routes and facilities

Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation.

Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

G. Taxis and private hire vehicles
Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations."

Policy LP 45: Parking Standards and Servicing

2.20 In order to minimise the impact of car-based travel and promote alternative modes of transport, the Council will ensure that new developments are in line with parking standards set out in the Adopted Local Plan. Specifically, the Council will:

"Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.

Manage the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network."

2.21 With regards to freight and servicing Policy LP 45 also states that:

"New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents."

Section 11.2 'Parking Standards and Servicing' highlights how Policy LP 45 covers the parking standards for new developments of all types. Specifically, paragraph 11.2.3 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. In PTAL areas of 4-6, parking provision at a level lower than the standard may be appropriate where this can be demonstrated as acceptable, taking account of local characteristics, availability of sustainable modes of travel and public transport provision, and availability of on-street parking spaces."

Summary

2.22 This section has reviewed key land use and transport planning policy. The proposed development takes account of governmental priorities for encouraging active travel by walking and cycling. The site is located in proximity to a range of public transport services and facilities and is therefore located sustainably.

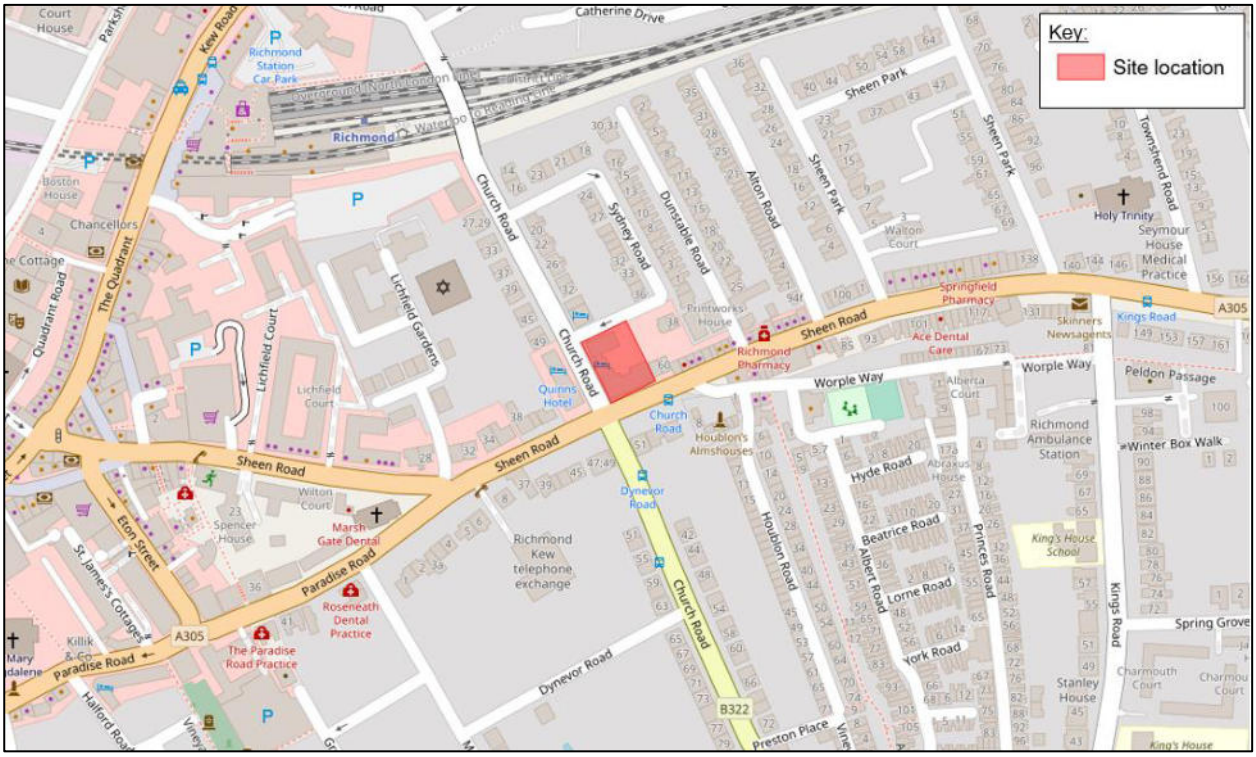
3 Existing Conditions

3.1 This section of the report provides an overview of the current accessibility of the site in terms of sustainable travel, and a high-level review of the local highway network.

Site Location

3.2 The site is located approximately 0.5km southeast of Richmond Railway Station. The site is bound by Sydney Road to the north, Church Road to the west and Sheen Road (A305) to the south. To the east the site is bound by residential a property. **Figure 3.1** shows the location of the site in a local context.

Figure 3.1: Site Location Plan



Walking and Cycling

3.3 The site benefits from being in proximity of a network of footways. Footways are present along both sides of Sydney Road, Sheen Road and Church Road. Footways are generally wide and well surfaced with tactile paving and dropped kerbs provided at crossing points.

3.4 Numerous crossing points are present in the area, including at the Church Road/Sheen Road junction located directly outside the site's southwestern corner. Further pedestrian crossings are present between the site and Richmond town centre.

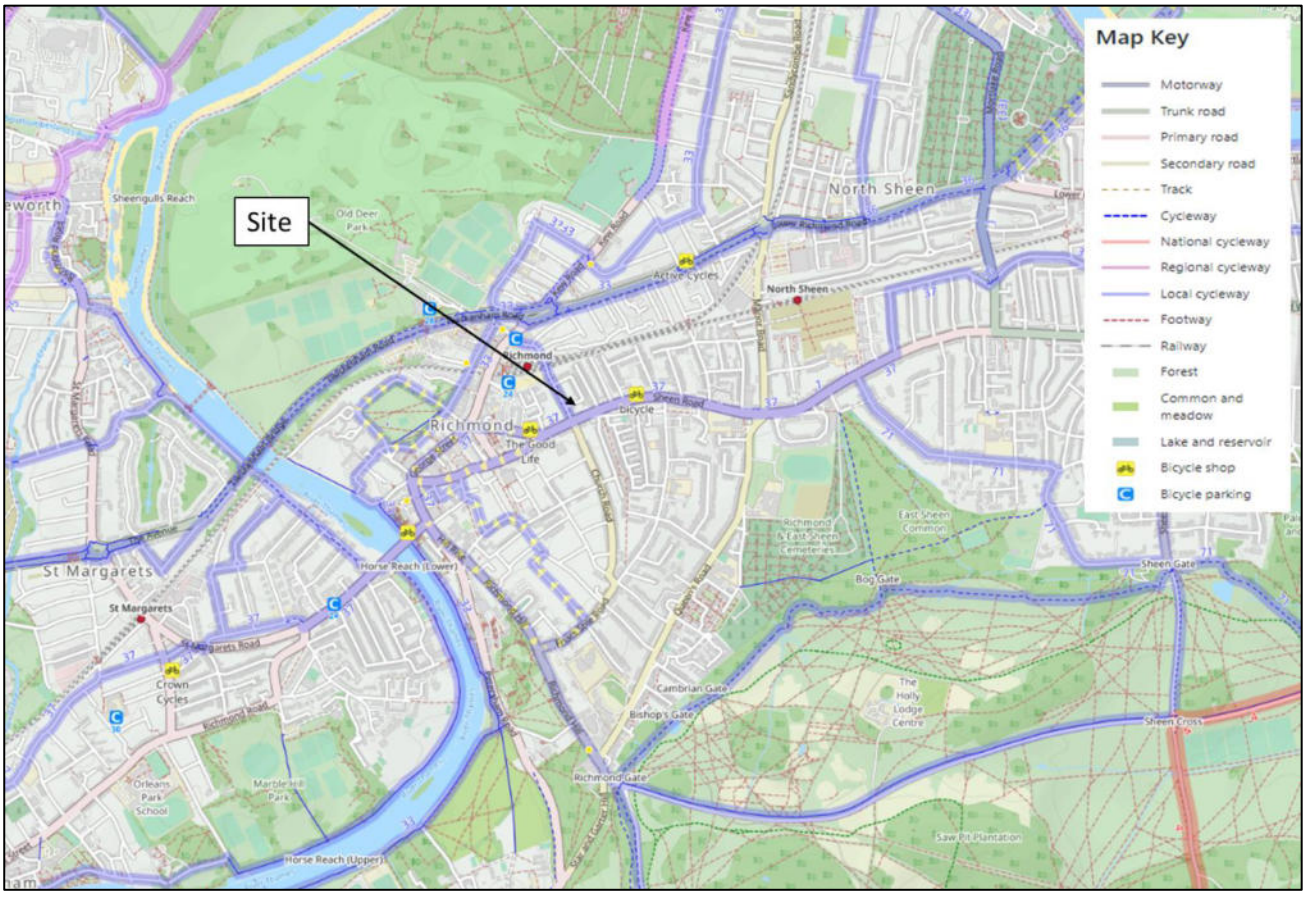
3.5 Richmond town centre is circa 5-minutes' walk from the site and is accessed via Sheen Road. Several shops are provided within a short walking distance for staff to use. Sheen Road has wide well surfaced pavements with dropped kerbs and tactile paving. Benches are also present along this route, providing rest opportunities.

3.6 Individuals can safely walk between the site and local bus, underground, overground and rail services within a short walking distance.

3.7 Sheen Road and Church Road both have cycle lanes and advanced stop lines at junctions. The cycle lane along Church Road extends to the A307 and therefore Richmond Station. Individuals can use the routes near the site to connect to the wider network of routes across London.

3.8 The location of the site with respect to the local cycle network is shown in **Figure 3.2** below.

Figure 3.2: Open Street Cycle Map Extract



3.9 As shown in **Figure 3.2** the site is very well served by cycle routes in the immediate vicinity of the site that extends further afield.

Public Transport

Public Transport Accessibility Level (PTAL)

3.10 The Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

3.11 The PTAL is categorised into eight levels, 1a to 6b where 6b represents an excellent level of accessibility and 1a a low level of accessibility. The PTAL score for the Site is 6a which considered to

be an 'excellent' level of access to public transport services. This is reflected in the bus, underground and rail opportunities described below.

Bus

3.12 The closest bus stops to the site are the 'Church Road' stops. The western stop is located directly opposite the rear of the site and the eastern stop is located 0.1km to the east of the site. Both stops are located on Sheen Road (A305). The bus stops have flag poles, timetabling information, and street lighting.

3.13 These bus stops are serviced by bus services 33, 337, 493, 969 and N33. These bus services are summarised in **Table 3.1** below.

Table 3.1: Local Bus Services

Bus Service	Route	Approximate Frequency		
		Weekday	Saturday	Sunday
33	Fulwell Station – Lonsdale Road	6-10 per hour	6-9 per hour	4 per hour
337	Clapham Junction/The Northcote (station) – Richmond Bus Station	5 per hour	4-6 per hour	4 per hour
493	St George's Hospital – Richmond Bus Station	4-6 per hour	4-6 per hour	3 per hour
969	Roehampton Vale/Asda – Selkirk Road	1 bus on Tuesday and Friday	No service	No service
N33	Hammersmith Bus Station – Fulwell Station	2 per hour between 1:31AM and 5:33 AM		

Train Services

3.14 The closest railway station to the site is Richmond Station which is located circa 0.5km (7-minute walk) north of the site. Richmond Station provides access to rail, underground and overground services. A summary of the destinations served by Richmond Station and the frequency of services provided is set out in **Table 3.2** below.

Table 3.2: Train Services Richmond Station

Service	Route	Frequency		
		Weekday	Saturday	Sunday
London Overground	Richmond – Stratford	4 per hour	4 per hour	4 per hour
District Line (Underground)	Richmond - Upminster	6 per hour	5 per hour	5 per hour
South Western Rail	Richmond – London Waterloo	2 per hour	2 per hour	2 per hour
South Western Rail	Richmond - Reading	2 per hour	2 per hour	2 per hour

Highway Network

Sydney Road

3.15 Access to the site is taken from Sydney Road which is a one-way single carriage way route in the westbound direction. Parking along Sydney Road is restricted by single yellow lines and controlled parking bays. Only permit holders can park in the controlled parking bays at all times. The existing carriageway is approx. 6m in width where there is no parking on both sides of the road. Sydney Road forms a priority-controlled junction with Church Road to the west.

Church Road

3.16 Church Road is a 20mph two-way single carriageway route between the A307 and A305. Street lighting is present at regular intervals. Parking along Church Road is restricted to permit holders only.

A316

3.17 The A316 routes to the north of the site following an east to west alignment. The road forms part of the strategic road network and is a dual carriageway subject to a 40mph speed limit. To the east it provides links to the centre of London, to the west it provides links towards Sunbury on Thames and the M3.

Car Parking

3.18 The site is in Controlled Parking Zone (CPZ) A1 which covers Richmond Town. Pay and display is permitted on part of CPZ A1 at the following times:

- Monday to Saturday 8:30am to 6:30pm; and
- Sun, Bank Holidays 11.00am to 5.00pm

3.19 Parking along the majority of Sydney Road is restricted to ‘permit holders only’ at all times. Non-permit holder parking is not allowed at any time. However, there are two parking bays next to either of the Sydney Road junctions with Church Road where the above ‘pay and display’ restrictions apply. Church Road also only allows permit holders to park at all times.

3.20 Therefore, parking along Sydney Road and surrounding roads are controlled for the majority of the day with limited potential for overspill parking. Several other local residential streets such as Dunstable Road and Alton Road have resident permit holders only parking restrictions.

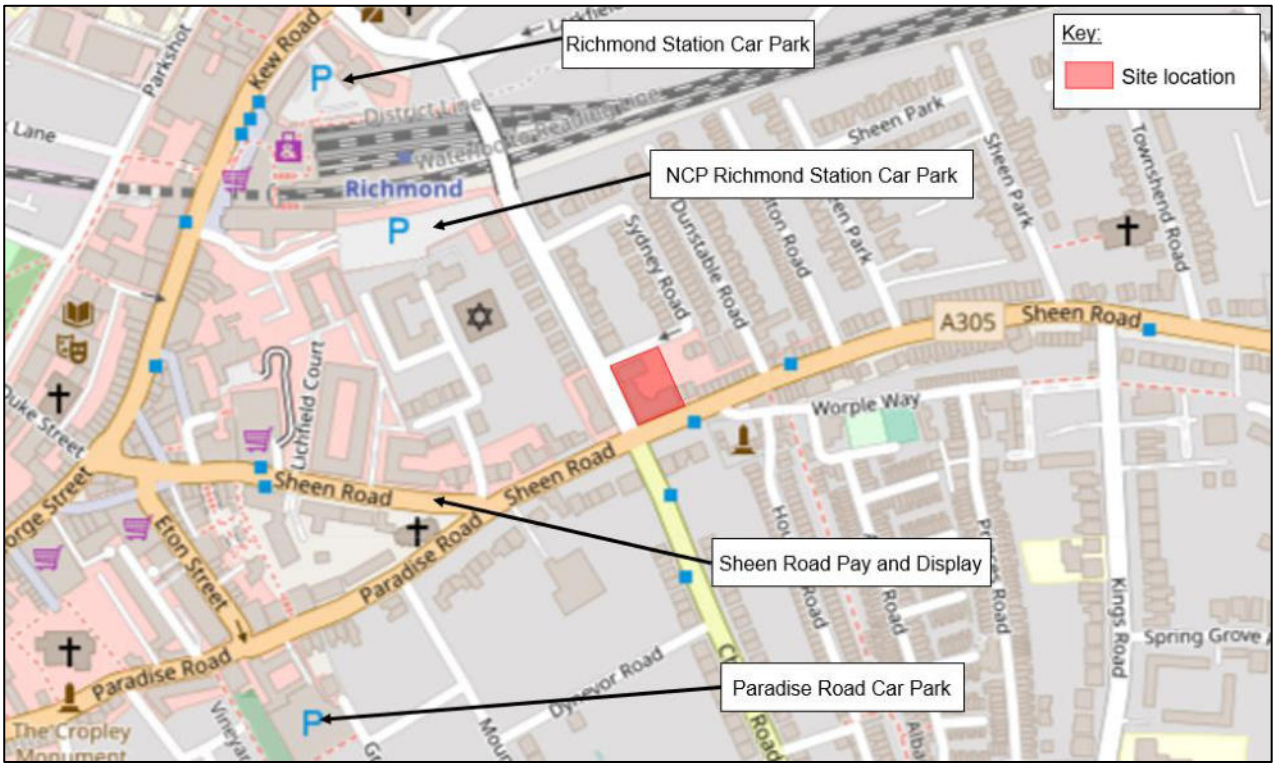
3.21 Permit holder only spaces restrict parking for non-permit holders. However, individuals with a blue badge are permitted to park in these spaces without payment and without a time limit. Therefore, any visitors with a blue badge can park in close proximity of the site.

3.22 Notwithstanding the above, there are several public car parks within a short walking distance of the site. The Paradise Road Multi-Storey car park is located 0.3km west of the site on Paradise Road. This is a multi-Storey car park with 337 spaces.

3.23 An NCP car park is located at Richmond Railway station which provides 409 car parking spaces. Richmond Station also has a smaller second car park. This car park has 52 spaces.

3.24 The locations of public car parks near the site is shown in **Figure 3.3.** All visitors needing to drive to the will be made aware of the location of these cars parks.

Figure 3.3: Local Car Park Map



3.25 The applicant has entered into discussions with NCP to purchase a number of annual season tickets for occasional use where required by visitors. NCP have confirmed that season tickets can be used interchangeably. As part of the booking system (refer to **Section 4**) individuals will be given access to spaces

3.26 The priority approach is to encourage any visitor to the centre, including staff, to use the well-serviced public transport network, as opposed to driving. As part of the Travel Plan process, this will be well communicated across all official literature and website from opening. Whilst there are no

proposals to encourage individuals to drive to the site, such arrangements ensure there will be limited impact on on-street parking near the site.

Summary

3.27 The site is located within close proximity to a number of high frequency bus services and is within walking distance of many key facilities and public transport services. The location of the site therefore encourages staff and visitors to walk and use public transport for journeys.

3.28 It is therefore concluded that the site represents a good location for sustainable development. This is as to be expected given that it is located in an area where the principle of commercial uses has been well established.

4 Development Proposals

4.1 The development proposals comprise the extension and redevelopment of the Richmond Inn Hotel to provide a new 57- room visitor accommodation providing care and physiotherapy-led rehabilitation.

4.2 The site is different to a traditional hotel visitor accommodation and as such is subject to bespoke considerations associated with the proposed use (and these are detailed throughout this report).

4.3 The proposed site layout plan is provided at **Appendix A**.

Access

4.4 Vehicle access to the site will be taken from Sydney Road. The existing vehicle access off Sydney Road will be retained.

4.5 Primary pedestrian access will be from Sydney Road which benefits from level access. This will be the main entrance for guests as they will have some level of mobility impairment. Secondary pedestrian access will be maintained from Sheen Road as per the existing situation.

Parking

Car Parking

4.6 In response to feedback from the public consultation, two visitor car parking spaces will be provided within the undercroft area. As shown within the site layout plan in **Appendix A**, the 2 spaces will be placed one in front of the other. The northern space will be available for visitors only. The space to the rear will be available to both visitors and employees of the site with a blue badge.

4.7 The rear space will be compliant with the minimum parking bay dimensions required for a blue badge parking bay. A 1.2m width is provided either side of the bay. To the rear, the required 1.2m spacing is achieved using a combination of the under croft and forecourt area. Due to the rear of the disabled parking space facing the forecourt, there is no potential for this area to be blocked by vehicles. There will also be no furniture or planting in the required area.

4.8 Swept path analysis has been produced (refer to **Appendix B**) showing a standard design vehicle entering and exiting the proposed parking spaces.

4.9 Guests will not drive to the site. This is due to how the development will operate. All guests will be dropped off in a private ambulance type vehicle. Depending on individual needs, guests leaving at the end of their stay would be picked up by private car or taxi. Some guests would leave the site and use one of the many public transport services available within walking distance.

4.10 The proposed parking spaces are not intended for use by members of staff at the site. Staff will be prevented from using these spaces unless they have a blue badge.

4.11 To avoid visitors arriving when a guest is in a rehabilitation session or receiving care, all visits will be booked in. For this reason, no visitors will arrive at the site unannounced. As part of the booking system, visitors will be made aware of parking opportunities near the site at local public car parks

(refer to **Section 3**). If this is not feasible, visitors will have the opportunity to prebook one of the parking spaces within the site. In addition, as part of the booking system, visitors will be given access to parking permits at the local NCP car park.

4.12 In terms of the rear visitor parking space, priority will be given to blue badge holders (staff and visitors) during the booking process. This will ensure parking spaces are used effectively at all times. Furthermore, it is proposed that the keys of vehicles parking in these spaces will be given to reception who will be responsible for rearranging the cars if required.

4.13 Due to the excellent accessibility of the site, staff and visitors would be encouraged to arrive by sustainable transport modes.

Cycle Parking

4.14 Regarding cycle parking, reference has been made to the minimum cycle parking standards contained within the London Plan 2021. Due to the bespoke nature of the proposals, it is not possible to find an accurate use class from which to determine cycle parking. However, it is considered that the most appropriate use class in this instance would be C2. Guests would not arrive by bike and therefore cycle parking is only provided for staff and visitors.

4.15 Cycle parking at the site accords with the C2 minimum cycle parking requirements replicated in **Table 4.1** below.

Table 4.1: London Plan Minimum Cycle Parking Standards

Use	Cycle Parking Minimum	
	Long Stay	Short Stay
C2	1 space per 5 FTE staff	1 space per 20 bedrooms

Servicing and Refuse Collection

4.16 Refuse collection will be undertaken on street from Sydney Road as per the existing situation. A private refuse collection company will collect waste from the site. The proposed bin store (refer to **Appendix A**) is located within an acceptable drag distance of a refuse vehicle on Sydney Road.

4.17 Servicing and drop-offs will be undertaken from the loading area within the site off Sydney Road. This loading bay will benefit from a widened crossover ensuring that vehicles can access and egress the bay with ease. Swept path analysis has been produced which shows a 4.6t light van and guest drop off vehicle accessing and egressing the drop off area in forward gear (refer to **Appendix B**).

4.18 Having an on-site loading area will help to maintain the free flow of traffic on Sydney Road when servicing and drop-offs are being undertaken.

Fire Tender Access

4.19 A fire tender vehicle would not enter the site but would park on Sydney Road along the site frontage.

Construction Management

4.20 At present, Sydney Road follows a one-way system (north to south). During the construction period, it is envisaged that a section of two-way traffic will be introduced on Sydney Road between the site and the junction with Church Road. This will ensure minimal disruption to residents on Sydney Road when construction vehicles are required to visit the site.

4.21 Further detail on construction management is provided within the Construction Management Plan (CMP) prepared to support this planning application.

5 Trip Generation

Existing Trip Generation

5.1 The following section provides a forecast of trips that may be generated by the proposed development during the peak travel hours.

5.2 The TRICS database has been interrogated for hotel trip rates for the Greater London area. The full output report from TRICS is provided at **Appendix C**. The TRICS total person hotel trip rates are shown in **Table 5.1**.

Table 5.1: TRICS Total Person Hotel Trip Rates

	Arrivals	Departures	Two-way
AM Peak Hour (08:00-09:00)	0.078	0.199	0.277
PM Peak Hour (17:00-18:00)	0.241	0.257	0.498

5.3 Applying the existing room number of 44 to the trip rates provided at **Table 5.1**, the trip generation associated with the existing site is shown in **Table 5.2** below.

Table 5.2: Existing Trip Attraction

	Arrivals	Departures	Two-way
AM Peak Hour (08:00-09:00)	3	9	12
PM Peak Hour (17:00-18:00)	11	11	22

5.4 **Table 5.2** shows that the existing use of the site would generate 12 two-way total person movements in the AM peak period and 22 two-way total person movements in the PM peak period.

Proposed Trip Generation

5.5 Due to the bespoke nature of the proposals, there are no relevant sites on the TRICS database comparable to the proposed development. Therefore, trip generation for 57 rooms has been provided by the proposed occupier based on:

- Likely no. of staff and shift patterns
- No. of guests and check in and check out times
- No. of visitors and check in and check out times
- Likely servicing movements

<u>Guests</u>

5.6 There will be circa 7 guest arrivals and 7 guest departures across the day. It is anticipated the majority of guests will check in / check out between the hours of 9:00 – 19:00'. For trip generation purposes these trips have been distributed evenly across each hour.

Staff

5.7 The current forecast is for the development to employ circa 26 care staff, 8 physio staff and 23 general staff members. Care and general staff will have 3 shifts across the day which are listed below.

- Morning shift - 06:00 – 14:00 (21 employees)
- Afternoon shift - 14:00 – 22:00 (21 employees)
- Night shift - 22:00 – 06:00 (7 employees)

5.8 Physio staff will generally work two shifts: 08:00 – 16:00 and 12:00 – 20:00. 6 physios would work the morning shift. During the evening shift there will be 2 physios.

5.9 The above are likely shift patterns based on how the site is expected to operate. Shift patterns may be subject to change to meet the needs of the site when operational.

Visitors

5.10 The majority of visits to the site will take place between 10:00 – 13:00 and 16:00 – 19:00. 17 visitors are expected in each periods respectively. For trip generation purposes visitor trips have been distributed evenly across each hour.

5.11 Servicing trip generation is set out in the Delivery and Servicing Plan (DSP) prepared to support this planning application.

Trip Generation

5.12 The resulting trip generation associated with the proposed site is shown in **Table 5.3** below.

Table 5.3: Proposed Total Person Trips

	Arrivals	Departures	Two-way
AM Peak Hour (08:00-09:00)	3	4	7
PM Peak Hour (17:00-18:00)	7	6	12

5.13 **Table 5.3** shows that the proposed use of the site is forecast to generate 7 two-way total person movements in the AM peak period and 12 two-way total person movements in the PM peak period.

5.14 It should be noted that the movements shown in **Table 5.3** do contain some vehicle trips associated with guests drop offs and servicing. **Table 5.3** also assumes a worst-case situation in which all servicing vehicles arrive on the same day. As set out in the submitted DSP, there will several deliveries which will only happen once a week.

Net Trip Generation

5.15 The net change in total person movements is summarised in **Table 5.4** below.

Table 5.4: Net Traffic Impact

	08:00-09:00			17:00-18:00		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Existing Trips	3	9	12	11	11	22
Proposed Trips	3	4	7	7	6	12
Net Impact	0	-5	-5	-4	-5	-9

5.16 **Table 5.4** shows that the proposed use of the site is forecast to generate 5 fewer two-way total person movements in the AM peak period and 9 fewer two-way total person movements in the PM peak period.

5.17 Given the availability of frequent bus, rail, overground and underground services the impact of the trips generated by the proposed development will be minimal.

Daily Vehicle Trip Generation

Existing Vehicle Trip Generation

5.18 The TRICS database has been interrogated to understand the daily vehicle trip generation associated with the existing site. **Table 5.5** shows the daily vehicle trips rates and trip generation associated with a 44-bedroom hotel.

Table 5.5: Net Traffic Impact

	Daily Trip Rates			Daily Trip Generation		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Existing Trips	2.485	2.457	4.942	109	108	217

5.19 **Table 5.5** shows the existing development would generation circa 217 two-way daily vehicle movements.

5.20 At present, all the above vehicle arrival movements would need to route along the one-way system and drive past properties on Sydney Road. Therefore, up to 109 vehicles currently route past properties on Sydney Road across the day.

Proposed Vehicle Trip Generation

5.21 Using the principles established above, the proposed development it has been determined that the site would generate a maximum of circa 66 two-way vehicle movements. This translates to approx. 33 vehicles visiting the site and routing past properties on Sydney Road per day.

5.22 The proposed trip generation assumes a worst-case scenario in terms of vehicle trips associated with the proposals. Therefore, there will be a reduction of at least, 75 vehicles visiting the site and routing on Sydney Road per day. This represents a positive impact on local traffic conditions compared to the existing use of the site.

Summary

5.23 The trip generation assessment presented within this section of the report shows the proposals will have a positive net impact on local roads during the network peak hours.

6 Summary and Conclusions

6.1 Vectos has been appointed by Bridges Healthcare (Richmond) Limited to provide highways and transport advice in relation to the proposed redevelopment of Richmond Inn Hotel, Richmond. The London Borough of Richmond Upon Thames (LBRuT) is the local planning and highway authority.

6.2 The site is located circa 0.4km east of Richmond town centre and is bound by Sydney Road to the north, Church Road to the west and Sheen Road (A305) to the south. To the east the site is bound by a residential property.

6.3 The site currently comprises a 44-room hotel referred to as the Richmond Inn Hotel. The proposals are for the redevelopment of the site to provide a new 57-room visitor accommodation providing care and physiotherapy-led rehabilitation.

6.4 The site is located within close proximity to a number of high frequency bus services and is within walking distance of many key facilities and public transport services. The location of the site therefore encourages staff and visitors to walk and use public transport for journeys.

6.5 The development includes provision for 2 visitor car parking spaces. One of the spaces will satisfy the dimensional requirements for disabled parking space. The disabled parking space will also be available for staff with a blue badge.

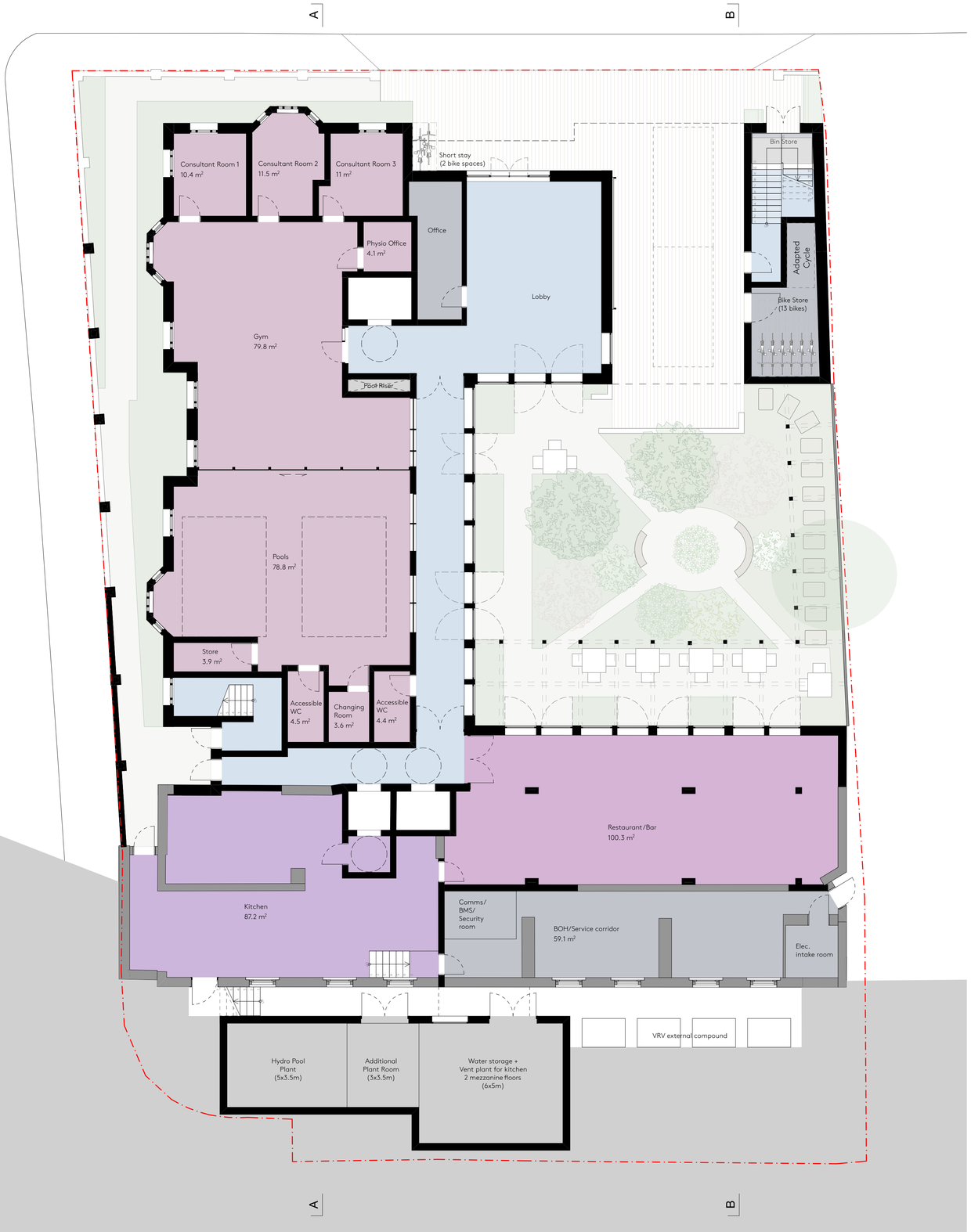
6.6 The applicant has entered into discussions with NCP to purchase a number of annual season tickets for occasional use where required by visitors. NCP have confirmed that season tickets can be used interchangeably. Access to spaces will be given to qualifying visitors. Whilst there are no proposals to encourage individuals to drive to the site, such arrangements ensure there will be limited impact on on-street parking near the site.

6.7 The proposed use of the site is forecast to generate 5 fewer two-way total person movements in the AM peak period and 9 fewer two-way total person movements in the PM peak period. Therefore, the proposals will have a positive impact on the local road network compared to the existing situation.

6.8 Given the availability of frequent bus, rail, overground and underground services the impact of the trips generated by the proposed development will be minimal.

6.9 There will be a reduction of at least, 75 vehicles visiting the site and routing on Sydney Road per day. This represents a positive impact on local traffic conditions compared to the existing use of the site.

Appendix A



Ackroyd Lowrie
23 Vyner Street
London E2 9DG
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Issue

No.	Date	Comment
P1	06/05/22	PLANNING APPLICATION

Notes

DO NOT SCALE FROM THIS DRAWING.

DO NOT USE ANY AREAS INDICATED FOR EITHER VALUATION/PURCHASE SALE OR ANY OTHER FORM OF LEGALLY BINDING CONTRACT.

Key

- Site boundary
- Existing structure
- Proposed structure
- Circulation
- Rooms

N

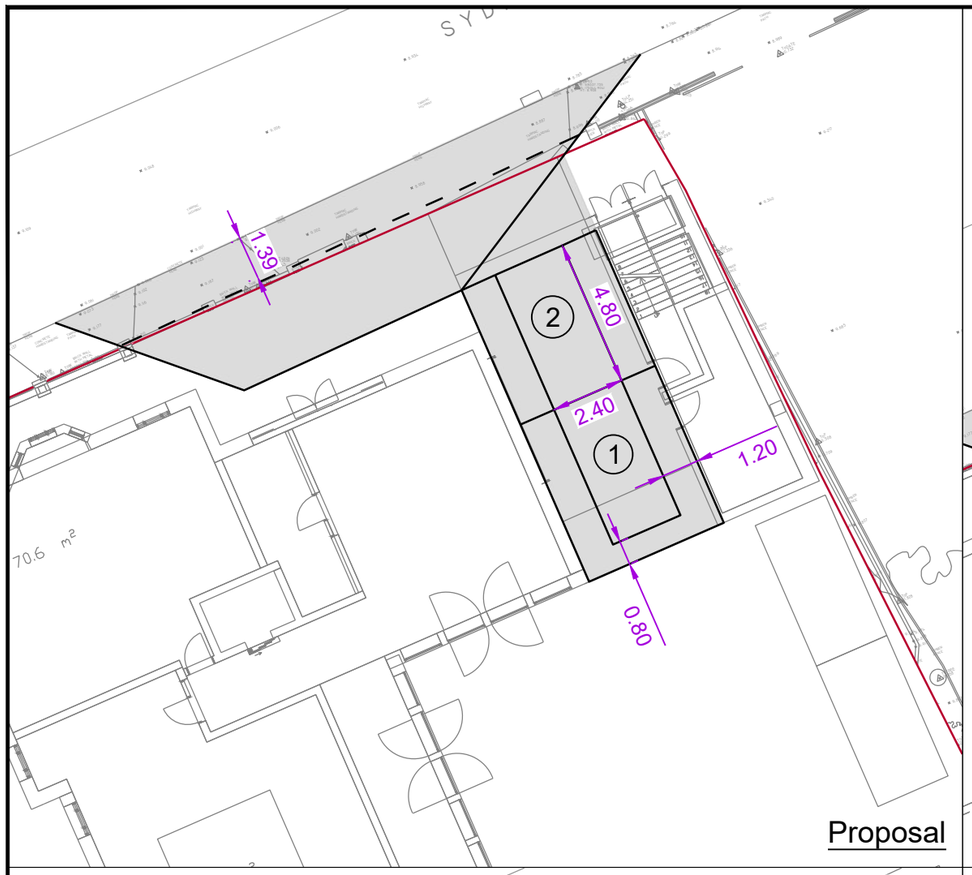
0 1 5m

1:100

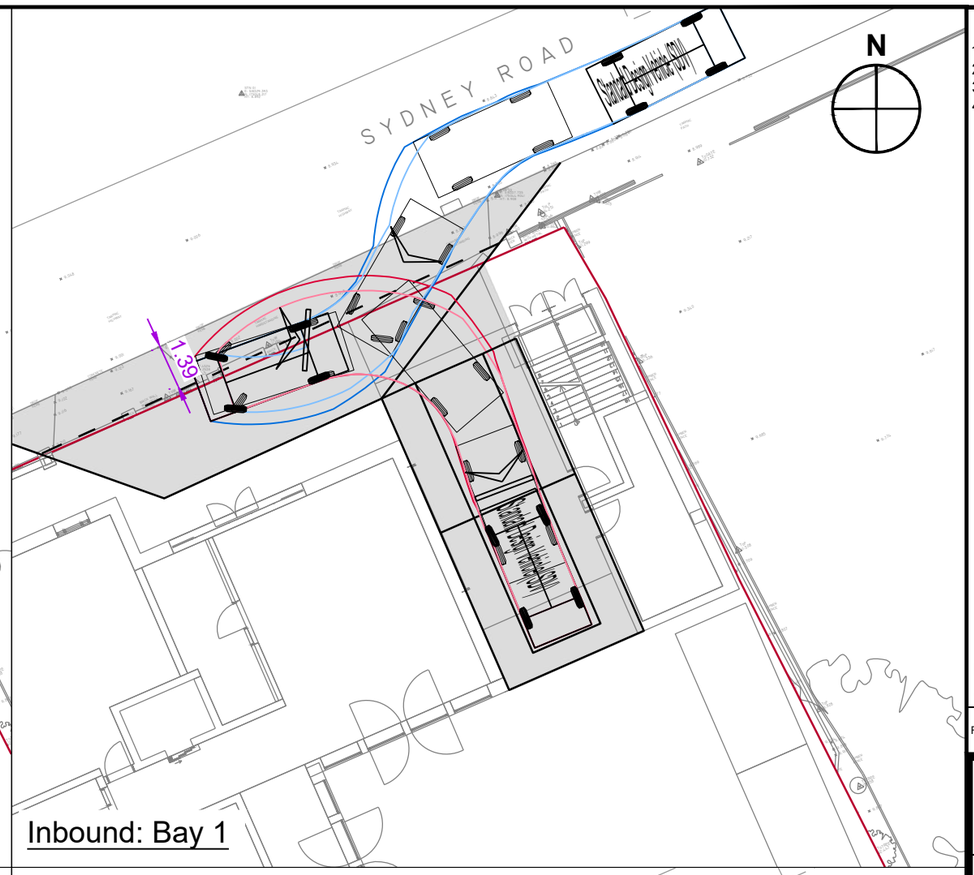
Project	**888 - Richmond Rehab Centre**
Dwg Title	**Proposed Lower Ground Floor Plan**
Client	**Bridges Fund Management Ltd.**
Dwg No.	**888-100**

Date	Drawn	Checked	Scale	Current Stage	Issue
APRIL 2022	YC	OL	1:100	PLANNING	P1

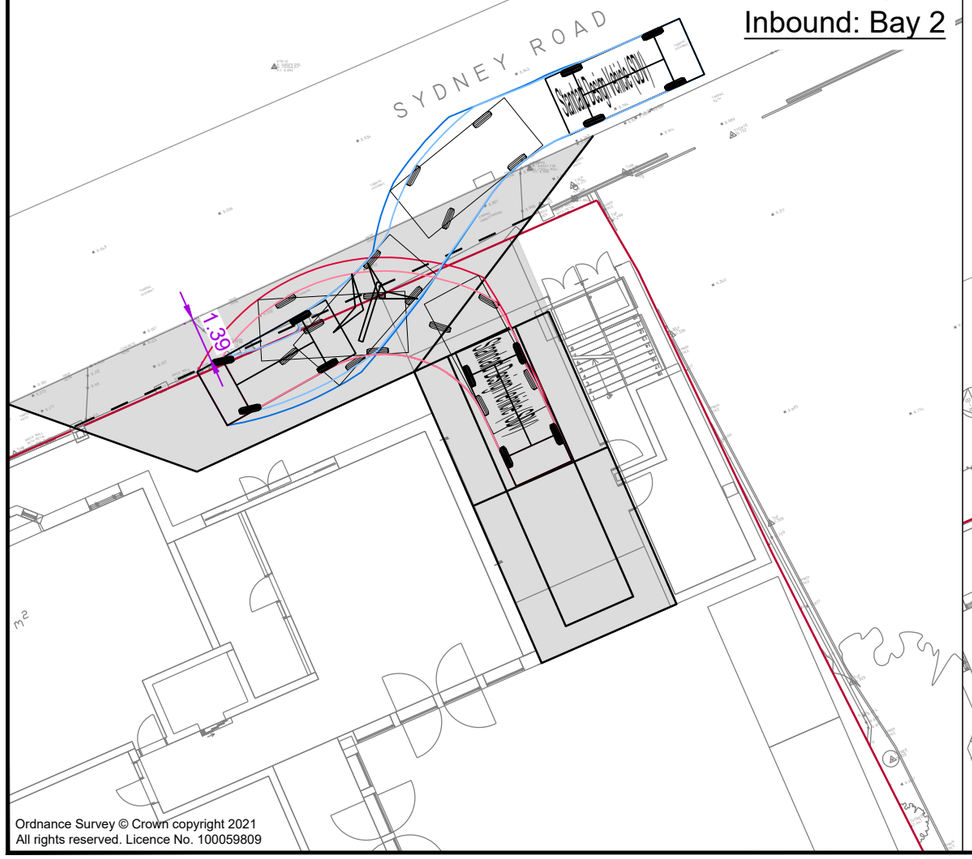
Appendix B



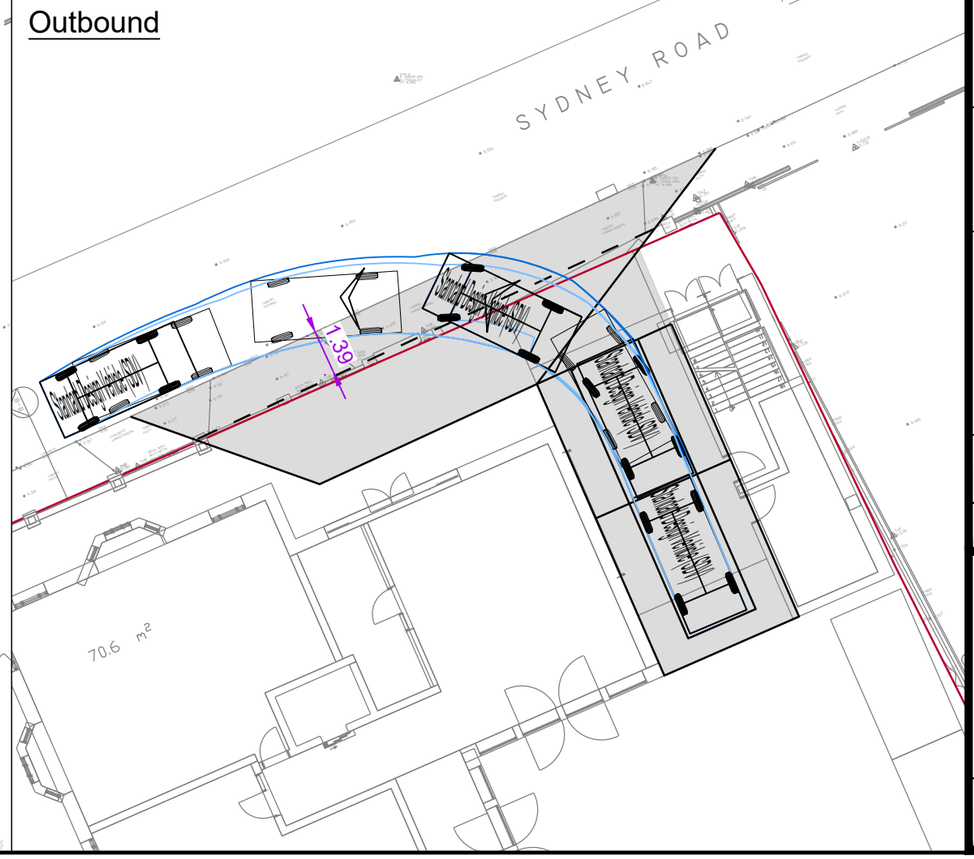
Proposal



Inbound: Bay 1



Inbound: Bay 2



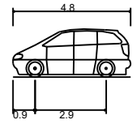
Outbound

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.
3. Based on Ackroyd Lowrie layout: LGF Plan - DRAFT
4. The Standard Design Vehicle (SDV) is a composite of the smallest 95% of private vehicles registered to drive on UK Highways & has been devised by the I.C.E (Institute of Civil Engineers).

Key

Vehicle overrunable area



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
B	Dropped kerb length amended	PP	YA	26.04.2022
A	Bays amended	PP	YA	25.04.2022

STATUS:
INFORMATION ONLY

CLIENT:
Bridges Healthcare (Richmond) Limited

PROJECT:
Richmond Inn Hotel

DRAWING TITLE:
Swept Path Analysis
Option 3
Standard Design Vehicle

SCALES:
1:200 at A3

DRAWN:	CHECKED:	DATE:
PP	YA	22.04.2022

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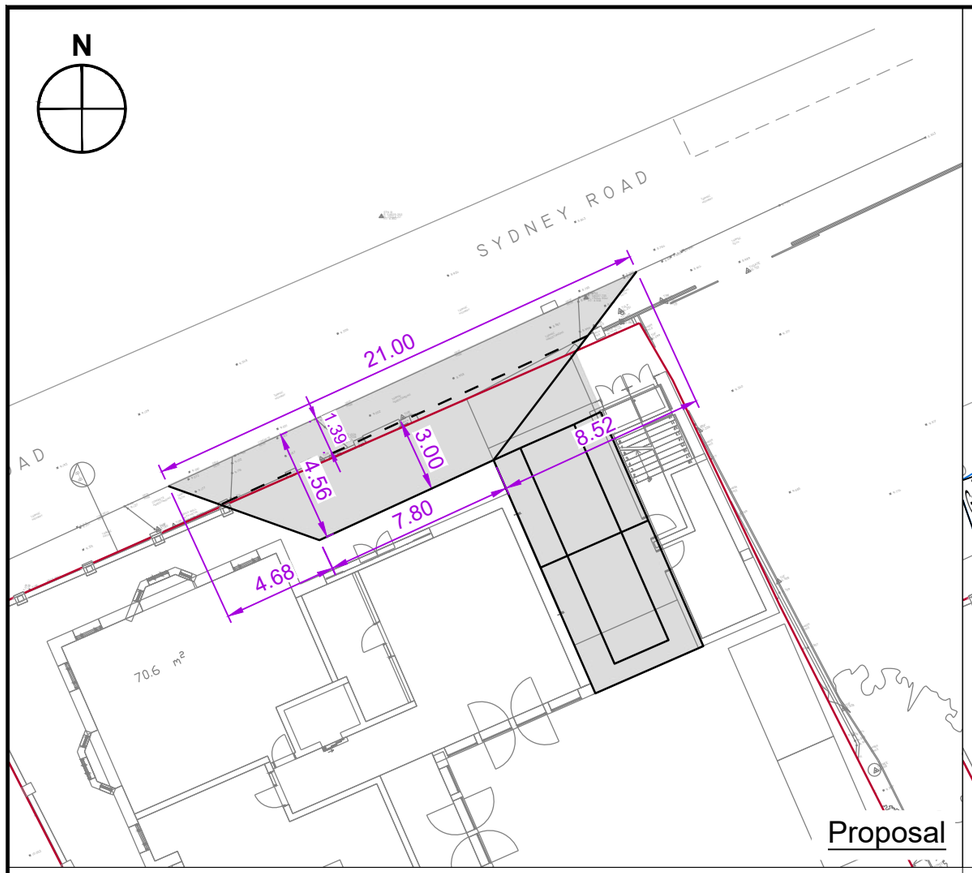
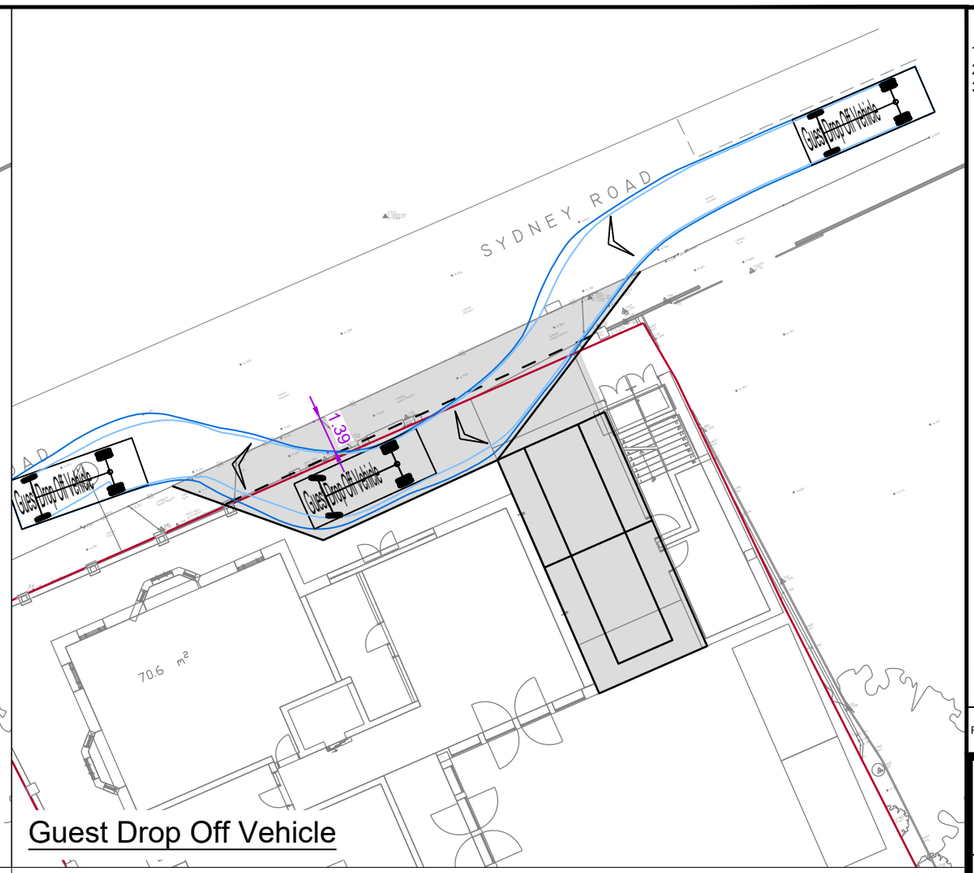
020 7580 7373 vectos@vectos.co.uk

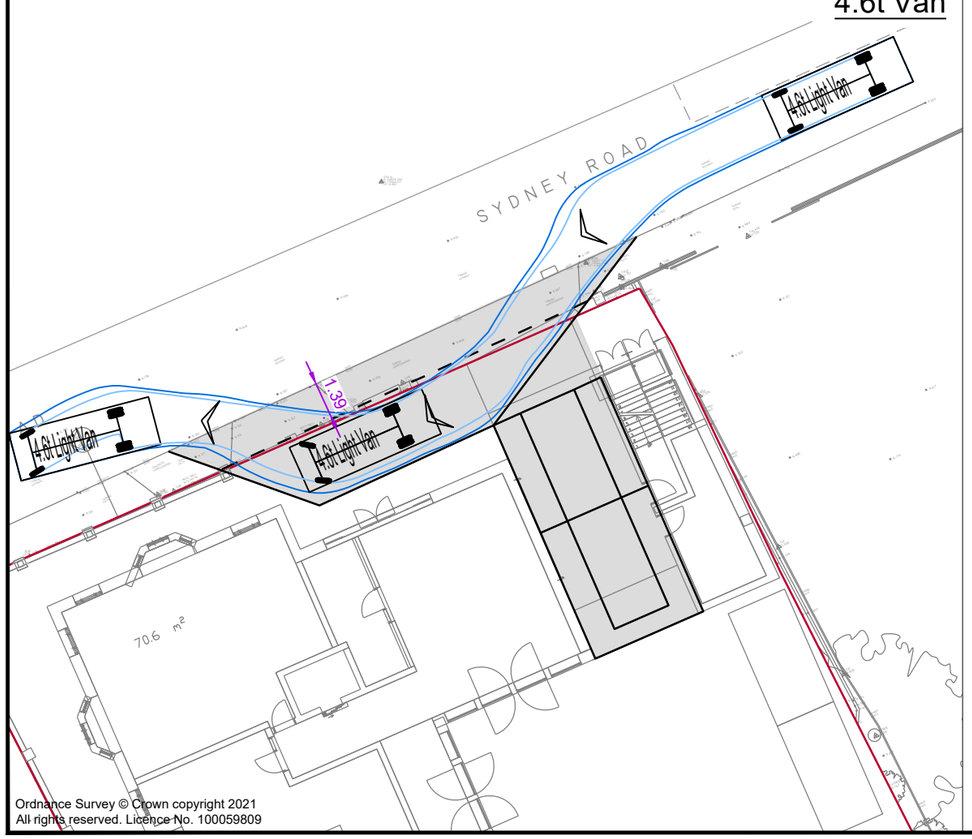
DRAWING NUMBER: 226461/AT/G01
REVISION: B



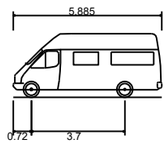
Proposal



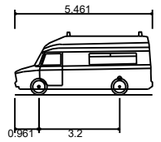
Guest Drop Off Vehicle



4.6t Van



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m



Guest Drop Off Vehicle	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only
2. White lining is indicative only.
3. Based on Ackroyd Lowrie layout: LGF Plan - DRAFT

Key

Vehicle overrunable area

REV.	DETAILS	DRAWN	CHECKED	DATE
B	Dropped kerb length amended	PP	YA	26.04.2022
A	Bays amended	PP	YA	25.04.2022

STATUS:
INFORMATION ONLY

CLIENT:
Bridges Healthcare (Richmond) Limited

PROJECT:
Richmond Inn Hotel

DRAWING TITLE:
Swept Path Analysis
Option 3
Drop off Area

SCALES:
1:250 at A3

DRAWN:	CHECKED:	DATE:
PP	YA	22.04.2022

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DRAWING NUMBER: 226461/AT/G02
REVISION: B

Appendix C

TRICS 7.8.4
Trip Rate P Number of bedrooms

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 06 - HOTEL FOOD & DRINK
Category A - HOTELS
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:
1 GREATER LONDON
GR GREENWIC 1 days
LB LAMBETH 1 days
This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.
Parameter Number of bedrooms
Actual Ran 151 to 297 (units:)
Range Sele 40 to 297 (units:)

Public Transport Provision:
Selection b Include all surveys

Date Rang 01/01/13 to 23/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.
Selected survey days:
Friday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 2 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 1
Edge of To 1
Suburban / 0
Edge of To 0
Neighbour 0
Free Stand 0
Not Known 0
This data d Edge of Tc Suburban Neighbou Edge of Tc Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commerci 0
Developme 0
Residentia 0
Retail Zone 0
Built-Up Zc 1
Village 0
Out of Tow 0
High Stree 0
No Sub Cat 1
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of To\ High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
C1 2 days
This data d which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:
50,001 to : 2 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
500,001 or 2 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 1 days
0.6 to 1.0 1 days
This data d within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 1 days
No 1 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 Good 1 days
6b (High) E 1 days
This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters
1 GR-06-A-0: NOVOTEL GREENWICH
GREENWICH HIGH ROAD

GREENWICH
Edge of Town Centre
No Sub Category
Total Number of bedr 151
Survey dat FRIDAY ######## Survey Typ MANUAL
2 LB-06-A-01 HAMPTON LAMBETH
WATERLOO ROAD

LAMBETH
Town Centre
Built-Up Zone
Total Number of bedr 297
Survey dat FRIDAY ######## Survey Typ MANUAL

This sectio it displays the select the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE FOOD & DRINK/A - HOTELS
Calculation Factor: 1 BEDRMS
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:0	1	297	0.027	1	297	0.071	1	297	0.098
07:00-08:0	2	224	0.083	2	224	0.194	2	224	0.277
08:00-09:0	2	224	0.078	2	224	0.199	2	224	0.277
09:00-10:0	2	224	0.065	2	224	0.373	2	224	0.438
10:00-11:0	2	224	0.116	2	224	0.411	2	224	0.527
11:00-12:0	2	224	0.19	2	224	0.279	2	224	0.469
12:00-13:0	2	224	0.103	2	224	0.188	2	224	0.291
13:00-14:0	2	224	0.185	2	224	0.158	2	224	0.343
14:00-15:0	2	224	0.221	2	224	0.123	2	224	0.344
15:00-16:0	2	224	0.188	2	224	0.266	2	224	0.454
16:00-17:0	2	224	0.277	2	224	0.17	2	224	0.447
17:00-18:0	2	224	0.241	2	224	0.257	2	224	0.498
18:00-19:0	2	224	0.275	2	224	0.281	2	224	0.556
19:00-20:0	2	224	0.438	2	224	0.234	2	224	0.672
20:00-21:0	2	224	0.346	2	224	0.183	2	224	0.529
21:00-22:0	2	224	0.283	2	224	0.121	2	224	0.404
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.116			3.508			6.624

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