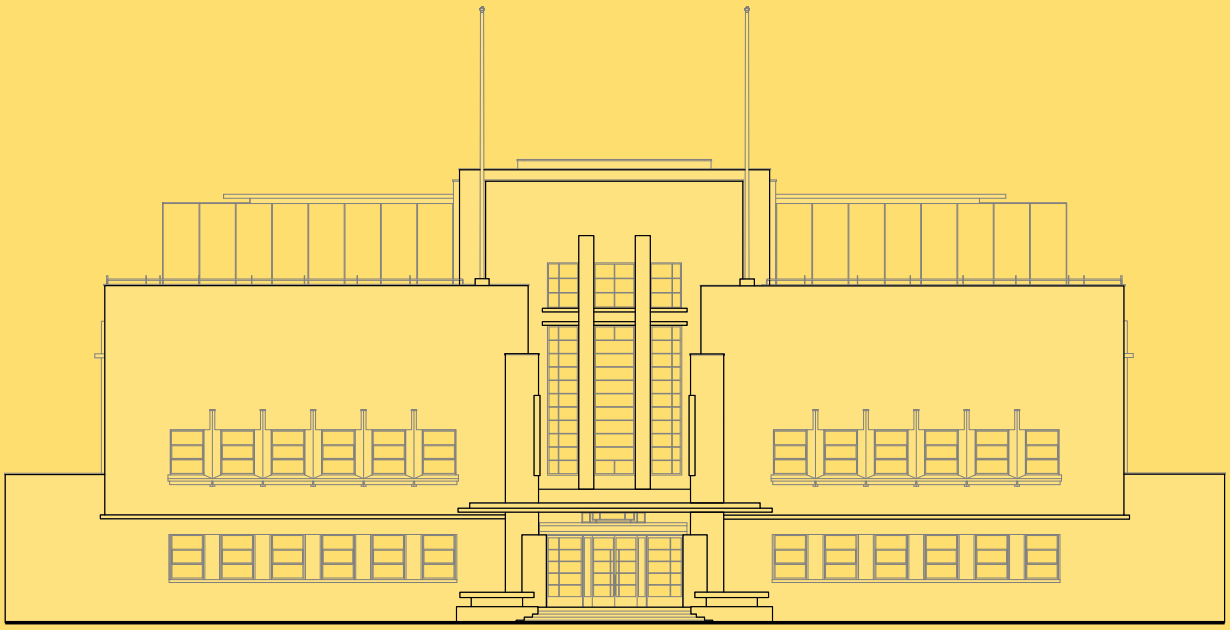

RAVENSCOURT PARK

FORMER ROYAL MASONIC HOSPITAL

TRANSPORT ASSESSMENT

TRANSPORT PLANNING ASSOCIATES

2206-037 / TA01 November 2023

Transport Planning Associates

A Planning Application by

TT GROUP

In respect of

Ravenscourt Park Hospital, LONDON, W6 0TN

Healthy Streets Transport Assessment

November 2023

Document Management

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1 Introduction

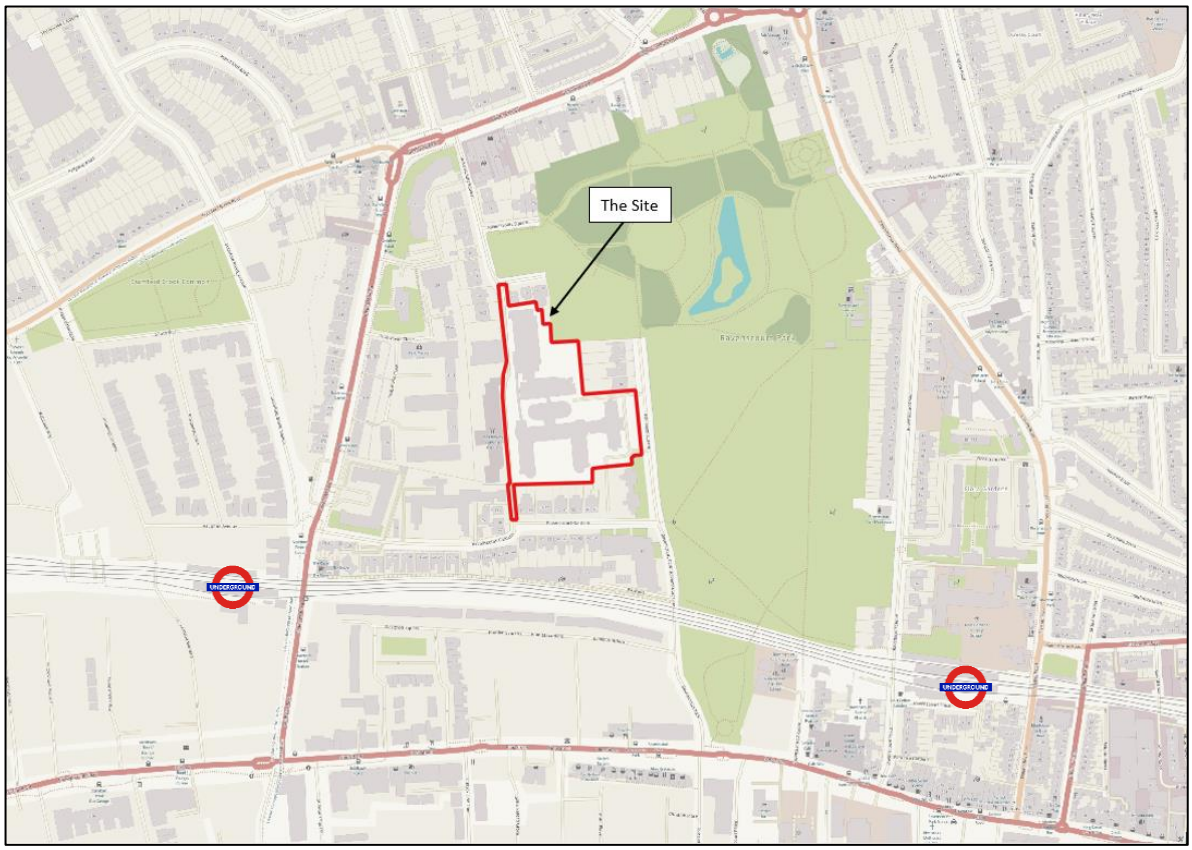
1.1 Transport Planning Associates has been appointed by TT Group to provide transport planning consultancy services in relation to its proposed redevelopment of Ravenscourt Park Hospital (the site), located in the London Borough of Hammersmith and Fulham (LBHF), W6 0TW.

The Site and the Proposals

1.2 The site, approximately 1.56 ha, has been vacant since 2006, when the hospital use on the site ceased. To the immediate east is Ravenscourt Park (the road and the Park itself), while Ravenscourt Square, a private road under the applicant's ownership, is to the west.

1.3 Ravenscourt Park and Stamford Brook London Underground Stations, both situated on the District Line, are approximately five minutes walk to the south east and to the south west respectively. The site's location, in the context of the two London Underground stations, is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan

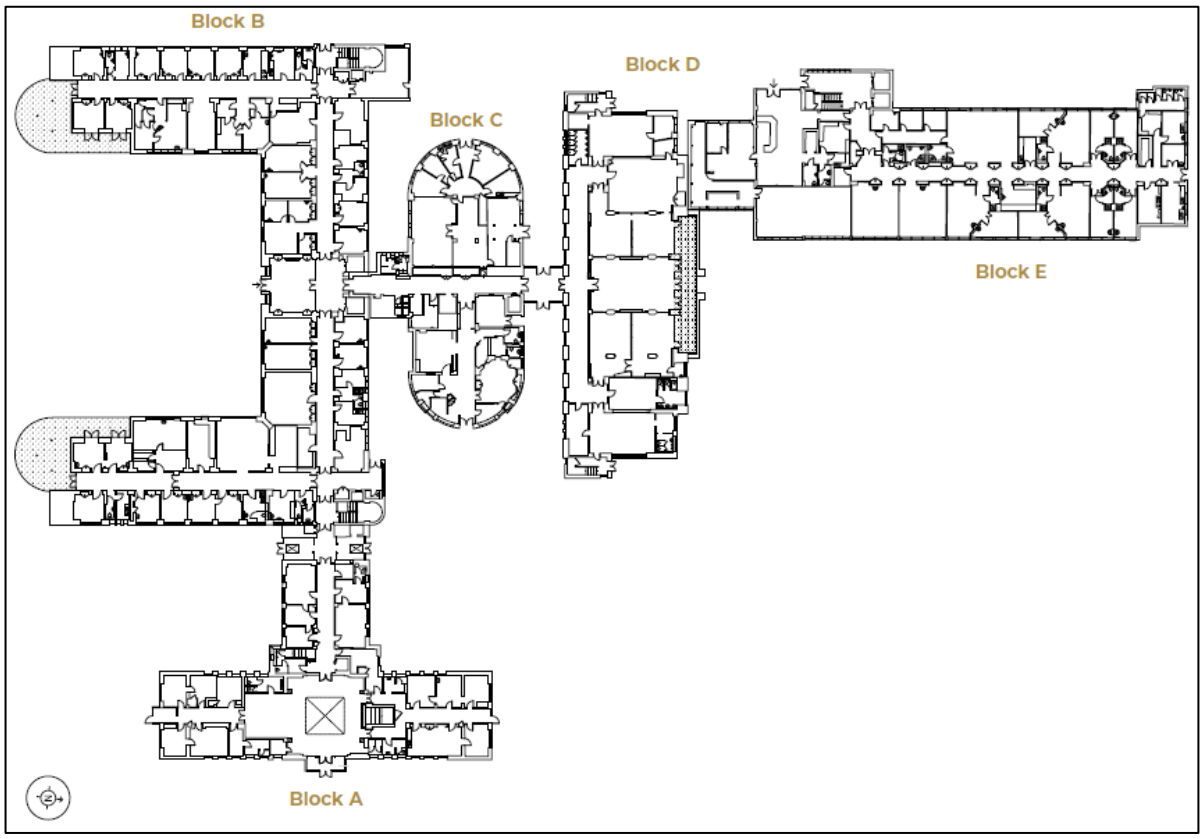


Source: © OpenStreetMap contributors / GIS

1.4 Prior to its vacancy, the site operated as an in-patient hospital and there have been no subsequent changes of use approved on the site. As such, the site is considered to fall within Use Class C2.

1.5 The current hospital is arranged in five blocks, consisting of basements, ground and four upper floors. Blocks A, B, C and D form the original building, whilst Block E and its elevated walkway are a later addition, comprising ground and first floor.

Figure 1.2 Existing Buildings



Source: SPPARC

1.6 The property is Grade II* listed and is in the Art-Deco architectural style, constructed and completed between 1931- 1933. The listed hospital buildings comprise four interconnecting blocks: the T-shaped three-storey administrative block facing Ravenscourt Park (Block A); a south-facing, U-shaped, five-story ward block to the west (Block B); a five-story annex block with a projecting ground floor with bowed ends to the north of this (Block C); and, further north again, a three-story surgical block (Block D).

The Proposed Development

1.7 A planning application is being submitted for the:

> *"Part demolition, part extension and alteration of the existing buildings and structures, change of use of the existing buildings and the erection of a new building including provision of a basement, to provide residential units (Use Class C3) and associated ancillary communal floorspace, a Care Home (Use Class C2) and flexible non-residential floorspace (Classes E, F1 and*

F2), together with associated roof top installations and structures, private and communal amenity space, landscaping, access, refuse storage, parking and associated works".

1.8 The proposed development will include:

- 140 new homes (21 affordable and 119 private flats);
- a 65 bed care home; and
- 1,171 m^2 of community / commercial space.

1.9 The proposal responds to the site's association with healthcare, through the provision of a high-quality new Care Home and will introduce new homes to the site, together with publicly accessible spaces, thus activating this currently derelict site with a mix of uses to the benefit of the local area.

1.10 The development proposals comprise limited sensitive additions to the heritage buildings, together with a replacement of Block E with a high-quality new building that responds to its context whilst respecting the character and primary importance of the listed buildings. The scheme includes an integrated landscaping design, which will improve the setting of the buildings and contribute to urban greening. The proposals maximise sustainability through an all-electric energy strategy, including ground source heat pumps, which are the most sensitive approach to the listed building.

1.11 The proposed plans, produced by SPPARC Architects with the input of a wider design team, are included at **Appendix A**.

Planning History and Scoping

1.12 The site was granted planning consent[1] on 29th January 2008 (which was never implemented and has since lapsed) for the:

"Refurbishment and extensions to existing hospital comprising: erection of a single storey extension to the north elevation of Block B for supplies; erection of a generator housing and sub station to north east of the site; erection of steps, access platform and hoist to the southern elevation of Block A; excavation of garden area to the south of the site and creation of a subterranean housing for four linear accelerators including alteration to the building elevation at ground level to form glazed lobby; lift and stair access to the below ground housing and single storey plant room at ground level; reinstatement of ornamental garden"[2].

[1] LBHF planning reference 2007/04211/FUL
[2] https://public-access.lbhf.gov.uk/online-applications/applicationDetails.do?keyVal=NS7NRYBIJT000&activeTab=summary

1.13 For the purpose of establishing a transport baseline position, the site has an existing use as a hospital classified as Use Class C2.

1.14 Discussions with officers on the proposed redevelopment of the site have been ongoing for some time, and have highlighted that the property has the potential for refurbishment and alteration to suit a range of land uses. The discussions have established that planning policy would allow for a change of use from hospital/ community use.

1.15 More recently, ahead of this planning application, a detailed Scoping Note[3], covering a large part of this report, was prepared by TPA and issued to LBHF for agreement in March 2023 (reproduced at **Appendix B**). The pre-application response from the Borough is reproduced in full at **Appendix C** and the salient points are set out below for ease of reference:

- *The site has a PTAL level of 3, which is considered a moderate level of accessibility to public transport.*
- *The site is located within Controlled Parking Zone (CPZ) area M. Restrictions apply between 09:00 – 17:00 Monday – Friday.*
- *Given the operational hours of the CPZ and the moderate PTAL level, the development has the potential to impact on on-street parking capacity in the vicinity of the site (outside operational hours of the CPZ). So, parking stress surveys will be required to determine the parking impact of the proposal (scope to be agreed).*
    - *[upon receipt of the details of the survey in a follow up email] I can confirm the parking survey plan showing the extent of the survey area is acceptable,*
- *The proposed level of off-street car parking should be in accordance with London Plan Parking Standards.*
- *Disabled parking should be provided in accordance with the London Plan parking standards. The Scoping Note confirms the site will provide 3% (of the total dwellings) from the outset.*
- *Disabled parking should be conveniently located, in close proximity to entrances to the blocks.*
- *Whilst 3% disabled parking spaces is provided from the outset, plans should be provided illustrating where the remaining 7% will be located if it is required in the future.*
- *All car parking spaces should include infrastructure for electric or Ultra-Low Emission vehicles in accordance with London Plan standards,*
- *The proposed car parking spaces are anticipated to be located in a basement under Block E.*
- *The car park under Block E will be accessible via two car lifts on the western side of Block E. Details of a Parking Management Strategy should be included with a future planning application.*
- *The existing access arrangement from Ravenscourt Park would be retained, but a new access (via the car lifts to a basement underneath Block E) will be created on Ravenscourt Square. The parking management strategy should include further details of the proposed car lifts, the access arrangements, and any associated traffic management measures.*

[3] TPA document reference 2206-037/SN01A dated March 2023

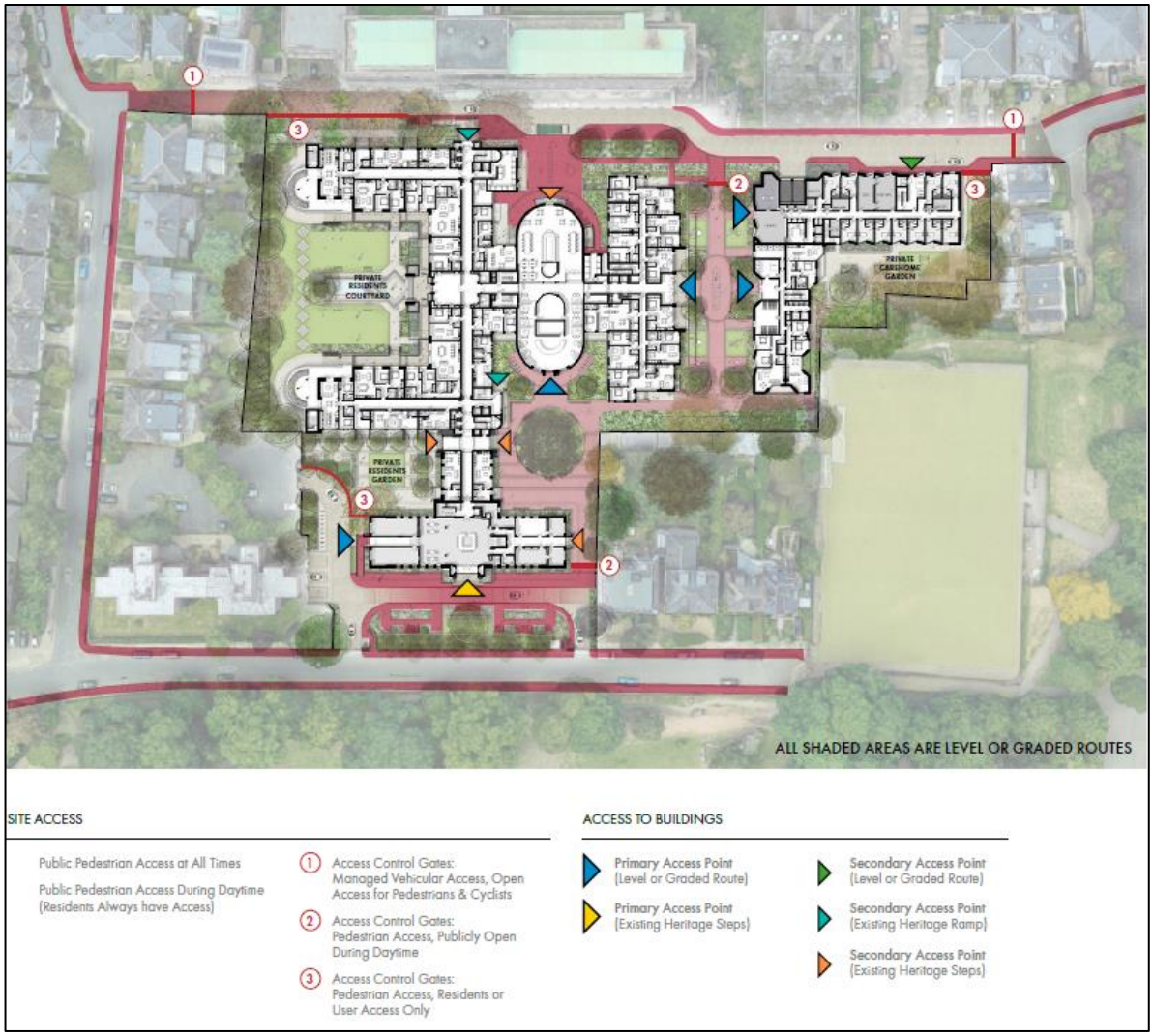
- *The development quantum / mix isn't fixed at this stage, and the predicted traffic generation associated with the existing and proposed uses isn't known. So, I can't confirm at this stage if any traffic surveys or junction capacity assessment will be required.*
- *The TRICS sites selected for trip generation purposes should be in Greater London, and the sites should have comparable PTAL and off-street parking levels.*
- *Cycle parking should be provided in accordance with London Plan standards and the design of the cycle parking should accord with London cycle design Standards (LCDS). The cycle parking should include accessible spaces, and facilities for electric bikes.*
- *The proposed ATZ assessment methodology and suggested routes are agreed. The assessment should also include a Nighttime assessment, that considers the quality of lighting along routes, and personal security issues.*
- *The ATZ assessment should include the routes to the facilities in Ravenscourt Park, including routes to the tennis / basketball courts, and play areas.*
- *The extent of the PIC review, and methodology is agreed.*
- *PIC data should also be provided for all of the ATZ routes.*
- *A Delivery & Servicing Management Plan should be provided. It should include measures to minimise the impact of delivery and servicing activity at the site, such as concierge facilities and parking for cargo bikes.*
- *A site wide Framework Travel Plan should be provided, it should include measures that encourage a reduction in car use and promotes a range of sustainable alternatives.*
- *An outline Construction Logistics Plan should also be provided with a future application.*

1.16 This Healthy Streets Transport Assessment (TA) has been prepared to consider the transport and highways implications of the proposed development at the site. It has been prepared in accordance with Transport for London (TfL)'s guidelines on TAs and the feedback provided in the pre-application response from LBHF.

Access

1.17 The proposed pedestrian access through the site can be seen in **Figure 1.3**. This also demonstrates the benefit brought by the development proposals by way of increased permeability of the area.

Figure 1.3 Pedestrian Routes



Source: SPPARC, Design and Access Statement

1.18 The proposed location of cycle parking areas is shown in **Figure 1.4**.

Figure 1.4 Proposed cycle parking

Source: SPPARC Design and Access Statement

Ravenscourt Park

1.19 The existing vehicular site access arrangement from Ravenscourt Park will be retained, although the central parking area (between Blocks A to D) will be removed. Beyond catering for the occasional emergency vehicle, this area will be pedestrianised. A one-way loop adjacent to Block A will cater for drop offs (including by taxis) and for servicing of the same Block (for the proposed community / commercial space).

1.20 Access to the existing car park to the south of Block A will be retained and would not be affected by the proposals. An internal drop off point for taxis will also be created.

Ravenscourt Square

1.21 The existing one-way (northbound) route on Ravenscourt Square will be retained, and a new access (via car lifts) provided to a basement underneath Block F. The existing access to the Chiswick Centre on the west side of Ravenscourt Square will be unaffected. Security gates will be reinstated to either end of Ravenscourt Square to manage vehicular traffic and remove possible rat-running that may currently take place. The gates are expected to grant pedestrian and cycle access between 07:00 – 22:00, while future residents with a key fob will be able to access through this route 24/7. Traffic surveys have been carried out and will be set out later in this TA.

1.22 Servicing will be carried out from this road, as set out below. Swept path analysis drawings of the largest vehicles anticipated on site are included in **Appendix D**.

Parking

1.23 Details of the parking strategy are provided later in this Chapter, including a review of its compliance with the relevant planning policies.

Delivery, Servicing and Emergency Vehicles

1.24 A Framework Delivery and Servicing Management Plan will be submitted as part of the application. The key aspects of the servicing strategy are set out as follows:

- Servicing to the proposed dwellings and care home would take place from Ravenscourt Square
- Access would be via the gated private road and controlled by a 24 hour concierge.
- Residential deliveries, including those for residents moving in and out of the scheme, would be anticipated and accepted by the concierge team.
- Smaller deliveries would be held in a secure area for later collection by residents. A suitable window for the delivery of larger goods would be agreed with the concierge team with directions given to allow direct delivery to the residents dwelling via a loading bay
- The proposed community use(s) to be provided in Block A would be serviced from Ravenscourt Park via an internal drop off area

1.25 The location of the servicing and delivery points and access routes to the site are shown at **Appendix E**., while the swept path of a panel van accessing the loading bay from Ravenscourt Park is shown at **Appendix F**.

1.26 The community uses (Block A) will be serviced from Ravenscourt Park).

1.27 Fire tenders will be able to access all sides of the development, from both Ravenscourt Square and Ravenscourt Park.

National Policy and Guidance

National Planning Policy Framework (NPPF)

1.28 The National Planning Policy Framework (NPPF), recently updated (September 2023), sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

1.29 The NPPF defines a sustainable transport mode as follows:

> *"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport"*[4].

1.30 Regarding sustainability, it states at Paragraph 7 that:

> *"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs"*[5].

1.31 Regarding transport assessments and statements and travel plans, it states at Paragraph 113 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"*[6].

1.32 According to the NPPF (Paragraph 106), with regards to parking standards:

> *"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*

[4] *Annex 2, Glossary, p. 73*
[5] *Paragraph 7*
[6] *Paragraph 113*

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 […]"[7].

1.33 According to the NPPF (Paragraph 112), applications for development should, inter alia:

"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) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations"[8].

1.34 Importantly, Paragraph 111 states 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"[9].

1.35 It is considered that the proposed development meets all requirements set out in the NPPF, for reasons set out throughout this TA and then summarised in the final Chapter.

Regional Policy and Guidance

The London Plan

1.36 The London Plan (March 2021) is the third London Plan which concerns all 32 London boroughs and the Corporation of London. It sets out policies to accommodate the expected growth of the city in a sustainable way covering a period over the next 20-25 years and has been adopted by the Greater London Authority (GLA).

[7] *Paragraph 106*
[8] *Paragraph 112*
[9] *Paragraph 111*

1.37 Enabling sustainable modes of transport supports the Mayor's vision (later described in this Chapter). The London Plan states that London should be:

> *"improving processes, opening up new markets and allowing more flexible working. Convenient transport connections and street, rail and waterway networks that allow the efficient movement of goods and people are also vital, alongside the schools, healthcare facilities and other amenities that employees need to be healthy and productive (para 1.5.4)".*

1.38 Within The London Plan there are several policies relating to transport and new developments. The first policy is *Policy T1 - Strategic approach to transport*. This policy consists of two parts:

> *A. "Development Plans and development proposals should support and 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; and*
>
> *B. 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".*

1.39 Another key transport policy outlined in The London Plan is *Policy T4 - Assessing and mitigating transport impacts*. It states that:

> *A. "Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
>
> *B. Transport assessments should be submitted with development proposals to ensure that any 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 in accordance with relevant Transport for London guidance[10].*
>
> *C. 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 any adverse transport impacts that are identified.*
>
> *D. 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*

[10] *Guidance for planning applicants - Transport for London (tfl.gov.uk)*

in capacity to cater for the increased demand, planning permission may will be contingent on the provision of necessary public transport and active travel infrastructure.

E. 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.

F. Development proposals should not increase road danger".

1.40 Other key polices related to transport and new developments are included within The London Plan. Even though they will not be set out in detail in this TA, they have been considered during the design process. These include:

- Policy T2: Healthy Streets;
- Policy T5: Cycling;
- Policy T6: Car Parking;
- Policy T7: Deliveries, servicing and construction.

1.41 The proposed development meets the applicable and relevant policies outlined within The London Plan, as will be outlined throughout this TA.

Mayor's Transport Strategy

1.42 The Mayor's Transport Strategy (MTS), developed in consultation with TfL and published in 2018, sets out the Mayor's policies and proposals to reshape transport in London by 2041.

1.43 Three key themes are at the heart of the strategy and are set out in **Table 1.1.**

Table 1.1 Objectives of the Mayor's Transport Strategy

Objective	Description
Healthy streets and healthy people	Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
A good public transport experience	Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
New homes and jobs	More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

Source: Mayor's Transport Strategy 2018

1.44 At the core of the MTS, there are three key ambitious aims, namely:

- 80% sustainable mode share by 2041;
- 20 minutes of active travel for all by 2041; and
- Vision Zero for road danger by 2041.

1.45 The ways in which the proposed development supports the MTS and its bold objectives will be explained throughout this TA.

Healthy Streets

1.46 The Healthy Streets approach is a system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more.

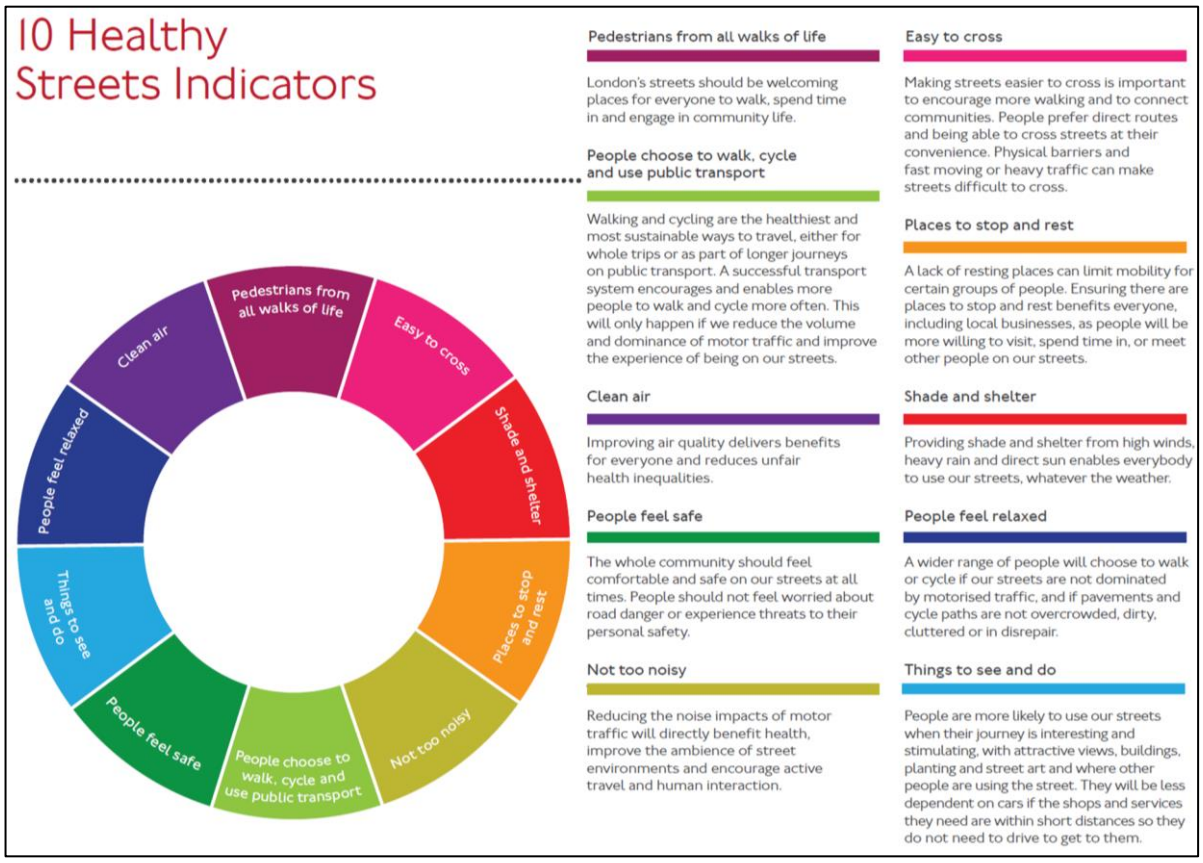
1.47 This approach aims to ensure all Londoners enjoy the benefits of an active lifestyle through walking or cycling for at least 20 minutes a day (one of the three key aims of the MTS). It requires an integrated living plan for the city with most journeys being undertaken on London's streets. Therefore, this approach aims to ensure that this environment works for those undertaking journeys by foot, bicycle and public transport.

1.48 This assessment technique aims to ensure the street environment works for all and provides a long-term plan for improving Londoners' and visitors' experiences of London's streets as well as promoting physical activities organically. The 'Healthy Streets' approach aims to deliver these changes and achieve these policies in the following three ways:

- ***At Street Level****: creating positive changes to the character of London's Streets with spaces for dwellings, walking, and cycling as well as public transport use. This is considered to be aided by providing seating, vegetation and reducing the dominance of vehicles on the landscape;*
- ***At Network Level****: Developing more efficient and affordable services including public transport choices and facilities (including at stations). TfL have also set out a strategy to improve road safety through the provision of on-street enforcement operations, road signals and road work management; and,*
- ***At Strategic Level****: maintain the long term transport functionality within London for its residents and visitors where walking, cycling and public transport are the primary choices for travel. TfL will aim to develop new housing within the vicinity of rail stations public transport services and interchanges.*

1.49 In recognition of these targets, ten Healthy Street Indicators have been developed by TfL to assess the street environment. These indicators were derived on the basis of Health, Fairness and Active Travel principles. A description of these indicators is provided in **Figure 1.5**.

Figure 1.5 The Ten Healthy Street Indicators



Source: Healthy Streets for London (TfL)

1.50 This approach is intended to "*make London a healthier, more sustainable, safer, more connected and, ultimately, more successful city for all Londoners*".

1.51 TfL's guidance adds that:

> *"London can become a city where people choose to walk, cycle and use public transport more, bringing huge health and wellbeing benefits to everyone".*
>
> *"Providing more appealing walking, cycling and public transport options is the best way to reduce car use".*

1.52 Also in this case, the 'Healthy Streets' approach is at the core of this TA and of the transport strategy behind the proposed development. While the whole TA is based on the 'Healthy Streets' approach, a dedicated Chapter will deal with the impact on active travel, through the Active Travel Zone (**ATZ**) Assessment.

Vision Zero

1.53 The Vision Zero action plan is a multi-national road traffic safety project and has been adopted by TfL to assist London in meeting its commitment to end the toll of deaths and injury seen on their roads and transport networks.

1.54 London is at the forefront of this approach and, as already noted, the MTS sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.

1.55 This action plan can be summarised through its aim to act, impact and address issues relating to the following:

- **Safe speeds**: Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
- **Safe streets**: Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;
- **Safe vehicles**: Reducing the risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;
- **Safe behaviours**: Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders;
- **Post-collision response**: Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

1.56 Historic collision data will be provided in the remainder of the TA, particularly as part of the ATZ Assessment show in **Figure 4.2** and also using Crashmap in **Figure 3.16** and **Figure 3.17**.

Local Planning Policy

Hammersmith and Fulham Local Plan

1.57 The Hammersmith and Fulham Local Plan[11] (HFLP) was adopted on 28 February 2018 and has replaced the Core Strategy 2011 and Development Management Local Plan 2013 documents as the basis for planning decisions and future development in the Borough. It sets out the council's vision for the

[11] https://www.lbhf.gov.uk/sites/default/files/section_attachments/local_plan_2018_web_version.pdf

Borough until 2035, including placing more people in decent, affordable homes in a stronger local economy that provides training and job opportunities for local residents.

1.58 Section 14 of the document centralises around transport and accessibility. Policy T2, *Transport and Travel Plans*, sets out the following:

> *"All development proposals will be assessed for their contribution to traffic generation and their impact on congestion, particularly on bus routes and on the primary route network. The existing and potential availability of public transport, and its capacity to meet increased demand will also be assessed for any development.*
>
> *The council will require a Transport Assessment (TA), together with a Travel Plan where a development is anticipated to generate a level of trips that impacts on the local network or have an impact on any strategic routes. Delivery and Servicing Plan should be secured in line with TfL's London Freight Plan and should be co-ordinated with Travel Plans."*[12]

1.59 Other policies which also relate to the development site include:

- Policy T1 – Transport (Improve transportation provision, accessibility, and air quality in the Borough
- Policy T3 – Increasing and promoting opportunities for cycling and walking
- Policy T4 – Vehicle parking standards
- Policy T7 – Construction and demolition logistics

1.60 The Council requires any proposed development to conform with its car parking standards. The standards can be found in Appendix 7 and 8 of the HFLP and refers to the version of the London Plan that was adopted at that time (i.e. 2016).

Parking Policy

Cycling Parking Standards

1.61 The London Plan states that *"development plans and proposals should help to remove barriers to cycle and create a healthy environment in which people choose to cycle"*[13]. The proposed development should provide cycle parking in accordance with the minimum standards set out in **Table 1.2** below.

[12] Hammersmith and Fulham Local Plan pg. 219
[13] London Plan pg. 415

Table 1.2 Cycle Parking Standards

Use	Long Stay	Short Stay
C2 Care Home	1 space per 5 FTE staff	1 space per 20 bedrooms
C3-C4 Residential	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
Community / Commercial	Various standards apply; for (former) A2-A5: 1 space per 175 sqm (GEA)	1 space per 20 sqm (GEA)

Source: © GLA London Plan

1.62 In accordance with the above standards, the development will provide:

Use	Short Stay	Long Stay	Larger Cycle Space
Residential	**Total - 5** 2 in Block B 1 Block C 1 Block D 1 Block E	**Total - 253** 131 in Block B 20 Block C 64 Block D 38 Block E	**5%** of the total will be provided
Care Home	**Total - 4**	**Total - 1**	**5%** of the total will be provided
Community/ Commercial Use (Black A)	**Total - 59**	**Total - 7**	**5%** of the total will be provided

1.63 It is noted in Policy T5: Cycling that

> *"Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards[14]. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people".*

1.64 Long stay cycle parking will be located in the basement of the building and will comprise a mix of Sheffield and two-tier stands, with 5% of the total provision catering for larger/adapted bikes. The parking spaces will therefore be sheltered and secure, accessed from the ground floor level via lifts suitable for cycles, from where residents will have access to their flats via internal corridors and lifts.

[14] https://tfl.gov.uk/corporate/ publications-and-reports/streets-toolkit#on-this-page-2

1.65 Short stay cycle parking will be provided by Sheffield stands, located across the development and within the proposed public realm space.

Vehicle Parking Standards

1.66 As mentioned previously, the HFLP provides car parking standards, and they refer to an older version of the London Plan (2016). Therefore, these are much higher than those in the current London Plan (2021).

1.67 The Hammersmith and Fulham parking standards are shown in **Table 1.3**, while **Table 1.4** summarises the maximum standards for uses applicable to the development from the current London Plan.

Table 1.3 Adopted Car Parking Standards (HFLP)

Maximum residential parking standards			
Number of beds	4 or more	3	1-2
Parking spaces	Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

Source: HFLP Table 8

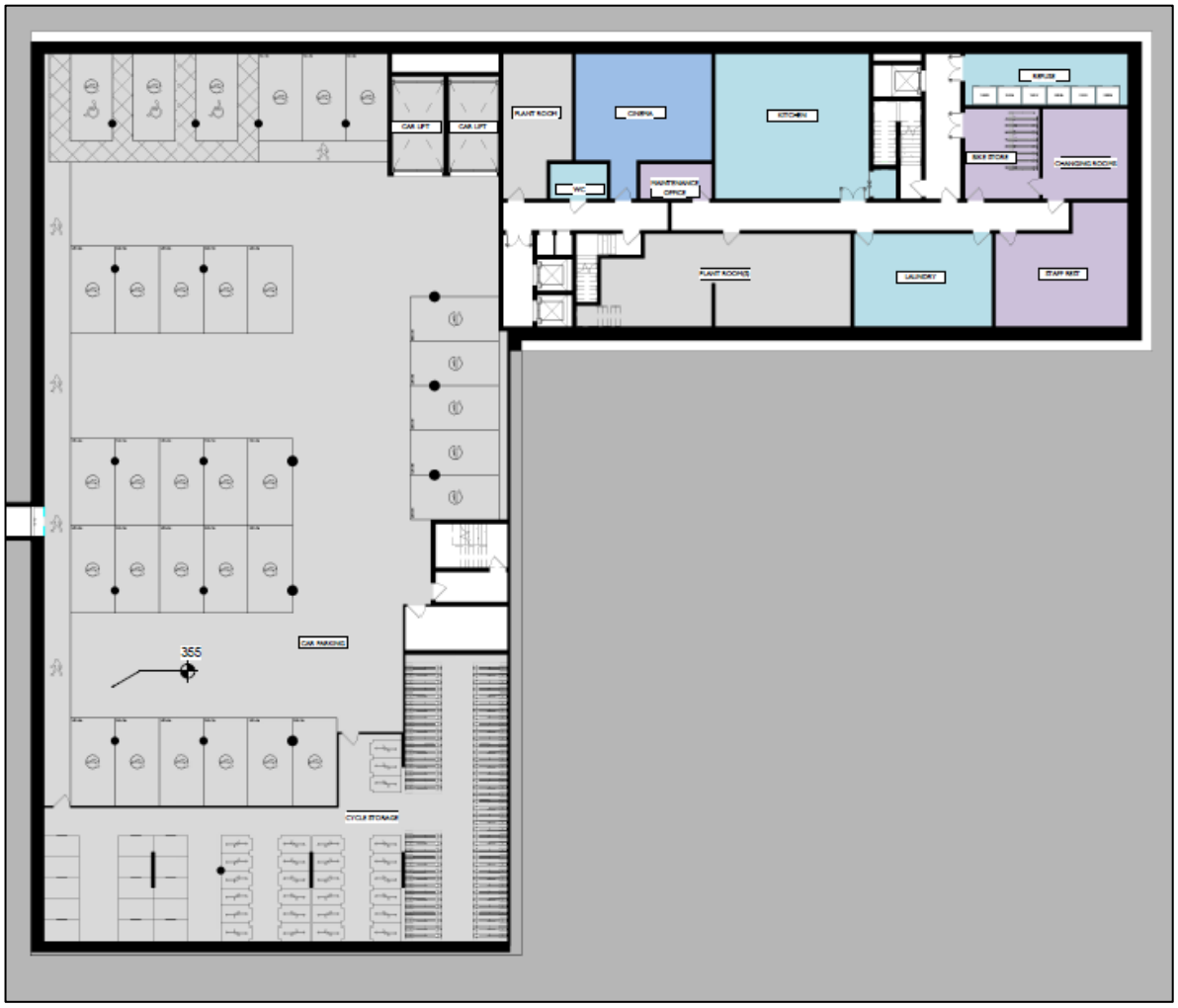
Table 1.4 Car Parking Standards (London Plan 2021)

Use	**Location**	**Standard**
C3 Residential	Inner London PTAL 3	Up to 0.25 spaces per dwelling
C2 Care Home	No standard	
Community / Commercial	Up to 1 space per 75 m^2 gross internal area (GIA)	

Source: © GLA London Plan 2021

1.68 A total of 35 car parking spaces, in accordance with the maximum values permitted by The London Plan 2021, would be provided in the proposed basement under Block E, for the residential component of the scheme. As can be seen in **Figure 1.6** this would be accessible via two car lifts that would be accessed from Ravenscourt Square.

Figure 1.6 Basement Car Park



Source: SPPARC (2210-SPP-RCZ-B1-DR-A-20-1001)

1.69 With regard to car parking, there is no reference to care homes set out in the current London Plan. In the absence of a parking standard, the proposed care home would be car- free, with the exception of a disabled bay. This is considered to be desirable and entirely appropriate when considering the site's accessible location.

Disabled Parking

1.70 In terms of disabled parking provision, Policy T6.1 - Residential disabled persons parking of the London Plan notes the following:

> *"Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:*
>
> - *Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset,*

- *Demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon".*

1.71 Disabled parking will be provided in line with the requirements set out in the London Plan. The scheme will provide 3% (of the total dwellings) as disabled spaces from the outset. This equates to a total of 5 spaces (rounded up from 140 x 0.03 = 4.2), of which 3 would be located in the basement and 2 at ground floor level, placed next to Block A.

1.72 Two further disabled spaces are proposed. One would be provided for the proposed care home on Ravenscourt Square and one for the proposed flexible community/ commercial space by the Ravenscourt Park entrance adjacent to Block A.

1.73 It is unlikely that the full 10% provision for the residential element of the scheme would be required, but up to an additional 9 spaces could be provided on street should demand arise over time, by converting existing spaces (for example on Ravenscourt Park). A parking survey has been carried out that confirmed the availability of on street spaces, as will be set out later in this TA.

Electric Vehicles

1.74 In accordance with Policy T6.1 - Residential parking - of the London Plan, *"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces".*

1.75 EV charging spaces will be provided in line with policy and will be available for all parking spaces including those situated at ground level.

2 Transport Planning for People

Introduction

2.1 This Chapter of the TA outlines who the development will be for, where and when they will travel. The following documents and data sets have been used, and are presented in this section:

- Transport Classification of Londoners;
- ONS data (2011).

Transport Classification of Londoners

2.2 The Transport Classification of Londoners (TCoL) is "*a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners on the basis of the travel choices they make, and the motivations for making those decisions*"[15]. This classification was undertaken *"to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future"*.

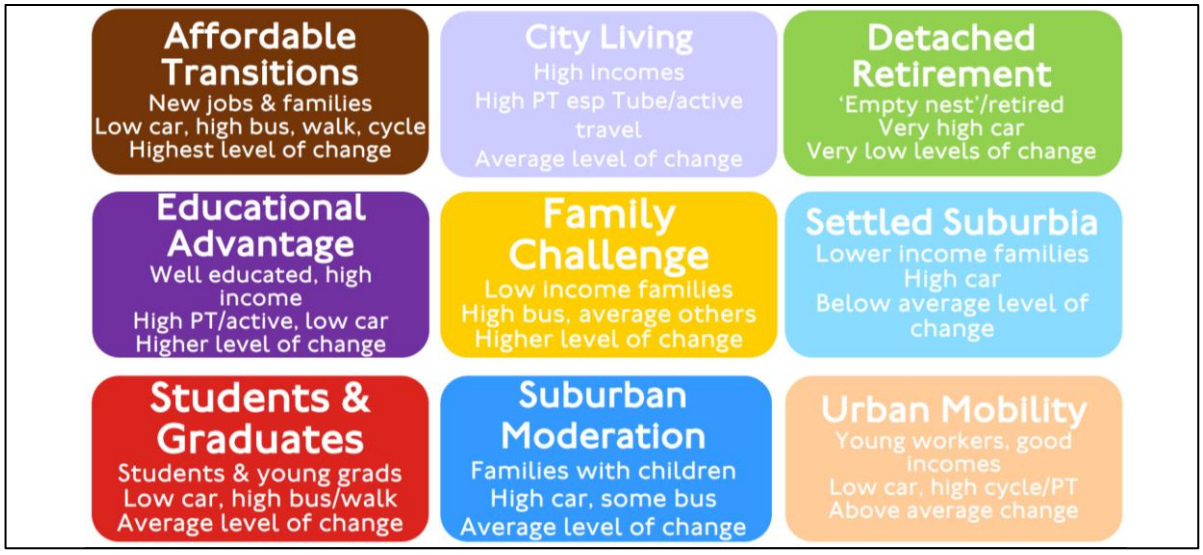
2.3 TfL's guidance notes that there were approximately seven key variables used to help determine the initial TCoL segmentation. They were as follows:

- Propensity to change travel (a composite variable based on recent changes to travel behaviour);
- Mode usage and Dominant mode (a composite variable based on use of different modes;
- Lifestage (a composite variable of age, household structure and employment status);
- Income;
- Ethnicity;
- Changes in behaviour motivated by health / fitness; and
- Use of mobile phones for email.

2.4 The classification has produced nine segments, reproduced in **Figure 2.1**.

[15] *Transport Classification of Londoners, TfL, 2017*

Figure 2.1 Transport Classification of Londoners (TfL)



Source: TfL

2.5 Based on the classification undertaken by TfL for each Borough, typically LBHF results are generally made up of 'Students & Graduates', followed by 'Urban Mobility', 'City Living', 'Educational Advantage', 'Suburban Movement', 'Detached Retirement' and 'Family Challenge'.

2.6 The characteristics of the development site may differ from the 'average' to that of the above results, as it will likely include premium private flats, a care home and community uses. It is considered that the future occupiers of the proposed flats would instead fall in the categories shown in Table 2.1.

Table 2.1 Anticipated Future Occupiers (TCoL classification)

Segment	***Summary Profile***	***Summary of travel***
City Living	*Is characterised by very high incomes and locations in **trendy parts of London**.*	*Have very high levels of Underground use while also above average use of bus, rail, walking and cycle hire.*
Urban Mobility	*Typically **young working adults with no children and reasonable incomes** living in inner (though not central) London*	*The Urban mobility segment has low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average*
Educational Advantage	*Mainly living in central London, people in this segment tend to be **highly educated** and have above average incomes. They have a low incidence of having children living in the household.*	*Relies on public transport and walking, with very low car use. They have a high propensity for change.*

2.7 In conclusion and confirming the findings of Table 2.1, it is considered that future occupiers would be characterised by a high propensity to change travel, low car usage and reliance on public transport and active modes of travel.

2.8 The care home will likely serve the local community, with staff and future residents likely being of the local area too (also noting its car free nature).

2.9 The flexible commercial and community floor space will likely include one (or more) of the following uses:

- Class E
  - b) Food and drink
  - g) i) Office
  - d) Indoor sport and recreation (not swimming pools, ice rinks or motorised vehicles or firearms)
  - f) Non-residential creche, day centre or nursery
- Class F1
  - a) For the provision of education
  - b) Display of artwork
  - c) museum
  - d) public library / reading room
  - e) public hall / exhibition hall
  - f) For, or in connection with, public worship or religious instruction
- Class F2
  - b) community halls and meeting places.

2.10 In consideration of the relatively small scale, the new floor space will serve the local community and its car free nature will encourage the use of active and sustainable modes of travel.

Mode Share and Destinations

2.11 To understand how the above customer segments would travel, and therefore to derive an average mode share, the most recent Census data for the local MSOA[16] was consulted to gain an understanding of the likely mode share of the proposed dwellings. This is shown in **Table 2.2.**

[16] *2011 Middle layer Super Output Area*

Table 2.2 Mode Share

Mode	Baseline
On Foot	11.7%
Bicycle	10.1%
Bus	14.5%
London Underground / Train	45.9%
Car Driver	16.7%
Car Passenger	1.0%
	100.0%

Source: WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level) - Hammersmith and Fulham 008D

2.12 Census data was also used to understand the likely travel destinations. They are set out in **Table 2.3.**

Table 2.3 Travel Destinations

Destination	Share
Westminster, City of London	29.9%
Hammersmith and Fulham	20.6%
Camden	8.1%
Hounslow	6.9%
Kensington and Chelsea	6.9%
Ealing	4.4%
Southwark	3.8%
Lambeth	2.5%
Tower Hamlets	1.8%
Richmond upon Thames	1.5%
Brent	1.2%
Other destinations	12.4%

Source: Dataset WF01BEW (Location of usual residence and place of work)

2.13 As can be seen from Table 2.3, the majority of future occupiers are likely to travel to neighbouring boroughs, with more than 50% of them travelling to either Westminster and the City or Hammersmith and Fulham.

3 Site and Surrounding Area

Existing Uses

3.1 The site is currently vacant and has been since 2006; its previous use was a hospital with five blocks operating within use class C2. The existing Gross Internal Area of the hospital, across all blocks, is 19,215m^2.

Figure 3.1 Existing site frontage on Ravenscourt Park

Source: TPA (November 2022)

3.2 The site is located to the west of Ravenscourt Park. The property is well placed for access to Ravenscourt Park, which itself boasts 21 acres of green space which includes tennis and basketball courts, a bowling green, cafes, a walled garden, and a number of play areas.

3.3 Pedestrian access to the site is via several entrances on all sides of the building, although the main entrance is from Ravenscourt Park on the eastern side. Car parking is currently available both on site with additional parking available on street. Circa 40 spaces are currently provided within the application red line, some of which are now barely distinguishable due to weathering, weeds or debris. A further circa 35 spaces are available on Ravenscourt Square, a private street to the west of the site, which are shared with the existing Chiswick Nursing Centre.

Figure 3.2 Car parking areas on site

Source: TPA (November 2022)

Figure 3.3 On street car parking on Ravenscourt Square

Source: TPA (November 2022)

3.4 The site is accessible by all modes of transport, including walking, cycling and public transport. The site's accessibility by all modes will be set out in the remainder of this Chapter.

Walking

3.5 The site sits in a predominantly residential area and pedestrian infrastructure in its vicinity is generally of good quality. Ravenscourt Park, immediately to the east of the site, is supported by footways on either side of the carriageway, ranging in width between circa 1.8 m – 2.2 m. These footways are shown in **Figure 3.4**.

Figure 3.4 Ravenscourt Park

Source: TPA (November 2022)

3.6 Ravenscourt Gardens, situated to the south of the site, has a similar quality of pavements, which are approximately 2 m in width. A raised table is provided at the junction with the A402 Goldhawk Road.

Figure 3.5 Ravenscourt Gardens

Source: TPA (November 2022)

3.7 Ravenscourt Square is a private access road, currently serving the existing Chiswick Nursing Centre and a few residential properties (outside the application red line). It was and will remain a shared space environment that was formerly controlled by gates that will be reinstated as part of the proposals. The shared space arrangement is considered suitable in the context of the low volumes of vehicular and pedestrian traffic along the road.

Figure 3.6 Ravenscourt Square

Source: TPA (November 2022)

3.8 Local footways link the site to the wider area to local services, facilities, bus stops and London Underground stations. Crossing points along the local roads generally benefit from dropped kerbs and tactile paving.

Local Amenities

3.9 Reflecting the site's location in a residential area, and within proximity to Hammersmith District Centre, the site benefits from excellent accessibility to local amenities by walking and cycling. Many services and facilities are available within a short walking distance (schools, shops, employment, other services and facilities) and good quality walking and cycling infrastructure is provided.

3.10 The (then) Institution of Highways & Transportation publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in **Table 3.1** below are taken from **Table 3.2** of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 3.1 IHT suggested Walking Distance Thresholds

	Town Centres (m)	**Commuting / School / Sight-seeing (m)**	**Elsewhere (m)**
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

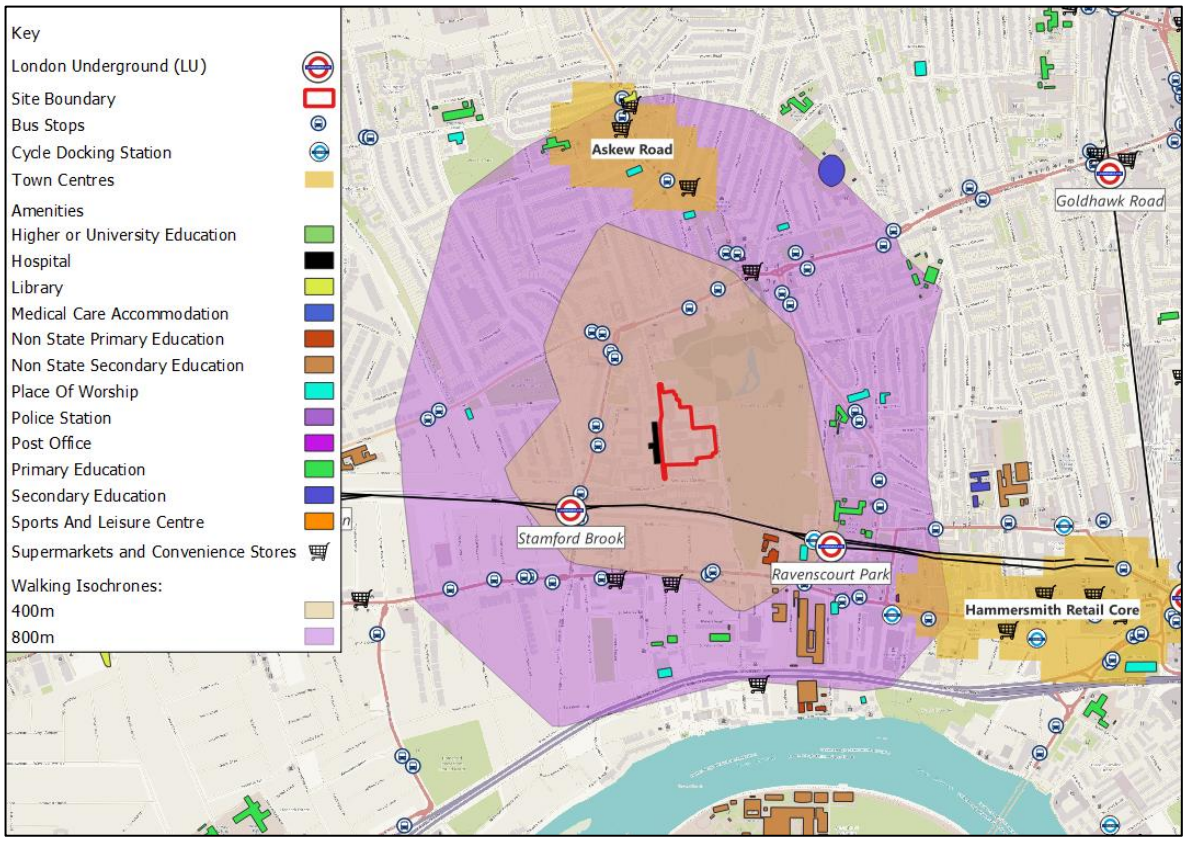
Source: Table 3.2 of Providing for Journeys on Foot (IHT)

3.11 In addition, Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas: "*Walking neighbourhoods are typically characterised as having*

a range of facilities within 10 minutes' walking distance (around 800 metres)". This is further stressed in CIHT guidance "Planning for Walking" (2015) and in Manual for Streets[17].

3.12 The site is within desirable or acceptable walking distances from a multitude of services and facilities. **Figure 3.7** outlines those facilities and amenities that are available within approximately 800m of the site.

Figure 3.7 Local Services and Amenities within Walking Distance



Source: Mapping from © OpenStreetMap contributors, Data provided from OS Open data

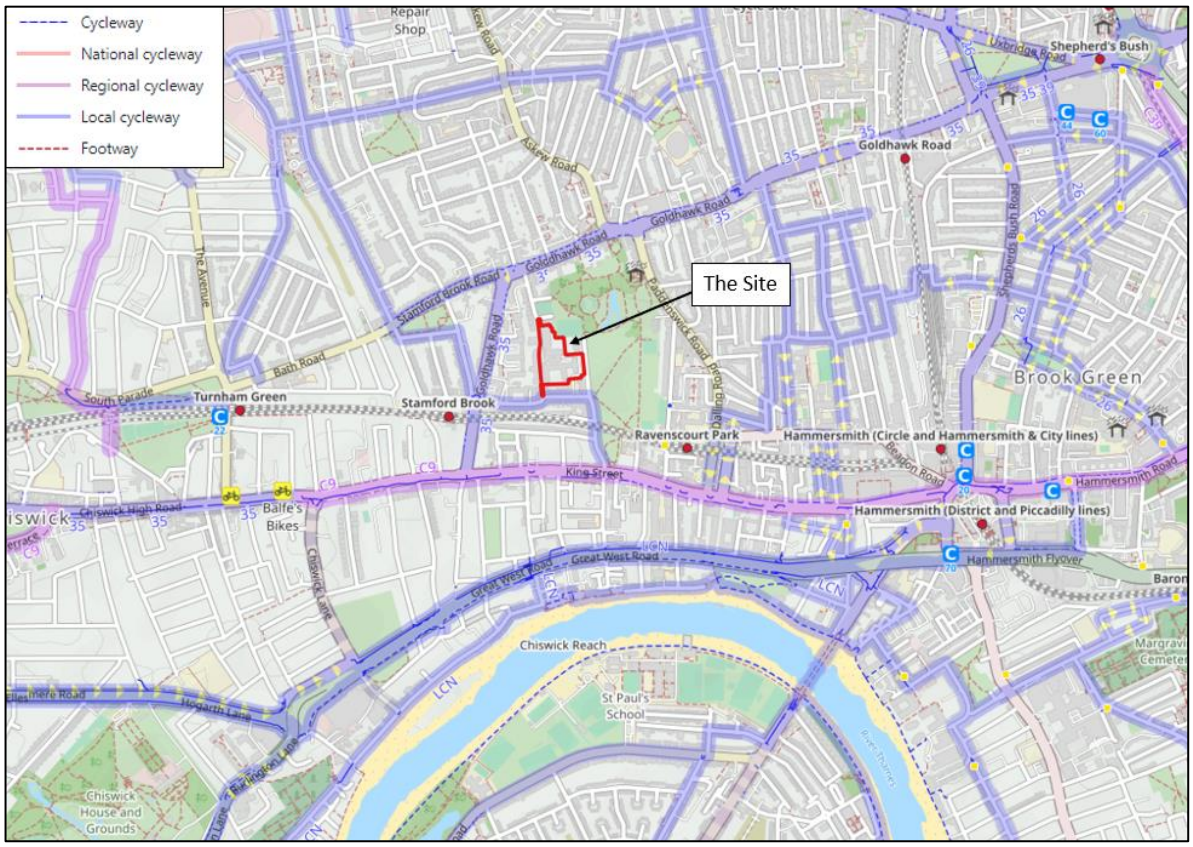
Cycling

3.13 The site is served by a good network of cycling infrastructure with designated cycles located along Kings Street, part of Cycleway 9. There are also further local routes which can be seen in **Figure 3.13**.

3.14 Cycleway 9 supports the MTS and Healthy Streets Approach by encouraging walking, cycling and using public transport. It provides a continuous, largely segregated route between Kensington Olympia and Brentford town centre, via Hammersmith and Chiswick.

[17] *Paragraph 4.4*

Figure 3.8 Local Cycle Network



Source: © OpenStreetMap contributors

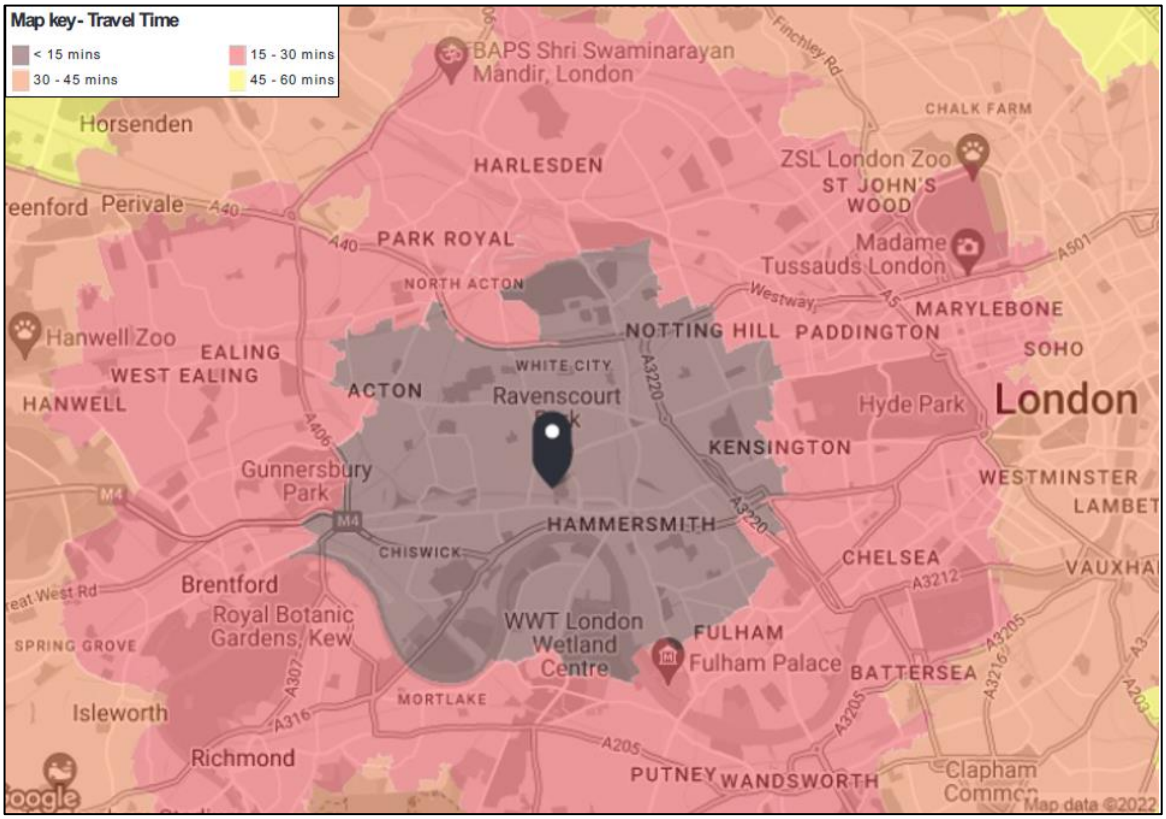
3.15 In addition, there is a Santander Cycle docking station located within a short walk of the site, approximately 350 m to the south east, outside Ravenscourt Park Station. This docking station is situated on the western boundary of the allocated hiring area in London. Electric bicycles and scooters can also be hired, which allow cyclists more freedom in this area.

Figure 3.9 Cycle Docking Station outside Ravenscourt Park Station and the eastern entrance to the Park

Source: TPA (November 2022)

3.16 The presence of cycle routes in the immediate vicinity of the site means that a wide area in western London, including Hammersmith, Shepherd's Bush, White City, Barons Court, Notting Hill, Acton, Chiswick and Earl's Court can be reached by within a 15-minute cycle, and a much wider area, including central London, within 30-45 minutes. This is illustrated in TfL's cycle time isochrone plan outlined within in **Figure 3.10**.

Figure 3.10 Cycle Isochrones



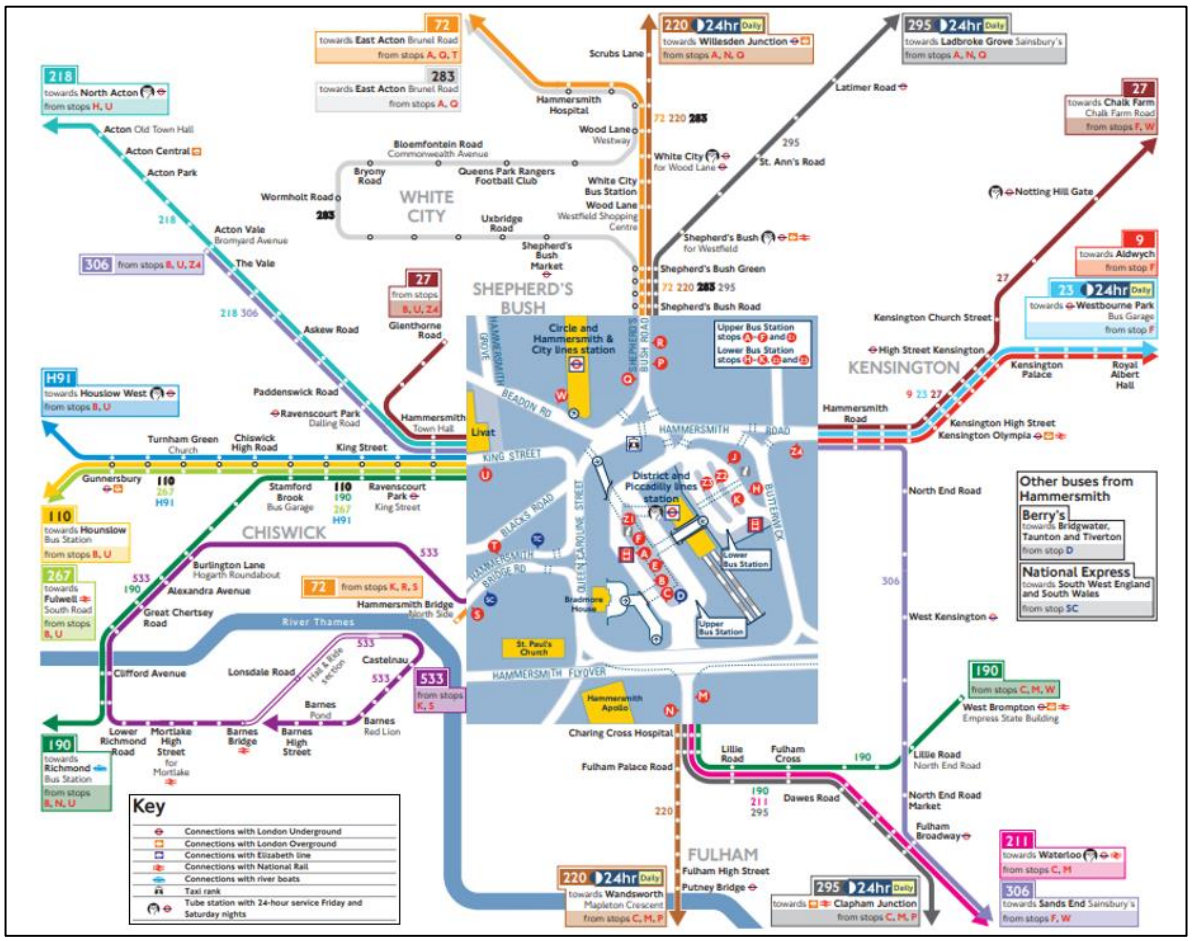
Source: TfL
Note: from Site, 2021, AM peak

Bus

3.17 The closest bus stops to the site are situated on Goldhawk Road to the west of the site, approximately 260 m walk from the site boundary. Service 237 operates from these stops, providing connections to Hounslow and Shepherds Bush.

3.18 Kings Road also has several bus services, with the nearest stop located between Hamlet Gardens and Ravenscourt Park. The stops are of good quality with shelters, seating and timetabling information provided. The stops are approximately 400 m to the south of the site. Five bus routes operate from these stops, providing services that connect the site to a range of other locations including Hounslow, Brentford, Hammersmith, Heathrow Airport and Fulham.

Figure 3.11 Local Bus Network



Source: TfL

3.19 A summary of the bus routes and their destinations are outlined in **Table 3.2** below.

Table 3.2 Bus Routes

Route	Nearest stops	Destinations
237	Goldhawk Road	Hounslow – Isleworth – Syon – Brentford – Gunnersbury – Ravenscourt Park – Shepherds Bush
110	Kings St, Hamlet Garden	Hounslow, Bus Station - Whitton - St Margarets - Richmond - Kew Gardens - Chiswick High Road - Hammersmith
190		Richmond - Hammersmith - West Brompton
267		Hammersmith - Brentford - Fulwell
N9		Aldwych - Hounslow - Heathrow Airport
N11		Ealing Broadway - Acton Town - Chiswick - Hammersmith - Fulham - Victoria - Liverpool Street
H91		Hounslow West - Osterley Station - Great West Road - Gunnersbury - Turnham Green - Stamford Brook - Hammersmith

Source: TfL

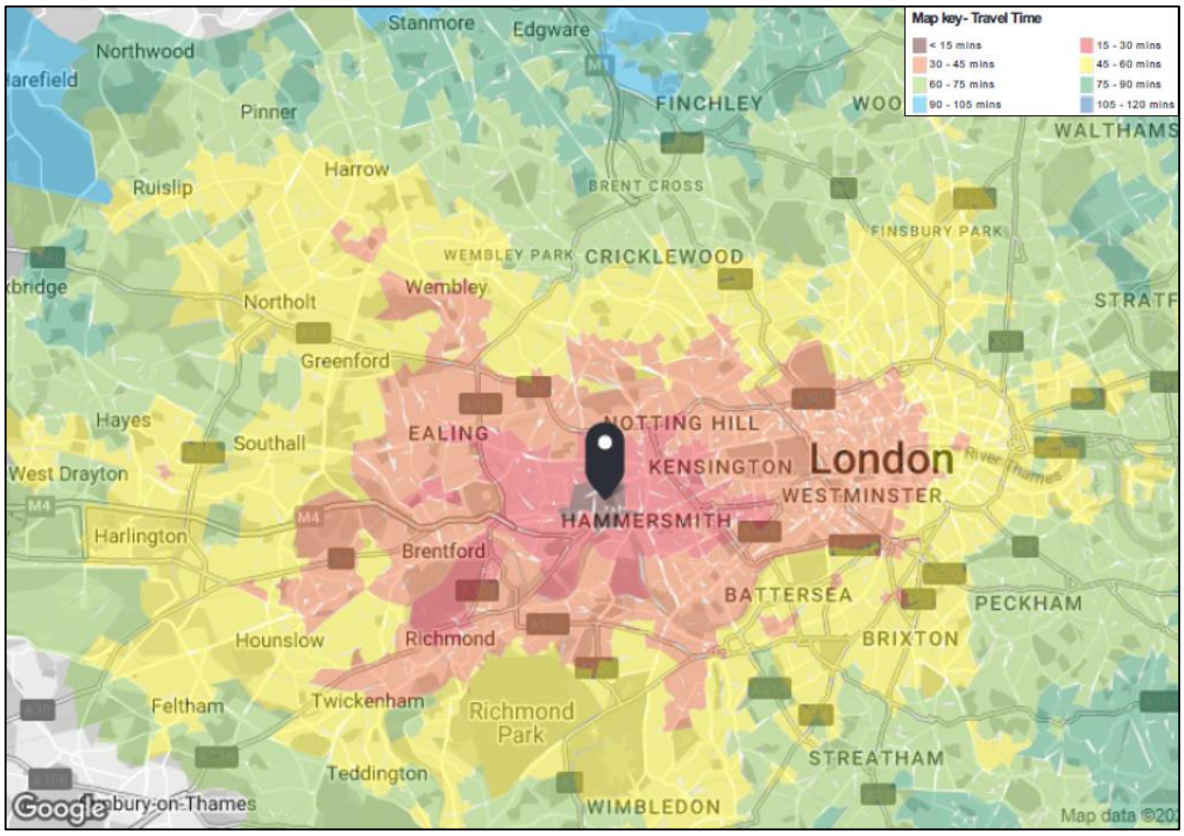
London Underground

3.21 Ravenscourt Park and Stamford Brook London Underground Station are approximately 350-400 m east and west of the site, respectively, equating to a 5-minute walk. They are served by the District line which runs to Ealing and Richmond in the west, Wimbledon in the south and Paddington and Upminster to the east, via central London.

3.22 Hammersmith Underground Station is situated approximately 1,200 m to the east, approximately 16-minutes walking distance from the site, and can also be accessed via the District line. The Piccadilly, Circle and Hammersmith and City lines also run from this station, offering additional services to central London as far as Barking in East London and Cockfoster, to the north.

3.23 In light of the numerous services available and reflecting its excellent public transport accessibility, a wide area of London can be reached in less than an hour by Underground. A large part of the central employment, commercial and residential areas is reachable within 15 to 30 minutes, as shown in **Figure 3.12**.

Figure 3.12 Public Transport Isochrones

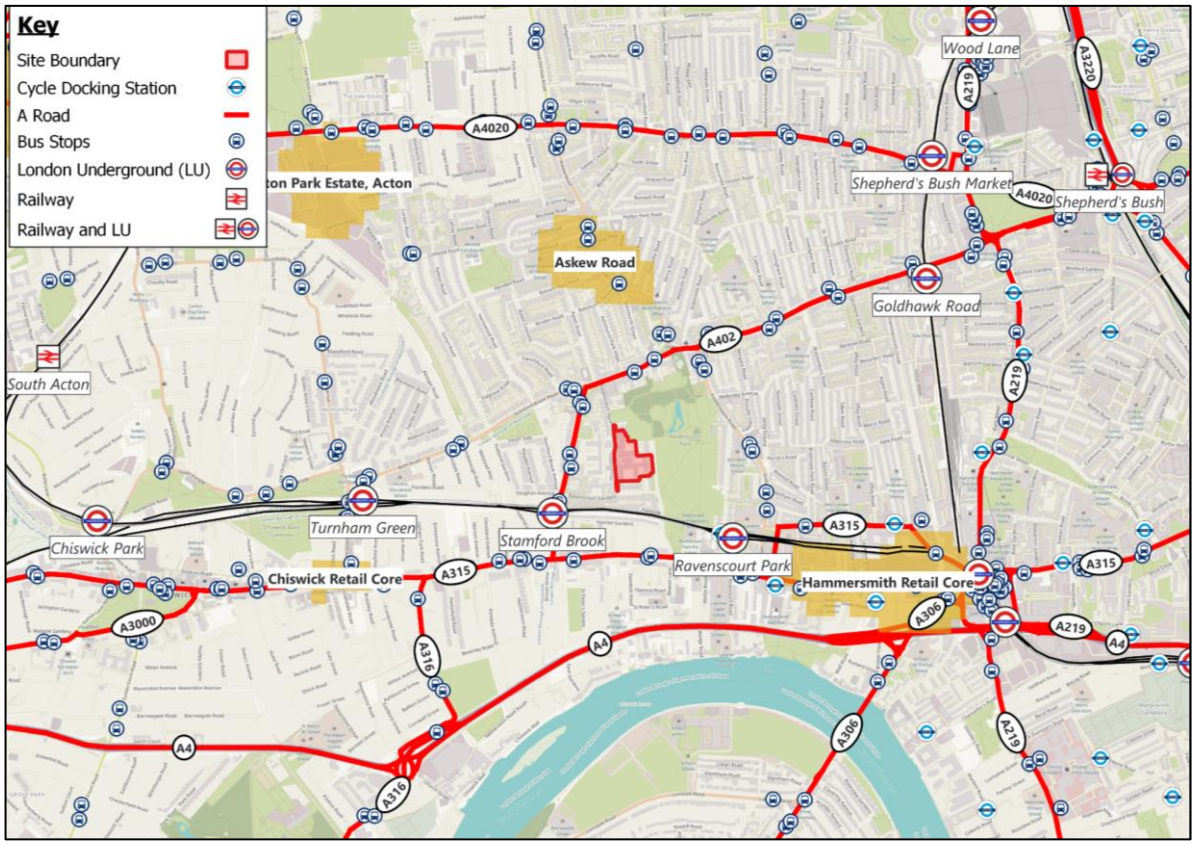


Source: TfL

Note: from Site, 2021, AM peak

3.24 **Figure 3.13** shows the local transport network close to the site, including cycle docking stations, bus stops, London Underground, railway stations and major roads.

Figure 3.13 Local Transport Network



Source: GIS Open Data

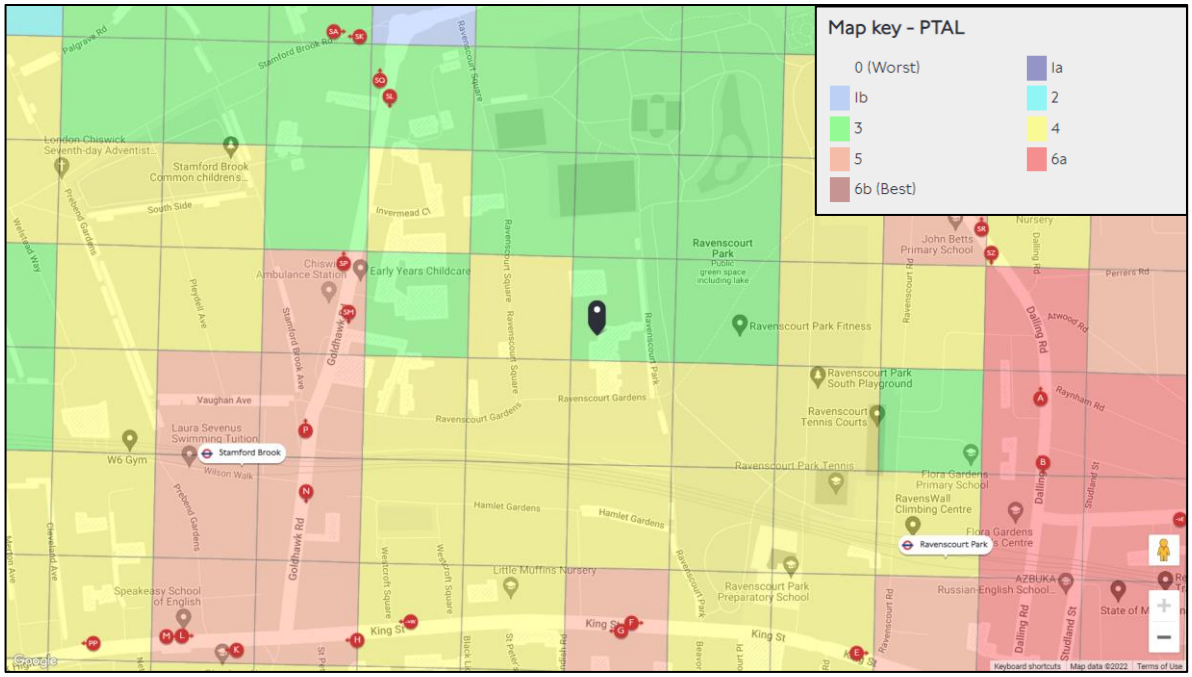
Public Transport Accessibility Level

3.25 Within London, the accessibility to public transport at any location can be defined by using the Public Transport Accessibility Level (**PTAL**) methodology, which calculates an Accessibility Index in order to quantify how accessible a site is by public transport services. PTAL is considered to be an accurate measure of the accessibility of a point to the public transport network, taking into account walking distances and service frequencies, albeit without considering the actual destination of the routes.

3.26 PTAL is a function of the distance and the frequency of bus services available within 640 m and of underground / railway services available within 960 m. Accessibility is defined by a score between 0 and 6a/6b, where 0 denotes no accessibility to services within TfL thresholds and 6a/6b denotes excellent accessibility.

3.27 The site is characterised by a PTAL of 3 which has been agreed by LBHF in response to the Scoping Note issued in March 2023. This can be seen outlined in **Figure 3.** below, demonstrating that the site benefits from moderate accessibility to public transport.

Figure 3.14 PTAL



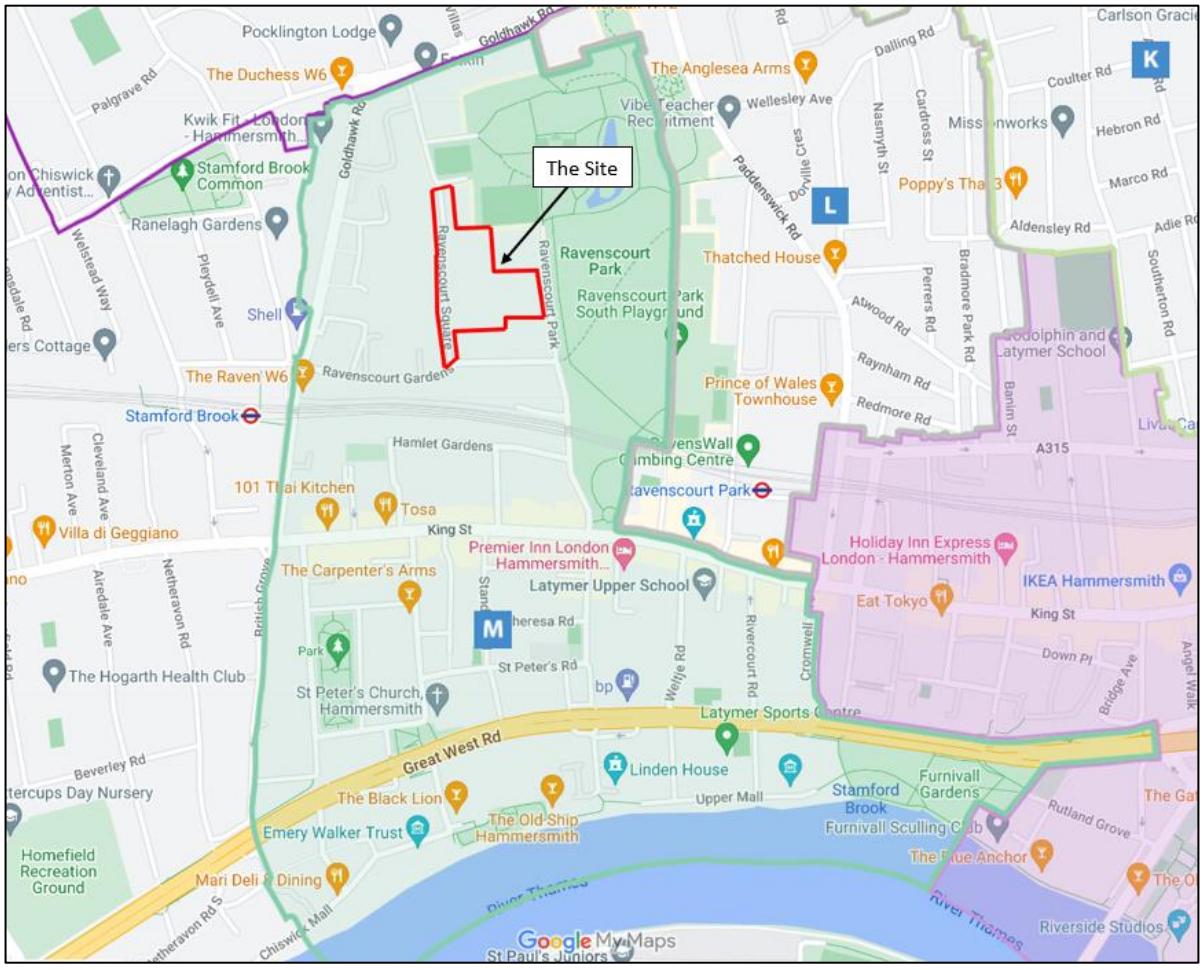
Source: TfL, WebCAT

Local Highway Network

3.28 The site is located to the north of the A315, King Street. The immediate roads next to the site are Ravenscourt Park (public highway), Ravenscourt Garden (public highway) and Ravenscourt Square (private road), which have been described earlier in this TA.

3.29 These roads are subject to a 20 mph speed limit and include parking restrictions. The site is within Controlled Parking Zone (CPZ) Area M. Restrictions apply between 09:00 – 17:00 Monday – Friday. A plan illustrating the extent of CPZ Area M in the vicinity of the site is provided at **Figure 3.15**.

Figure 3.15 Hammersmith and Fulham CPZ



Source: https://www.lbhf.gov.uk/parking/pay-and-display/map-controlled-parking-zones

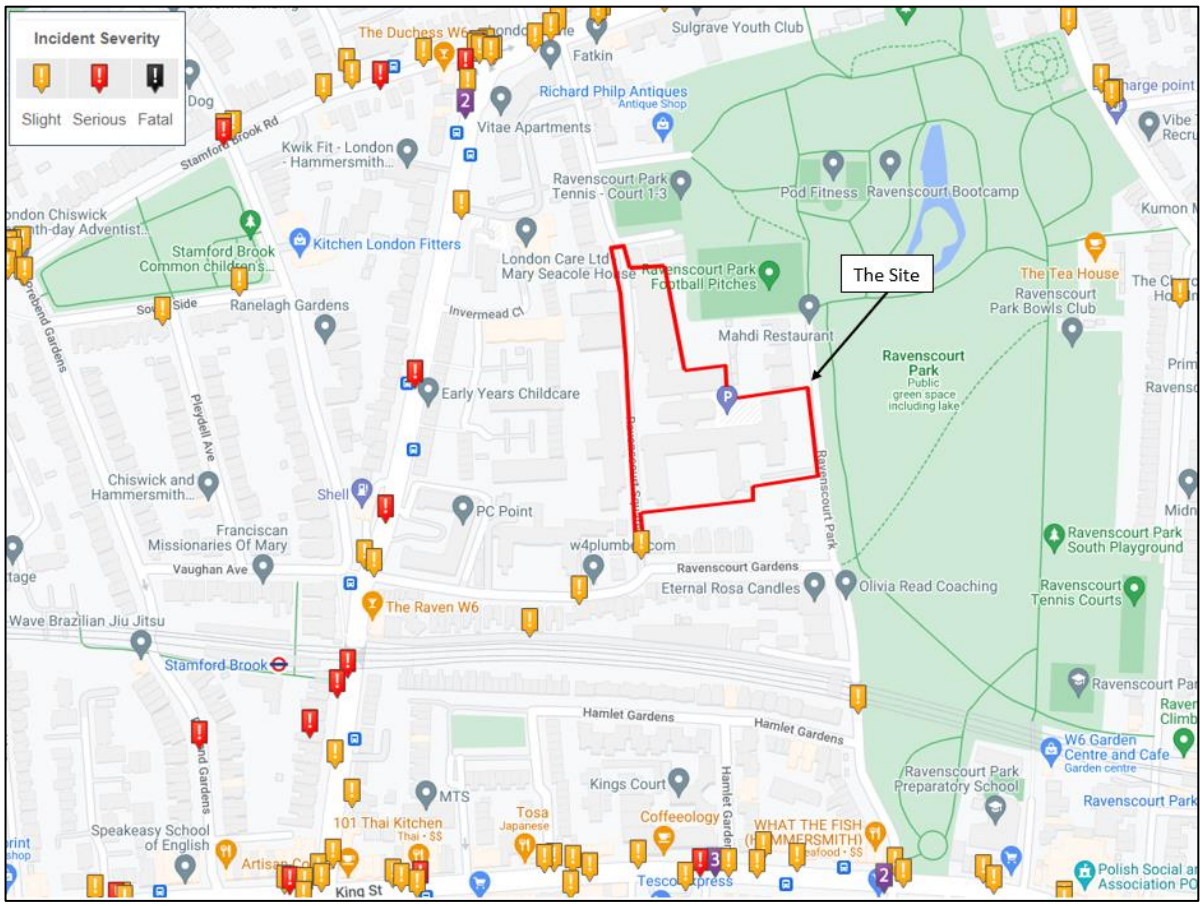
Road Safety

3.30 Personal Injury Collision (PIC) data taken from the CrashMap database for the most recent five years up to 2021 near the site has been analysed. CrashMap compiles data collected by the police, when a road traffic collision on British roads results in injury, into an easy-to-use format showing each collision on a map.

3.31 As noted earlier, the site is located in a busy area in west London with Kings Street to the south and Goldhawk Road to the north and west. As such, and as a result of the high traffic volumes, higher collision figures than in most types of roads and locations could be expected (**Figure 3.16**).

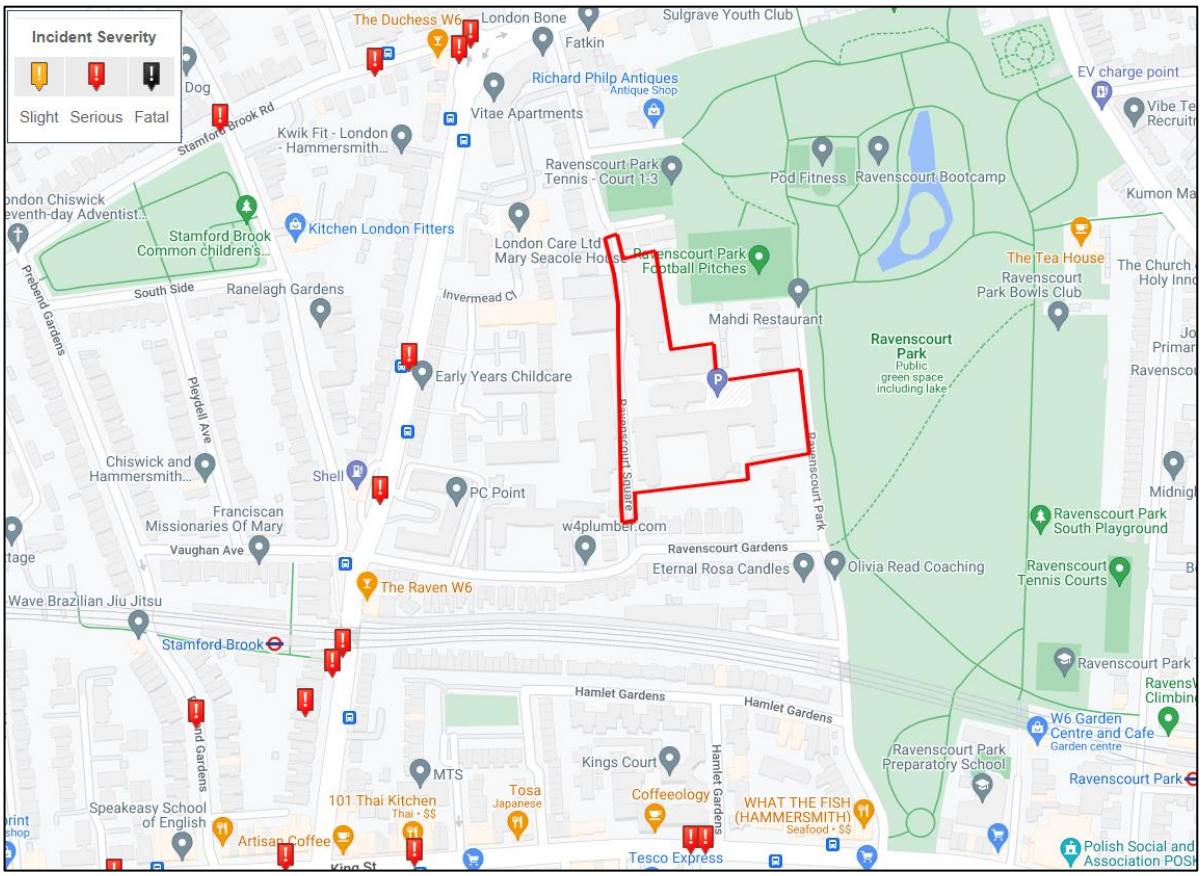
3.32 In line with the Vision Zero approach, the focus of the review will be put on PICs involving serious injuries and fatalities (**Figure 3.17**).

Figure 3.16 CrashMap PICs (all severities)



Source: © CrashMap - Note: Indicative Site Boundary

Figure 3.17 Serious and Fatal PICs



Source: © CrashMap - Note: Indicative Site Boundary

3.33 The search revealed that no serious PICs occurred on either Ravenscourt Park, Ravenscourt Gardens or Ravenscourt Square in the five years analysed, as can be seen in **Figure 3.17**. Also, no serious or fatal incidents occurred at the junctions where the roads connect to the wider network. No fatal PICs occurred in the five-year period in the local area. Further analysis will be carried out as part of the ATZ Assessment.

4 Active Travel Zone

Introduction

4.1 An Active Travel Zone (ATZ) is defined in the guidance for a Healthy Streets Transport Assessment as a 20-minute cycle route to or from a site (available from TfL`s WebCAT tool). In practice, it replaces the previously used Pedestrian Environment Review System (PERS), the Cycle Environment Review System (CERS) and the Cycling Level of Service (CLoS) assessments. Step-by-step guidance on how to undertake ATZ assessments is available on TfL's website and has been followed in the development of the ATZ for this proposed development

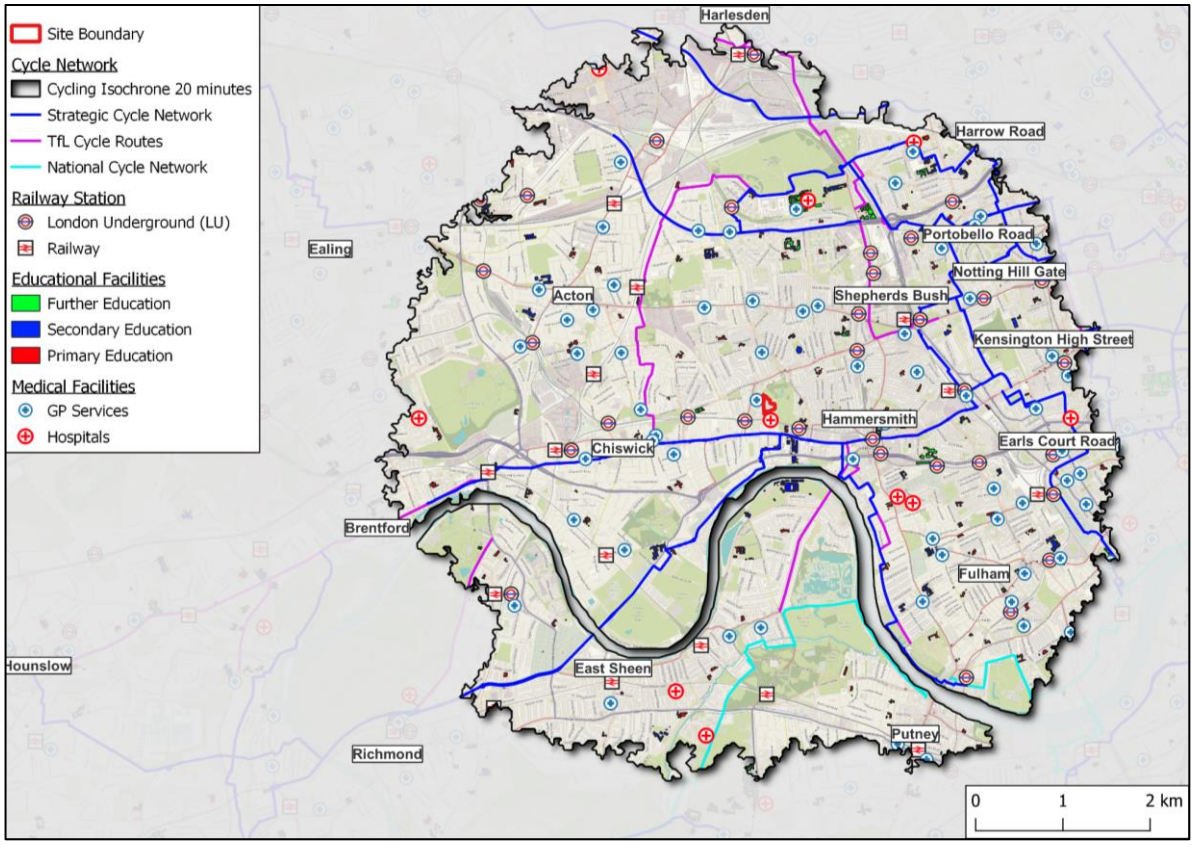
4.2 As part of the ATZ assessment, routes to key destinations are identified and reviewed, and areas for improvements are suggested. These are not necessarily intended to be funded by the applicant, however they allow for targeted improvements to be made to the area and for *'quick wins'* to be identified. It is anticipated that LBHF will use pooled contributions to implement some or all of the suggestions over a period of time.

4.3 The scope of the ATZ was agreed with LBHF during the pre-application process and the ATZ assessment has been undertaken accordingly. It assesses how future occupiers and staff will be able to make car-free journeys to the site from the surrounding areas. A total of three ATZ maps have been produced as part of the assessment. These maps are contained at **Appendix G**, with some extracts also reproduced in the following text for ease of reference.

ATZ Map 1 – The ATZ and Potential Key Active Travel Destinations

4.4 The 20-minute cycle from/to the site, extracted from TfL`s WebCAT website, is illustrated at **Figure 4.1**. As can be seen, it includes a wide area within Hammersmith and Fulham as well as links to the surrounding London Boroughs of Kensington and Chelsea, Ealing, Wandsworth and Hounslow.

Figure 4.1 Active Travel Zone Audit Scope (20-minute cycle from site)



Source: QGIS and OpenStreetMap

4.5 The ATZ guidance requires the identification of all the potential key destinations in the ATZ around the site, which can be grouped in seven categories:

- Public transport stops and stations;
- London's current and future London-wide strategic cycle network;
- Town centres;
- Parks;
- Schools/ colleges;
- Hospitals/ doctors and
- Places of worship.

4.6 This was undertaken as part of the first plan (**ATZ01**, **Appendix G**). As can be seen, the ATZ includes a variety of destinations, from public transport stops and stations to a whole range of services and facilities, including some town centre locations. They are listed in Table 4.1, together with the importance/ priority they cover for the proposed development. It is considered that the key attractors in this case are likely to be:

- The closest public transport links (i.e. bus stops and railway / underground stations);
- Schools and education facilities;
- Local shops; and

- Local employment sites.

4.7 ATZ Map 1 shows all the key destinations shown in **Table 4.1**, regardless of their priority.

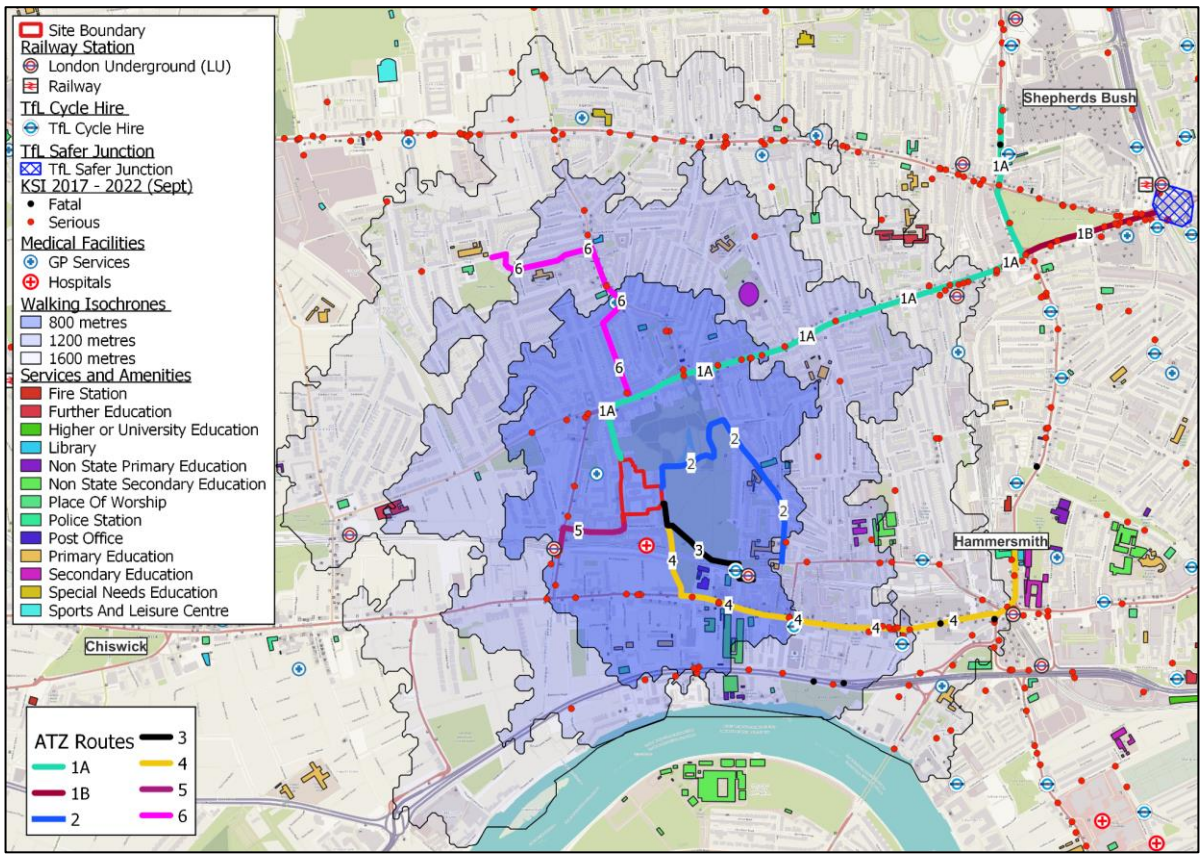
Table 4.1 Services and Facilities within the ATZ and priorities

Category	Destinations	Priority	Reason
Public Transport	Stamford Brook (Underground)	High	Direct connections to public transport network
	Ravenscourt Park (Underground)	High	
	Kensington Olympia (Underground, Overground and National rail)	Medium	
	Hammersmith (Underground)	Medium	
	Shepherds Bush (Underground, Overground and National rail)	Medium	
	Goldhawk Road	High	
	Kings Street, Hamlet Garden	High	
Strategic Cycle Network	C9	High	Direct connections to cycle network
Town Centres / Markets	Hammersmith	High	Likely origins / destinations of future occupiers carried out for all purposes
	Shepards Bush		
Green Space	Ravenscourt Park adjacent to the site	High	Leisure trips
Schools	Many in the ATZ, including, John Betts Primary School, Flora Gardens Primary School, Latymer Upper School, The Sacred Heart High School, The Good Shepherd Roman Catholic Primary School and Wendell Park Primary School.	High	Key for future occupiers (daily trips)
Universities and Colleges	Hammersmith and West London College, London College of Fashion and Essex International College.	High	Within possible demographics.
Hospitals / Doctors	Various small practices	Low	Important to future occupiers but not for daily trips
Places of Worship	Many in the ATZ, especially on Kings Street and surrounding areas.	Medium	Important to future residents but not for necessarily for daily trips
Work Destinations	Hammersmith	High	Key for future occupiers (daily trips)

ATZ Map 2 – ATZ Neighbourhood Safety and most important Journeys

4.10 Map 2, also shown at **Figure 4.2** below represents the ATZ Neighbourhood; a smaller version of the wider ATZ (Map 1), including only the most important key destinations (six in total) prioritised as part of the previous step.

Figure 4.2 ATZ Neighbourhood Safety Map



Source: QGIS and OpenStreetMap

4.11 Map 2 includes killed and seriously injured (KSI) personal injury collisions within the audit's extents. To inform this map, five years of KSI data was obtained from TfL and is contained in smaller scale in **Appendix G** (**ATZ02**). The map shows clusters of KSIs as per TfL guidelines and in line with the Vision Zero approach; i.e. 1 fatal or 2 serious. KSIs clusters were shown in the whole plan for completeness of information only, but, also in consideration of the significant extent of the area, only those within the walking and cycling routes identified below were reviewed.

4.12 Map 2 also shows any "TfL Safer Junctions" within the ATZ routes; in this case, one, at this location:

- West Cross Route/Holland Road/Holland Park Avenue/Uxbridge Road.

4.13 The key walking and cycling routes to the key destinations of the ATZ are listed as follows and then explained in the remainder of the Chapter.

Table 4.2 ATZ Routes and their destinations

Route		Approx Length	Key Destinations
1	1a	2,100 m	Bus Stop (Askew Road Stamford Brook) Stop SB
			Goldhawk Road station (Circle and Hammersmith and City)
			Shepherd's Bush Market station (Circle and Hammersmith and City)
			Hammersmith a West London College
			Westfield
	1b	2,050 m	Bus Stop (Askew Road Stamford Brook) Stop SB
			Goldhawk Road station (Circle and Hammersmith and City)
			Shepherd's Bush Market station (Circle and Hammersmith and City)
			Shepherd's Bush Bus Station
			Shepherd's Bush station (Overground and Southern)
2		360 m	Holy Innocents' Church
			John Betts Primary School
			Hammersmith Christian Fellowship (Baptist)
			Bus Stop (John Betts School) Stop SR
			Bus Stop (John Betts School) Stop SZ
3		450 m	Ravenscourt Park station (District)
			Flora Gardens Primary School
			West End Baptist Church
			Ravenscourt Park Preparatory School
			Latymer Upper School
4		1,330 m	Latymer Upper School
			West London Free School
			Bus Stop (Ravenscourt Park Station) Stop E
			Hammersmith station (Circle and Hammersmith and City)
			Hammersmith Bus Station
5		300 m	Bus Stop (Stamford Brook) Stop P
			Hammersmith station (District)
			Bus Stop (Stamford Brook) Stop N
6		1,200 m	Bus Stop (Askew Road Stamford Brook) Stop SB
			Bus Stop (Ashchurch Terrace) Stop SW
			Askew Road Church
			Askew Road Library
			The Good Shepherd Roman Catholic Primary School
			Wendell Park Primary School

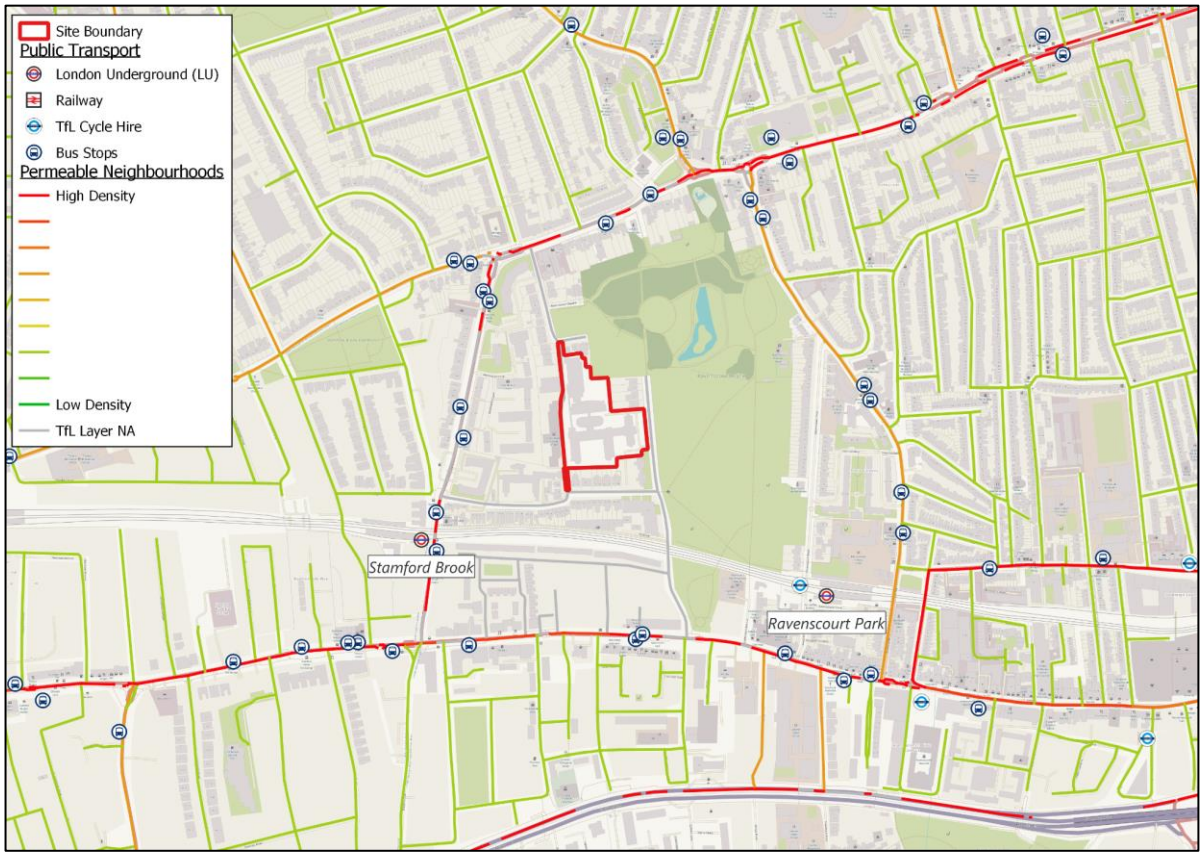
ATZ Map 3 – ATZ Neighbourhood Healthy Characteristics Check

4.14 Map 3 illustrates the ATZ Neighbourhood with specific reference to three features that affect active healthy travel, namely:

- street density: well-connected streets tend to shorten travel distances and put more likely destinations within walking distance;
- public transport density: more public transport stops and services within walking distance mean people are more likely to choose public transport instead of driving;
- access to green space; access and green spaces serve not only as places where people exercise but also as destinations people walk to and from, getting exercise as they do.

4.15 As can be seen from the Map in **Figure 4.3** and in **Appendix G**, the site is located close to a high street density area with residential suburban streets. This is one of the reasons why some of the routes to any destinations are relatively short: any services and facilities are within a short walk.

Figure 4.3 ATZ Neighbourhood Healthy Characteristics Check



Source: QGIS, OpenStreetMap and TfL.

4.16 In terms of public transport, the site is in a moderately high-density area, as demonstrated, by the number of bus stops, stations and services available.

4.17 Finally, in terms of access to green space, there are a range of areas available within the ATZ, varying from small greens to larger parks. These include the adjacent Ravenscourt Park, Shepherd's Bush Green and Wendell Park.

Healthy Streets Review of the ATZ Routes

4.18 The routes identified in ATZ Map 2 have been reviewed against the ten Healthy Streets Indicators identified by TfL. The ATZ site visit was undertaken on Monday 5 June 2023, during which the seven (1a, 1 b, 2-6) routes were audited. During the site visit, photos were taken every 150 m from the viewpoint of a pedestrian, as requested in the TfL guidelines. Additional photos were taken at key locations (such as junctions, crossings, tunnels) between previously identified points. Some of the photos are included in the following section of the assessment, to enable a visual judgement of the nature of the routes.

Route 1a

4.19 A review of this route and of the associated potential improvements is provided as follows.

Table 4.3 Route 1a – ATZ Assessment

ATZ Route 1a	
Length	2,100m
Time of visit	Late morning
Destinations	Bus Stop (Askew Road Stamford Brook) Stop SB, Goldhawk Road station (Circle and Hammersmith and City), Shepherd's Bush Market station (Circle and Hammersmith and City), Hammersmith and West London College and Westfield.
Why is it relevant to the site	Key route for commuting and key services and facilities, including shopping, medical and education
Key photographic record (walking from site)	 

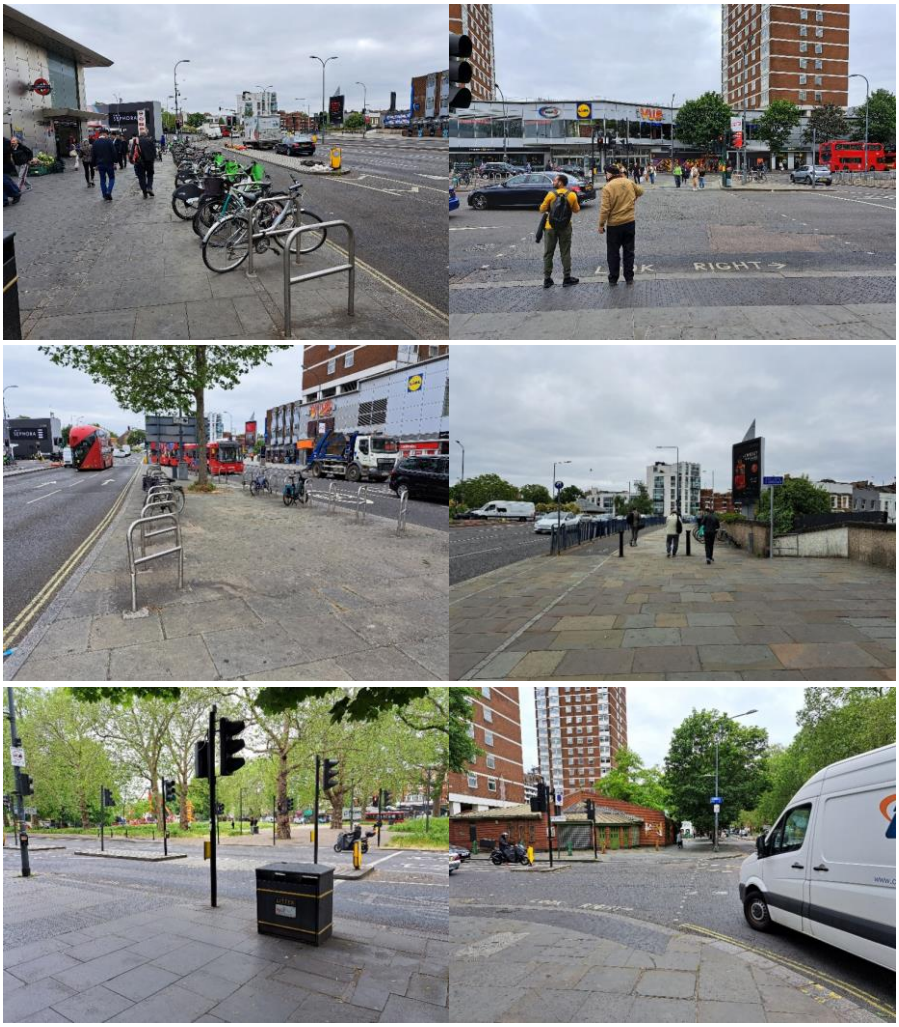
ATZ Route 1a

ATZ Route 1a	
	
Foot/cycle provision	The majority of the route is characterised by a pedestrian-friendly environment. Footways are provided along the entire route on both sides of the road. There are several controlled and uncontrolled crossing points, including zebra crossings. These crossings generally benefit from tactile paving and dropped kerbs. Raised tables and pedestrian refuge locations are also present. The pavements in this area are wide and provide pedestrians with ample places to pass without being too close to the road. Local roads have cycle lanes to enhance cyclist safety and awareness. There is ample cycle parking outside Westfield Shopping Centre with Santander bikes for rental purposes.
KSIs	Clusters: • Goldhawk Road/ B408 Askew Road Roundabout; • Goldhawk Road/ Wingate Road Junction; • Goldhawk Road/ Hammersmith Grove Junction; • Goldhawk Road/ Wells Road Junction; • Shepherds Bush Road (Stop J); and • Uxbridge Road / Westfield Shopping Centre (Stop S).
Safer Junctions	No
Worst section of the route and HS Indicators to improve	*Healthy Street Indicator 6 – Easy to cross* There is a lack of a crossing at the B408 Askew Road/ Goldhawk Road mini-roundabout and at the Paddenswick Road/ Goldhawk Road mini roundabout to cater for an existing desire line. People were observed not using designated crossing area. This could be improved so that pedestrians are able to cross where they want to cross, rather than being directed. Beyond this, the pedestrian and cycle infrastructure provision along the route was considered of suitable nature and condition.

Route 1b

4.20 A review of this route and of the associated potential improvements is provided as follows.

Table 4.4 Route 1b – ATZ Assessment

ATZ Route 1b	
Length	2,050 m
Time of visit	Late morning
Destinations	Bus Stop (Askew Road Stamford Brook) Stop SB, Goldhawk Road station (Circle and Hammersmith and City), Shepherd's Bush Market station (Circle and Hammersmith and City), Shepherd's Bush Bus Station and Shepherd's Bush station (Overground and Southern).
Why is it relevant to the site	Secondary route which follows the route of 1a for commuting, services and facilities and transport links.
Key photographic record (walking from site)	
Foot/cycle provision	Pedestrian friendly environment. Footways provided along the whole of the route, with numerous controlled and uncontrolled crossing points. These generally benefit from tactile paving and dropped kerbs.

ATZ Route 1b	
	There is an abundance of cycle parking located near to the Holland Park roundabout mainly located in between and either side of Shepherd's Bush Gardens and Uxbridge Road. The area has high levels of pedestrian footfall and signalised crossings are present throughout the area of Shepherd's Bush Green.
KSIs	Clusters: • Goldhawk Road/ B408 Askew Road Roundabout; • Goldhawk Road/ Wingate Road Junction • Goldhawk Road/ Hammersmith Road Junction • Goldhawk Road/ Wells Road Junction; • Shepherds Bush Road (Stop J); • Shepherds Bush Green/ Rockley Road; and • Shepherds Bush Green near Holland Park Avenue Pumping Station.
Safer Junctions	Yes, West Cross Route/ Holland Road/ Holland Park Avenue/ Uxbridge Road located at the end of the route.
Worst section of the route and HS Indicators to improve	*Healthy Street Indicator 6 – Easy to cross* There is a lack of a crossing at the B408 Askew Road/ Goldhawk Road mini-roundabout and at the Paddenswick Road/ Goldhawk Road mini roundabout to cater for existing desire lines. People observed not using designated crossing area. This could be improved so pedestrians are able to cross where they want to. Beyond this, the pedestrian and cycle infrastructure provision along the route was considered to be of suitable nature and condition.

Route 2

4.21 A review of this route and of the associated potential improvements is provided as follows.

Table 4.5 Route 2 – ATZ Assessment

ATZ Route 2	
Length	360 m
Time of visit	Early afternoon
Destinations	Holy Innocents' Church, John Betts Primary School, Hammersmith Christian Fellowship (Baptist), Bus Stop (John Betts School) Stop SR and Bus Stop (John Betts School) Stop SZ.
Why is it relevant to the site	Route for access to educational institutions, Ravenscourt Park and surrounding sports facilities.

ATZ Route 2	
Key photographic record (walking to site)	
Foot/cycle provision	The route which guides pedestrians through the park is a friendly environment. Within the park pedestrians can roam freely on wide paths.

ATZ Route 2	
	Footways are provided along the whole of the route on Paddenswick Road and Dalling Road, there are numerous uncontrolled crossing points, but also three zebra crossings. These generally benefit from tactile paving and dropped kerbs. Street lighting is available on Paddenswick Road and Dalling Road.
KSIs	Clusters: • None, route largely is through Ravenscourt Park.
Safer Junctions	No
Worst section of the route and HS Indicators to improve	*Healthy Street Indicator 7 – People feel safe* There is a lack of lighting in Ravenscourt Park; to make people feel safe(r) and encourage them to walk and cycle in the park during the winter months it is suggested that lighting is improved.

Route 3

4.23 A review of this route and of the associated potential improvements is provided as follows.

Table 4.6 Route 3 – ATZ Assessment

ATZ Route 3	
Length	450 m
Time of visit	Afternoon
Destinations	Ravenscourt Park station (District), Flora Gardens Primary School, West End Baptist Church, Ravenscourt Park Preparatory School and Latymer Upper School.
Why is it relevant to the site	Nearest London Underground station another key route through Ravenscourt Park.
Key photographic record (walking from site)	

ATZ Route 3	
	   
Foot/cycle provision	Pedestrian friendly environment through the park, but lighting could be improved for the darker periods during winter. There is plenty of space within the park for both pedestrians and cyclists to manoeuvre freely. Footways are provided along Ravenscourt Road and Ravenscourt Place to the Underground station crossing points. These generally benefit from tactile paving and dropped kerbs. There are no designated crossing points on this route.
KSIs	Clusters: • None observed; route mostly travels through Ravenscourt Park towards Ravenscourt Park Underground Station. Slight section of road on Ravenscourt Road and Ravenscourt Place
Safer Junctions	No
Worst section of the route and HS Indicators to improve	*Healthy Street Indicator 7 – People feel safe* *Healthy Street Indicator 2 – Easy to cross* There is a lack of lighting in Ravenscourt Park; to make people feel safer and encourage them to walk and cycle in the park during the winter months it is suggested that lighting is improved. To the south east of the park there is a pathway which leads to Ravenscourt Road; there is no dedicated crossing at this point and there is potentially a conflict between pedestrians and cycles. A zebra crossing (or alternative uncontrolled crossing) could be provided here considering the high footfall through the park from the underground station.

Route 4

4.24 A review of this route and of the associated potential improvements is provided as follows.

Table 4.7 Route 4 – ATZ Assessment

ATZ Route 4	
Length	1,550 m
Time of visit	Afternoon
Destinations	Latymer Upper School, West London Free School, Bus Stop (Ravenscourt Park Station) Stop E, Hammersmith station (Circle and Hammersmith and City); Hammersmith Bus Station and Sacred Heart High School and Bute House Prep School.
Why is it relevant to the site	Key route for commuting and key services and facilities, including education facilities and bus routes.
Key photographic record	

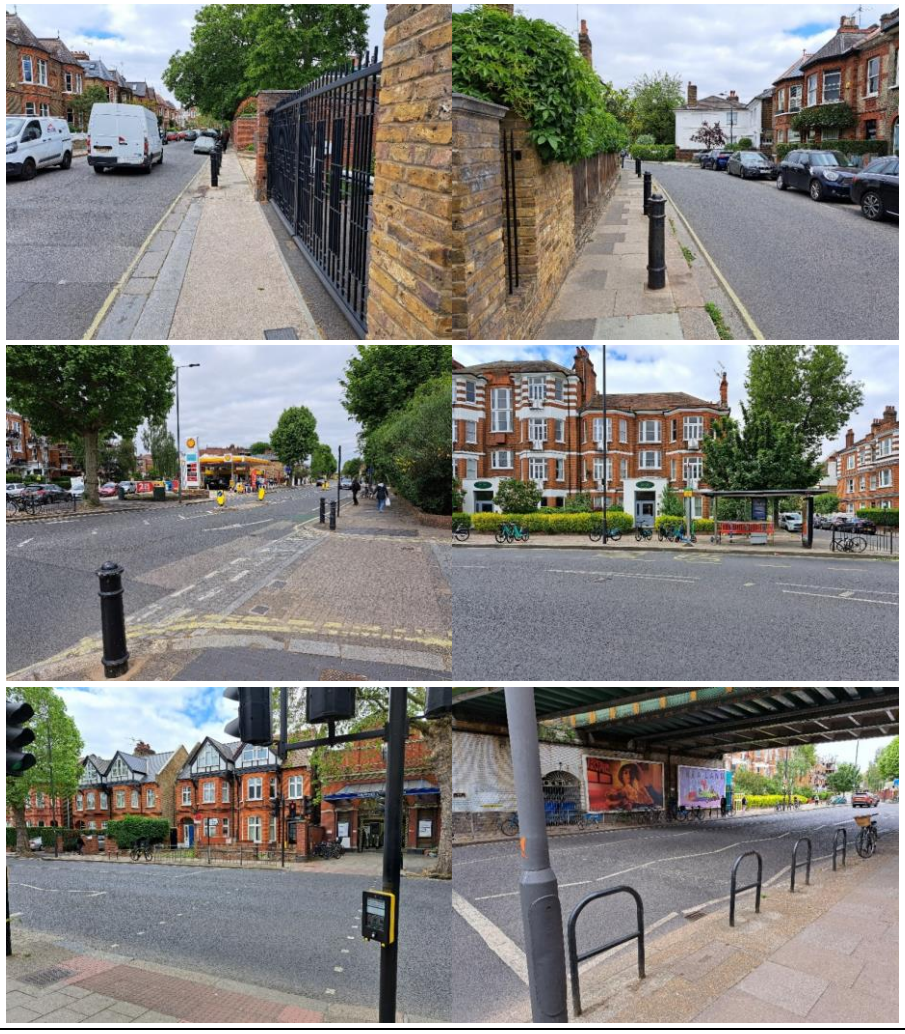
ATZ Route 4	
	       

ATZ Route 4	
	
Foot/cycle provision	King Street is one of the main routes in the area. It is characterised by pedestrian and cycle friendly environment. Footways are provided along the whole of the route, and there are several controlled and uncontrolled crossing points. These generally benefit from tactile paving and dropped kerbs. Dedicated cycle infrastructure can be found in the form of C9 this runs in both directions. King Street is one way for vehicles from A219 to the Kings Street/ Nigel Playfair Avenue/ Studland Street junction. This allows more space for both cyclists and pedestrians.
KSIs	Clusters: • Kings Street/ Weltje Road Junction; • Kings Street/ Studland Street; • Kings Street/ Leamore Street Junction; • Livat Hammersmith Shopping Centre (Stop U) and • Kings Street/ Queen Caroline Street/ Hammersmith Broadway Junction.
Safer Junctions	No
Worst section of the route and HS Indicators to improve	*Healthy Street Indicator 6 – People choose to walk, cycle and use public transport* More cycle parking should be made available along this route. It was noted that the cycle parking was nearing capacity.

Route 5

4.25 A review of this route and of the associated potential improvements is provided as follows.

Table 4.8 Route 5 – ATZ Assessment

ATZ Route 5	
Length	300 m
Time of visit	Mid afternoon
Destinations	Bus Stop (Stamford Brook) Stop P, Hammersmith station (District) and Bus Stop (Stamford Brook) Stop N.
Why is it relevant to the site	Key route for Stamford Brook underground station.
Key photographic record	
Foot/cycle provision	Pavements close to the site are relatively narrow and in some places only allow for one person at a time to pass. Street lighting is provided throughout with an abundance of cycle parking available at Stamford Brook underground station. There is a controlled pedestrian crossing which allows access between the site and the underground station while an uncontrolled pedestrian crossing point allows access to the bus stop on the western side of Goldhawk Road.
KSIs	Clusters: • Stamford Brook Underground Station
Safer Junctions	No

ATZ Route 5	
Worst section of the route and HS Indicators to improve	*Healthy Street Indicator 6 – People choose to walk, cycle and use public transport* *Healthy Street Indicator 2 – Easy to cross.* The junction of Ravenscourt Square/ Ravenscourt Gardens, immediately south of the site, could be improved so people can cross with ease. A raised table at this point would help people to cross whilst slowing down traffic. An alternative scheme could be discussed with LBHF.

Route 6

4.26 A review of this route and of the associated potential improvements is provided as follows.

Table 4.9 Route 6 – ATZ Assessment

ATZ Route 6	
Length	1,200 m
Time of visit	Mid afternoon
Destinations	Bus Stop (Askew Road Stamford Brook) Stop SB, Bus Stop (Ashchurch Terrace) Stop SW, Askew Road Church, Askew Road Library, The Good Shepherd Roman Catholic Primary School and Wendell Park Primary School.
Why is it relevant to the site	Key route for commuting and key services and facilities, including education
Key photographic record	

ATZ Route 6	
	
Foot/cycle provision	The route is characterised by a pedestrian-friendly environment, although with some narrow footways on Ashchurch Park Villas. This is due to tree roots which have lifted the pavement and made it irregular and uneven. These roads have some tactile paving and dropped kerbs, although not all. Gayford Road, which leads to Wendell Park Primary school and Good Shepherd Catholic Primary School, benefits from new pavements which are considered of an excellent standard and exemplar for the area.
KSIs	Clusters: • None observed
Safer Junctions	No
Worst section of the route and HS Indicators to improve	*Healthy Street Indicator 2 – People choose to walk, cycle and use public transport* General footway condition and maintenance could be improved on Ashchurch Park Villas due to the tree roots create an uneven area. Some junctions lack tactile paving which could be added as this area has educational facilities and would consequently become more inclusive.

ATZ Assessment – Conclusion

4.27 The ATZ assessment has provided a review of the walking and cycling routes in an area, spread across LBHF, covering seven routes (a total of around 7 km), agreed with the highways officer at LBHF ahead of carrying out the audit. The routes have also been considered from a night time perspective. The site's location and the routes have been reviewed with reference to street density, access to public transport, access to green space, KSIs and the ten Heathy Streets Indicators. Several possible improvements were consequently identified and suggested.

4.28 It should be noted that the quality of the existing infrastructure was generally considered good or very good. Recently published plans by TfL illustrate improvements to the junction at the Holland Park Roundabout which is towards the start/end of ATZ route 1b. Improvements for cyclist and pedestrian have already taken place on Kings Street. The scheme includes a Safer Cycle Pathway, more green areas, tree and benches.

4.29 Notwithstanding the good nature of the existing infrastructure, a few potential improvements were suggested. These include the introduction of dropped kerbs and tactile paving in certain areas, general maintenance of pavements, introduction of more lighting and the improvement of a pedestrian crossing and considerations of desire lines. In summary they were:

- At the junction of Ravenscourt Square with Ravenscourt Gardens;
- On/near Ashchurch Park Villas;
- At the mini-roundabouts at B408 Askew Road/ Goldhawk Road and Paddenswick Road/ Goldhawk Road;
- In Ravenscourt Park;
- At the access to Ravenscourt Park/ Ravenscourt Road; and
- Along King Street.

4.30 It should be noted that these are intended as suggestions to LBHF in relation to the locations in the vicinity of the site where financial contributions from different developers could be invested, rather than direct works from this developer as part of this application. While the improvements would be of benefit in general, they are not considered to be necessary in order to make the development proposal acceptable in context of the site's previous use.

5 London-Wide Network

Introduction

5.1 Following TfL's guidelines, this Chapter of the TA will assess how people of all abilities will travel smoothly and easily from the proposed development onto London public transport and highway network. It will present the multi-modal Trip Generation for the site and the Impact on all modes.

Comparison between Existing and Proposed Uses

5.2 **Table 5.1** illustrates the existing and proposed quantum of development, and the net difference, which will form the basis of the trip generation methodology.

Table 5.1 Existing and Proposed Quantum of Development

Use	Existing	Proposed
Hospital (m^2 Gross Internal Area)	19,215	-
Residential (flats)	-	140
Care Home (beds)	-	65
Community / Commercial (m^2 GIA)	-	1,171

Source: SPPARC

5.3 The net impact associated with the proposed development therefore derives from the creation of the new flats, a care home, with ancillary community and commercial space. This would replace the existing large hospital which, while not operational anymore, is the extant Use Class C that technically could start up operations again without a new permission granted.

Trip Generation

5.4 Each of the four components set out in **Table 5.1** are considered separately below. The TRICS reports are reproduced within **Appendix H**. All selections were made using sites in Greater London only. This section will focus on vehicular trip generation for the existing as hospital due to the lack of TRICS data, while the proposed will be investigated in further detail. The mode share has been extracted from the Census to calculate the multi-modal trip generation (as set out previously in Table 2.2).

Hospital

5.5 The category 05 – Health, B – General Hospitals without casualty departments within Greater London was selected. As mentioned previously only one site was found in London, and no other sites in the

rest of the UK with similar characteristics to this development. The resulting trip generation is illustrated in **Table 5.2.**

Table 5.2 Vehicle Trip Generation – Hospital

		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
		Arr	**Dep**	**Arr**	**Dep**
Trip Rate	per 100 m^2	0.817	0.413	0.221	0.471
Trip Generation	19,215 m^2	157	79	42	91

Source: TRICS; Note: rounded figures

5.6 The inclusion of Hospitals in London 'with casualty departments' (which would have added only one other site, in any case) would have resulted in higher trip rates. Considering that these will be used for the existing (rather than proposed) use, lower trip rates would result in a worst-case scenario, hence the decision to include this one site only.

Residential

5.7 For the residential component of the scheme, 11 comparable sites were found in the TRICS database. Sites in the category 03 - Residential, C - Privately owned flats were selected among those recorded as multi-modal. The sites have been chosen in London, excluding Edge of Town and Neighbouring Centre locations, and with a PTAL rating of between 2-5.

5.8 To the person trip rates, the local census data for mode share (**Table 2.2**) was applied. The resulting multi-modal trip generation is illustrated in **Table 5.3** below.

Table 5.3 Residential Multi-modal Trip Generation

Hour	Person trips (all modes)		London Underground / Train		Bus		Car Driver		Car Passenger		Bicycle		On Foot	
	100%		45.9%		14.5%		16.7%		1.0%		10.1%		11.7%	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
07-08	8	31	4	14	1	5	1	5	0	0	1	3	1	4
08-09	**11**	**53**	**5**	**24**	**2**	**8**	**2**	**9**	**0**	**1**	**1**	**5**	**1**	**6**
09-10	14	23	6	10	2	3	2	4	0	0	1	2	2	3
10-11	15	24	7	11	2	3	3	4	0	0	2	2	2	3
11-12	19	21	9	9	3	3	3	3	0	0	2	2	2	2
12-13	19	19	9	9	3	3	3	3	0	0	2	2	2	2
13-14	19	23	9	10	3	3	3	4	0	0	2	2	2	3
14-15	19	18	9	8	3	3	3	3	0	0	2	2	2	2
15-16	29	22	13	10	4	3	5	4	0	0	3	2	3	3
16-17	30	22	14	10	4	3	5	4	0	0	3	2	3	3
17-18	**38**	**21**	**18**	**10**	**6**	**3**	**6**	**4**	**0**	**0**	**4**	**2**	**5**	**2**
18-19	36	22	16	10	5	3	6	4	0	0	4	2	4	3
19-20	37	20	17	9	5	3	6	3	0	0	4	2	4	2
20-21	24	15	11	7	4	2	4	3	0	0	2	2	3	2
24h	**326**	**330**	**149**	**152**	**47**	**48**	**54**	**55**	**3**	**3**	**33**	**33**	**38**	**39**

Source: TRICS; Note: rounded figures; 24 hour values also include hours not shown here

5.9 The site is predicted to have a two-way person trip generation, by all modes, of 64 in the AM peak (the peak across the day) and 59 in the PM.

5.10 Including arrivals and departures, the maximum number of trips by London Underground (or train) services would be of 29 passengers during any one hour of the day. This will be split across two stations and two directions (Ravenscourt Part and Stamford Brook), and would equate to one additional passenger every 2 minutes, approximately).

5.11 Including arrivals and departures, the maximum number of trips by bus would be of 10 passengers during any one hour of the day. Again, this is to be split across several bus stops and services would be a negligible amount (one additional passenger every 7 minutes, approximately).

5.12 The maximum total number of trips by car would be 11 movements during any one hour of the day. This is a negligible number irrespective of the significant decrease when compared to the former hospital use (Table 5.2) and reflects the low car parking provision across the site.

5.13 Servicing trips are not explicitly shown in the table above and have been estimated using the same TRICS search and added (NB. This would result in a robust assessment, as in practice they are included in the person trips in TRICS). These are illustrated as follows.

Table 5.4 Residential Servicing Trip Generation

Hour	LGVs		OGVs	
	Arr	Dep	Arr	Dep
07-08	0	0	0	0
08-09	**1**	**1**	**0**	**0**
09-10	1	1	0	0
10-11	2	1	0	0
11-12	1	1	0	0
12-13	2	1	0	0
13-14	1	1	0	0
14-15	1	1	0	0
15-16	1	1	0	0
16-17	1	1	0	0
17-18	**1**	**1**	**0**	**0**
18-19	0	0	0	0
Total	**12**	**12**	**2**	**2**

Source: TRICS; Note: rounded figures

5.14 The estimate above suggests that the proposed flats can be expected to have 1, or occasionally 2, servicing trips by a van per hour, and a total of 12 across the day. The number of OGVs predicted per hour does not reach 0.5 in any hour so when rounded to the nearest unit it shows all zeros; the total across the day is 2.

5.15 These figures are considered negligible and not predicted to have an impact on the local highway or transport networks.

Care Home

5.16 Sites in the category 05 Health, F Care Homes (Elderly Residential) were selected within Greater London. Sites with a PTAL of 2, 3 or 4 were used with low levels of parking. With these criteria, one site only was identified in the TRICS database. No multi-modal trip generation was possible due to the lack of surveys in TRICS. The resulting trip generation is illustrated in Table 5.5.

Table 5.5 Trip Generation – Care Home

		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
		Arr	**Dep**	**Arr**	**Dep**
Trip Rate	per 1 resident	0.020	0.039	0.039	0.039
Trip Generation	65 beds	1	3	3	3

Source: TRICS

5.17 The trip generation is negligible (a maximum of 6 car movements in any one hour), and this irrespective of the significant decrease compared to the hospital use (**Table 5.2**).

5.18 Deliveries to the proposed care home could be expected to be similar in nature to the former hospital use, depending on the nature of the facilities provided, primarily consisting of linen and food produce. It is expected that these would be delivered in vans or small rigid vehicles. Weekly servicing and refuse collection trips for the proposed care home, which are anticipated to be take place off-peak, would be in the order of 12 vehicles

Community / Commercial Use

5.19 The proposed flexible community / commercial use is expected to be used by the local community within the local walking neighbourhood, and no dedicated car parking will be provided for this element of the scheme, save for one disabled parking bay. Its vehicular trip generation is therefore considered negligible, especially during the peak hours and has been discounted from this analysis.

Total Vehicular Trip Generation

5.20 The net vehicular trip generation associated with the proposed development is illustrated in **Table 5.6**.

Table 5.6 Vehicular Trip Generation – Total (Net Impact)

		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
		Arr	**Dep**	**Arr**	**Dep**
Existing	Hospital	-157	-79	-42	-91
Proposed	Flats (residents; cars)	2	9	6	4
	Flats (servicing; LGVs)	1	1	1	1
	Care Home*	1	3	3	3
Total		***-153***	***-68***	***-32***	***-83***

*Source: TRICS **servicing discounted due to low weekly volume*

5.21 **Table 5.6** shows that the proposed development can be expected to result in a significant reduction in vehicular movements when compared to the extant use.

5.22 It should be noted that, regardless of considering the extant use, the trip generation associated with the proposed uses is still predicted to be negligible, with a maximum of 17 vehicles in any one hour of the day. This reflects the limited number of parking spaces provided. When taking into account the limited 'rat-running' (discussed in the next chapter) that is presently taking place, which would cease following the re-introduction of the security gates, it would result in a net beneficial impact of 6 vehicles per hour.

Mode Share, Trip Distribution

5.23 These have been included in **Chapter 2** for information and illustrated in **Table 2.2** and **Table 2.3**, respectively.

Conclusion on Net Impact

5.24 The impact on all modes has been considered in this Chapter, concluding that a significant reduction in trips compared to the extant use of the site as a hospital is predicted. This has been set out in greater detail for vehicular trips, but the same would apply to all transport modes.

5.25 Irrespective of considering the extant use as a hospital, the trip generation by all modes would in all cases be negligible, and readily accommodated by the local highway and transport network, including London Underground and bus services and active travel infrastructure.

6 Additional Borough Analysis

6.1 As set out in the TfL Healthy Streets guidelines, this Chapter sets out and discusses any additional analysis specifically requested by LBHF) that was not explicitly covered in the rest of the TA.

6.2 In that regard, the only matter raised by LBHF's as part of the Scoping Note discussions was in relation to a request to carry out a parking survey. This is therefore presented as follows, together with the results of other surveys undertaken following feedback received at public consultation events.

Parking Survey

6.3 In accordance with the pre-application response, and in order to assess the potential impact on car parking, a parking beat survey was undertaken on nearby streets on Tuesday 6th and Wednesday 7th June 2023 at 01:00, following the Lambeth methodology for residential developments. The full results are provided in **Appendix I**.

6.4 As agreed with LBHF ahead of commissioning the survey, the 200 m walking catchment in every direction included (parts of) the following roads: Goldhawk Road, Stamford Brook Road, Ravenscourt Square, Ravenscourt Gardens and Ravenscourt Park. Parking stress is generally considered to be present when the ratio of observed parking demand against the availability of spaces reaches or exceeds 90% (i.e. when 10% or less spaces are available). In this instance, the minimum availability of overnight on-street parking which included permit holders bay on each of the days within the surveyed area shown in **Appendix I** was as follows:

- Tuesday parking spaces available – 94 spaces (42% parking stress); and
- Wednesday parking spaces available – 89 spaces (45% parking stress).

6.5 As can be seen, the parking survey revealed a significant overnight capacity.

6.6 As part of the proposed development, it is understood that the client accepts that future residents will not be able to apply for on-street parking permits. This arrangement could be secured by way of a planning obligation as part of the Section 106 agreement.

6.7 Notwithstanding the above, the results are relevant as they show that there is sufficient overnight parking capacity on the local roads to convert several permit holder parking bays to disabled parking should the additional demand arise (potentially up to 9 spaces). It is relevant to add that the survey highlighted that there were two disabled parking bays, neither of which were in use.

Rat-Running

6.8 While not highlighted or requested by LBHF, another matter that is considered to be of relevance for inclusion in this Chapter is the outcome of a survey carried out locally to identify the extent to which "rat-running" is currently taking place through the site .

6.9 This was raised as a potential issue by a few local residents at a Public Consultation event undertaken on 10 May 2023 who reported that many drivers regularly use Ravenscourt Square and Ravenscourt Gardens as an alternative of King Street (this was to essentially bypass the traffic signals on this road).

6.10 The applicant commissioned a traffic survey using Automatic Number Plate Recognition in a local cordon around the site to understand the routes that vehicles were taking, during the hours of 07:00-10:00 and 16:00-19:00. The findings of the survey showed that, on average, 23 vehicles travelled through the site during these peak periods. The full results of the survey are set out in **Appendix J**.

6.11 A few of the key observations from the survey results are summarised below:

- There is a degree of rat-running locally, but the number is not significant;
- Most "rat-running" drivers use Ravenscourt Gardens to avoid the traffic signals and do not go through Ravenscourt Square;
- On average, 23 two way movements per hour take place along Ravenscourt Square during the peak hours, as some drivers use Ravenscourt Square in southbound direction too.

6.12 The findings of the survey confirmed the presence of rat-running traffic, albeit that the volumes were low. This issue, as perceived and reported by the local residents, is largely due to an abuse (or misuse) of Ravenscourt Square (which is a private road). As noted, its prevalence and severity is considered to be limited.

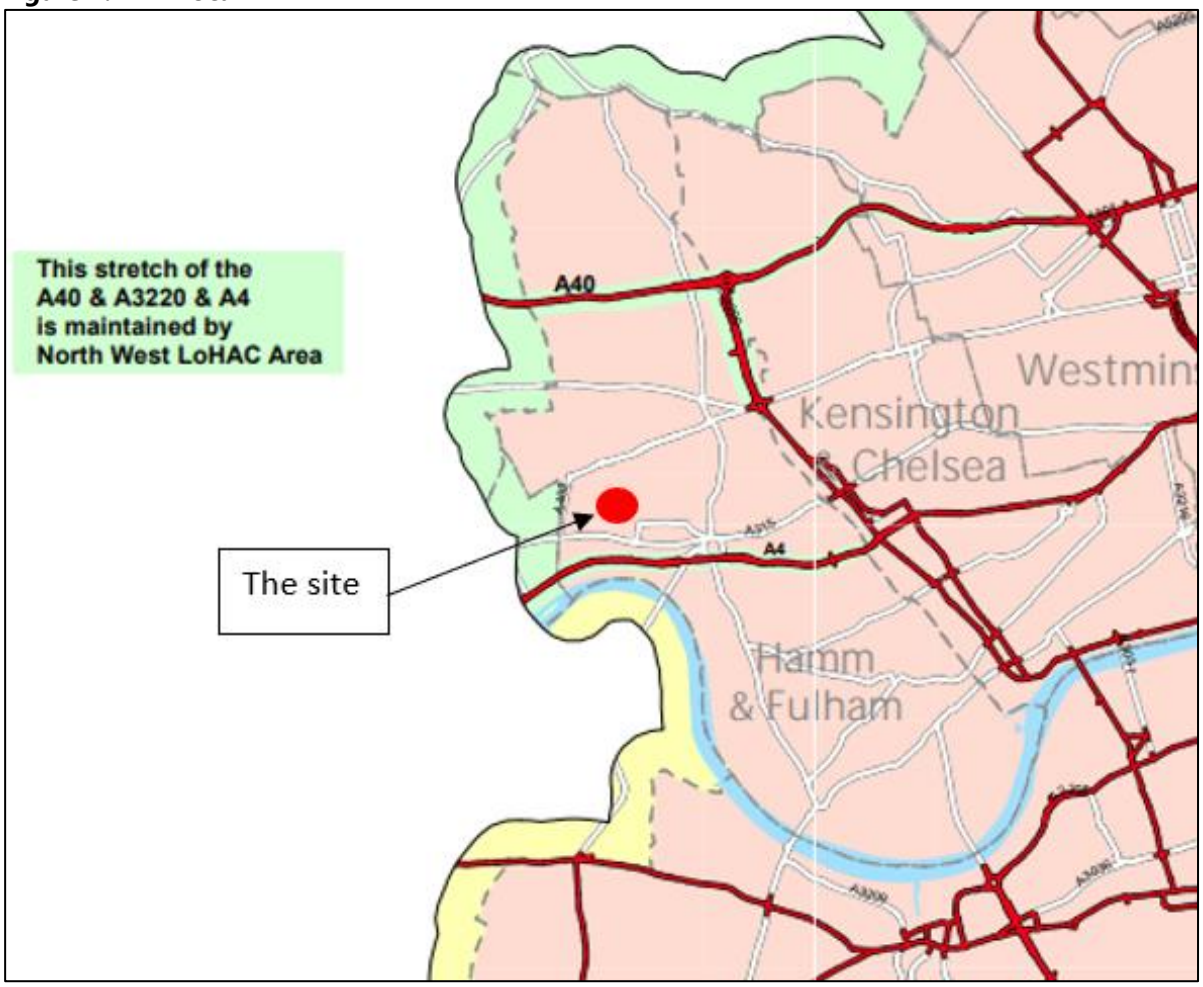
6.13 The proposed reintroduction of security gates on Ravenscourt Square will effectively stop this behaviour, to the benefit of local residents, resulting in the net-beneficial impact referred to in paragraph 5.22 previously.

7 Construction

7.1 During the demolition/construction of the proposed development there will be a need for construction traffic to access and egress the site. As such, an Outline Construction Logistics Plan (CLP) has been prepared in support of the planning application. A Detailed CLP will follow in due course, following planning consent, once construction details become clearer and a contractor is appointed.

7.2 TfLs Transport for London Road Network (TLRN) or "Red Routes" form a network of major roads across London. These roads make up 5% of the roads in London and carry up to 30% of the city's traffic. The location of these routes in the vicinity of the site are shown at **Figure 7.1**

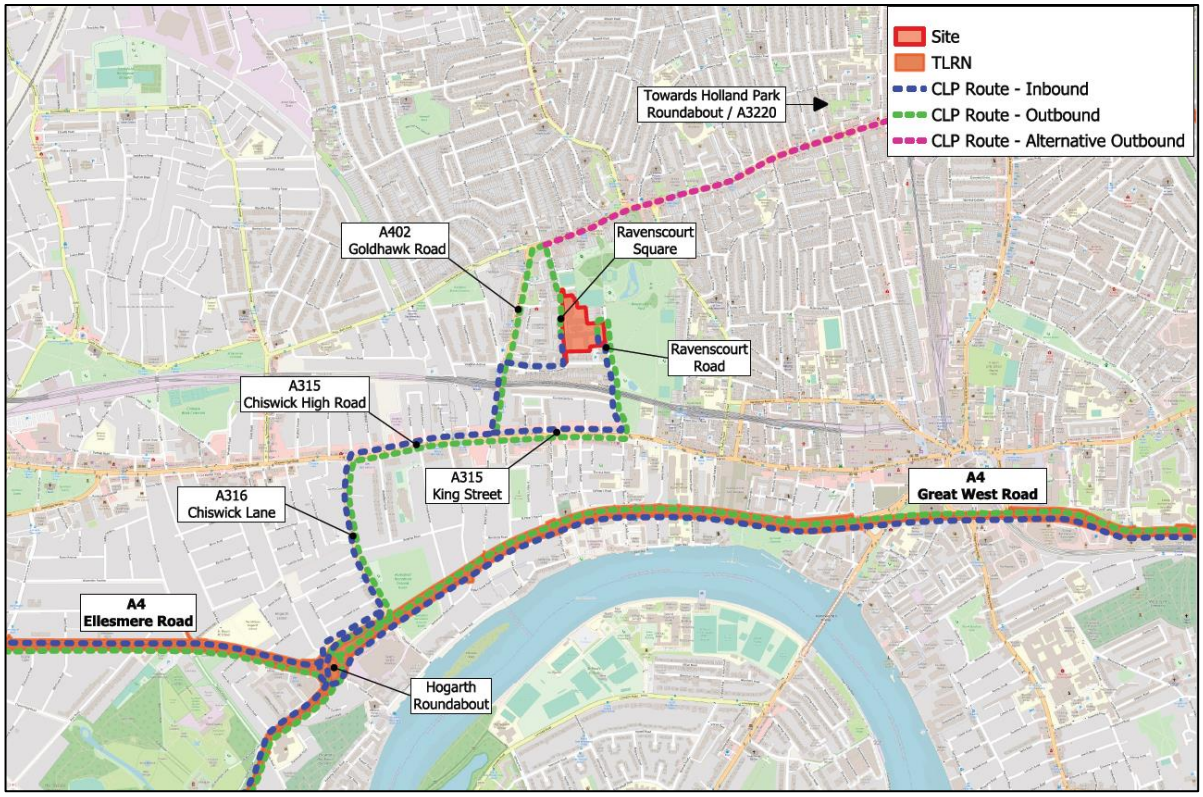
Figure 7.1 Local TLRN



Source: TfL

7.3 Construction traffic will be required to undertake routes to the site using the TfL TLRN where possible. Subject to the appointment of a contractor, the route to site is expected to be via the A4 and the A315 Kings Street, or possibly via the A402 Goldhawk Road whilst avoiding, where possible, impacting on residential areas and other sensitive receptors. as shown at **Figure 7.2**.

Figure 7.2 Construction Routing (Possible Routes)



Source: © OpenStreetMap contributors

7.4 Loading/unloading will take place within the site (when accessed from Ravenscourt Park) and from a loading bay on Ravenscourt Square. The maximum size of construction vehicle is anticipated to be a 10 m tipper with 8.0 m long vehicles using Ravenscourt Park due to the retention of the existing site access points.

7.5 Access to the adjacent car park to the site that is taken from Ravenscourt Park would be maintained during the construction works. Similarly, access along Ravenscourt Square will be maintained to allow the passage of ambulances associated with the existing care home and the use of the existing parking bays. Deliveries will be coordinated by the Contractor to avoid multiple vehicle arrivals at any one time.

7.6 Residual impacts on all road users, including pedestrians and cyclists, although temporary in nature, will be mitigated through a number of strategies to be employed on-site. These will aim to ensure that the environmental impact, road risk, congestion and cost of construction are appropriately reduced. These and further details have been set out in the Outline CLP.

8 Conclusion

Summary

8.1 It is proposed to redevelop Ravenscourt Park Hospital, in Hammersmith, to provide 140 homes, together with a care home and some flexible community/commercial space.

8.2 Reflecting the site's proximity to Hammersmith District Centre, the site benefits from excellent accessibility by walking and cycling. Many services and facilities are located within a short walking distance and existing walking and cycling infrastructure is of good quality. Accessibility by public transport is also good, as demonstrated by a PTAL rating of 3. Two London Underground stations are situated nearby (Stamford Brook and Ravenscourt Park), and several bus routes are within a short walking distance.

8.3 Pedestrian access to the proposed development will be taken from both Ravenscourt Park and Ravenscourt Square and the site will become permeable to both pedestrians and cyclists.

8.4 Servicing and delivery traffic will be primarily undertaken from Ravenscourt Square via the onsite concierge. Security gates will; be re-introduced on Ravenscourt Square to address rat-running through the site and control access with a predicted reduction in vehicle movements of 7 during the AM peak period and 6 during the PM peak period..

8.5 The cycle and vehicle parking provision at the site is policy complaint. Parking will mainly be situated in a basement, including disabled spaces. All parking spaces will provide EV charging facilities in accordance with London Plan standards. The proposed community use and care home will be provided with one disabled space each.

8.6 An ATZ assessment has been undertaken to assess how future occupiers will be able to make car-free journeys to the site from the surrounding areas. Seven routes (a total of around 7km long) spread across the Borough have been reviewed against the Healthy Streets Indicators, highlighting potential improvements including the provision of new dropped kerbs and tactile paving, general maintenance and improvements to lighting and pedestrian crossings. While the improvements would be of benefit in general, they are not considered to be necessary in order to make the development proposal acceptable.

8.7 The predicted trip generation by all modes of transport, including walking, cycling, public transport and vehicles (including servicing) would be low, and significantly less than that associated with the extant use class of the site (C2, Hospital).

8.8 An Outline Construction Logistics Plan has been prepared in support of the planning application. Loading/unloading will take place within the site (when accessed from Ravenscourt Park) and from a loading bay on Ravenscourt Square. The maximum size of construction vehicle is anticipated to be a 10 m tipper with 8.0 m long vehicles using Ravenscourt Park due to the retention of the existing site access points.

8.9 Residual impacts on all road users, including pedestrians and cyclists, although temporary in nature, will be mitigated through a number of strategies to be employed on-site. These will aim to ensure that the environmental impact, road risk, congestion and cost of construction are appropriately reduced.

Conclusion

8.10 The proposed development supports the principles included in the NPPF as:

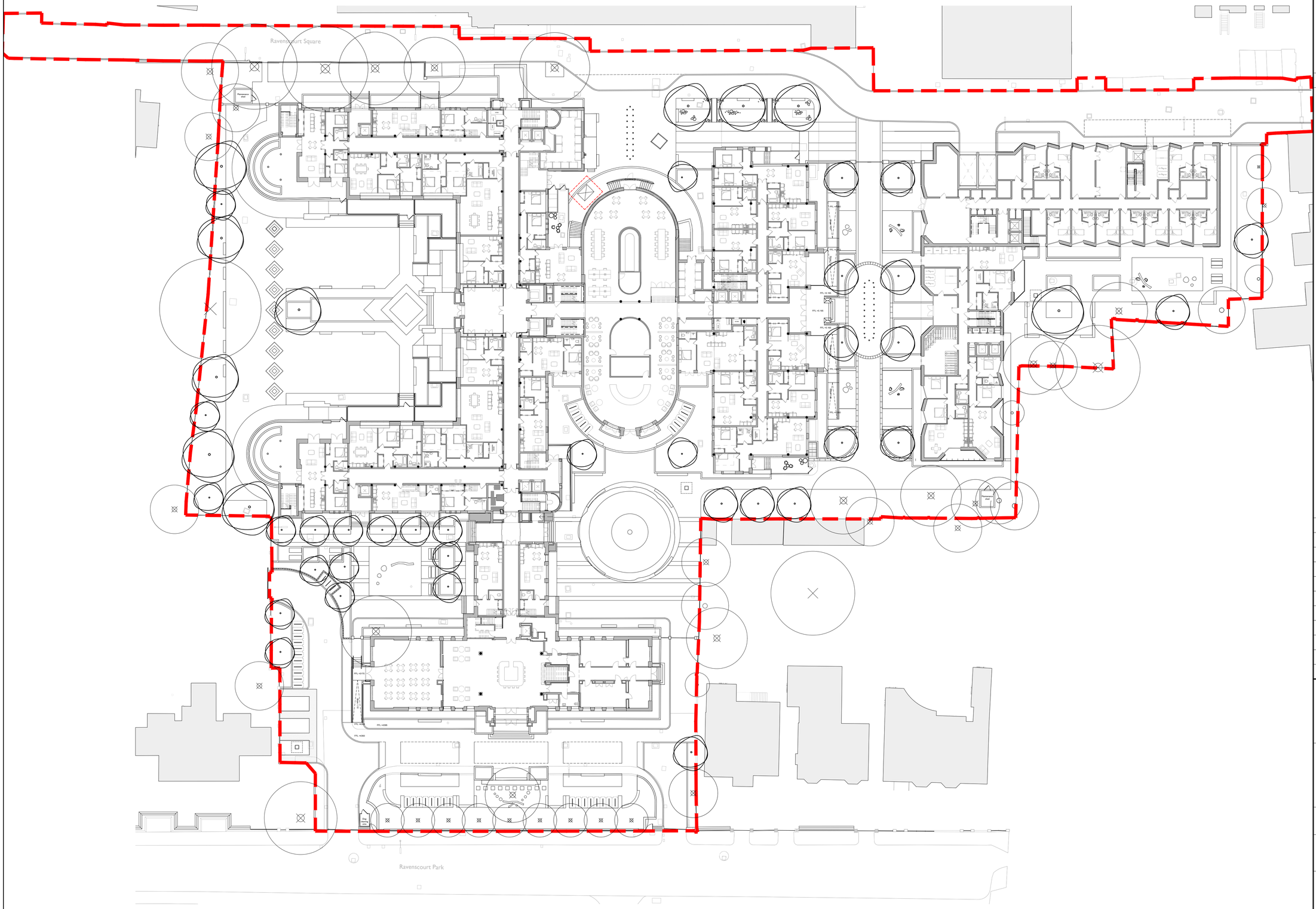
- It provides private flats in a central, accessible location, with easy access to local facilities and amenities;
- It promotes sustainable transport by providing a 'car-lite' approach and cycle parking to help maximise alternative modes of transport;
- It is supported by a Travel Plan; and, importantly,
- It would not result an impact on highway safety, or in severe residual cumulative impacts on the road network.

8.11 The proposed development meets the applicable and relevant policies outlined within The London Plan 2021, particularly to the applicable paragraphs in policies T2, T4, T5, T6 and T7. It aims to mitigate the increase in person trips and encourage sustainable travel in line with the MTS targets, even though it results in a net-decrease due to the extant lawful Use Class C.

8.12 It further complies with the principles included in the LBFH Local Plan, largely included in the general principles of the NPPF and of the London Plan 2021. It will promote efficient freight by preparing a Delivery and Servicing Plan submitted alongside this application, with its implementation to be secured by an appropriately worded planning condition.

8.13 The proposed development is therefore compliant with the relevant national, regional and local policies and guidance, including the NPPF, The London Plan, the MTS and the LBFH Local Plan. It is therefore concluded that are no transport or highways matters that should prevent planning permission from being granted.

APPENDIX A



KEY PLAN:

N

GENERAL NOTES:

1. This drawing is to be read in conjunction with all engineer's, architect's or other relevant drawings and specifications.
2. All dimensions and levels are subject to detailed design.
3. All works to be carried out in compliance with the requirements of the relevant statutory authorities and regulations.

LEGEND

- Proposed Trees
- Flower rich planting
- Amenity grassland
- Pop jet water feature
- Planter Pots
- Paving Type 1
- Paving Type 2
- Paving Band
- Benches/ Lounges
- Picnic Table
- Play Features
- Play Stones
- Swing
- Stepping Stones
- Proposed gates
- Existing Trees
- Raised planter
- Borehole cover
- Bicycle stand
- Extensive green roof

Rev.	DATE	DESCRIPTION
01	27/10/2023	FOR PLANNING

Client:
Telereal Trillium

Landscape Consultant:
Logika CONSULTANTS | PART OF Logika Group

Status
FOR PLANNING

Project:
RAVENSCOURT PARK

Drawing Title:
LANDSCAPE MASTERPLAN
PROPOSED LEVEL 0G FLOOR

Drawn:	JA	Designed:	PN/JA	Approved:	PN
Sheet Size:	A1	Scale:	1:300	Date:	27/09/23

Drawing No:
13691A-30-C10-01