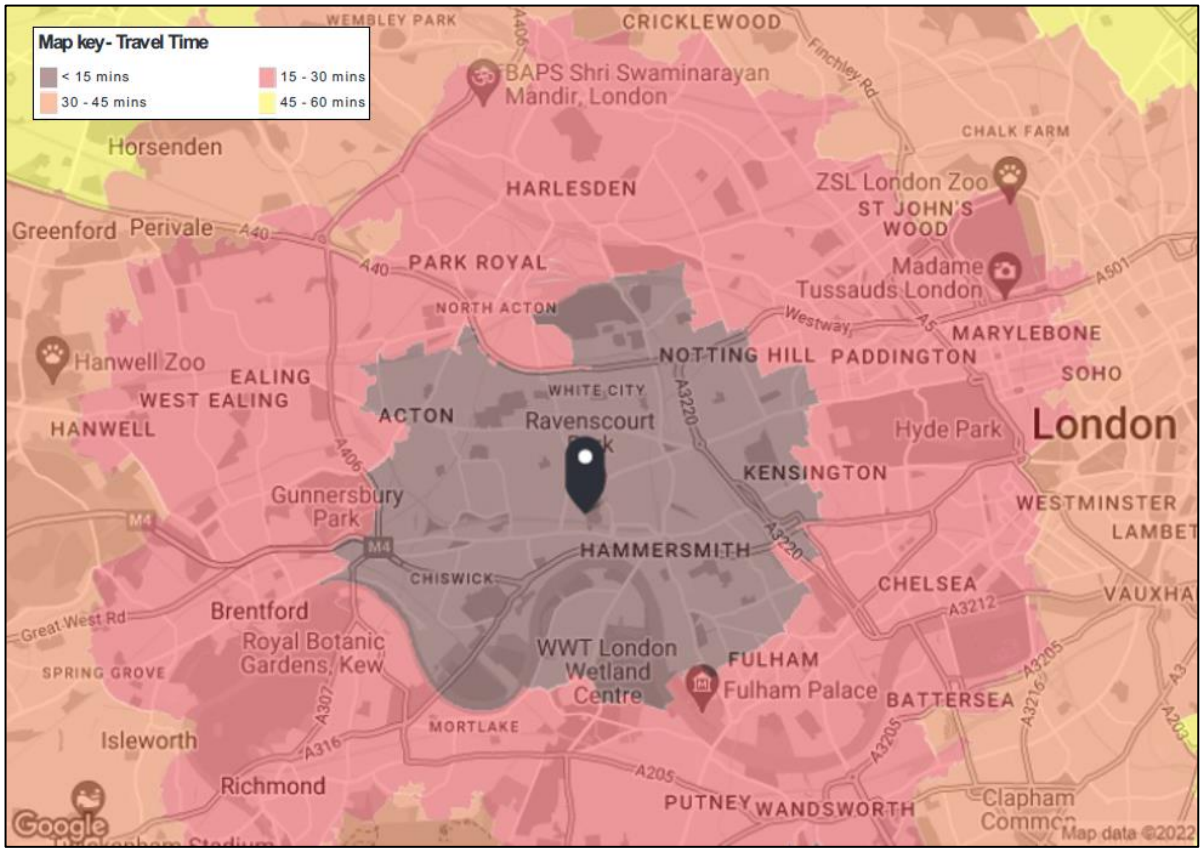
2.17 The presence of cycle routes in the immediate vicinity of the site means that a wide area in western London, including Hammersmith, Shepherd's Bush, White City, Barons Court, Notting Hill, Acton, Chiswick and Earl's Court can be reached by within a 15-minute cycle, and a much wider area, including central London, within 30-45 minutes. This is illustrated in TfL's cycle time isochrone plan outlined within in **Figure 2.11**.

Figure 2.11 Cycle Isochrones



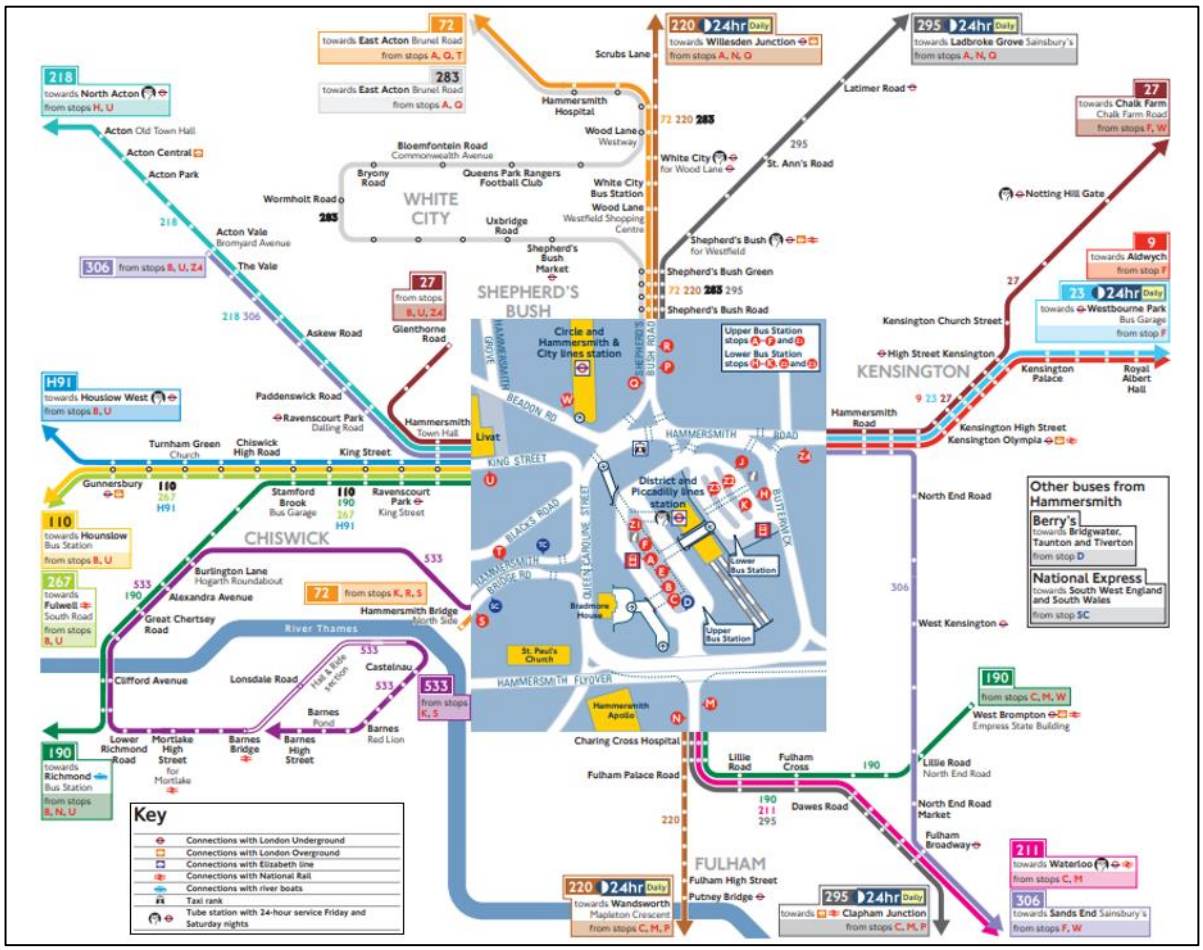
Source: TfL – Note: from Site, 2021, AM peak

Bus

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

2.19 Kings Road also has a number of bus services, the nearest stop being located between Hamlet Gardens and Ravenscourt Park. They are of good quality with shelters, seating and timetabling information provided. The stops that head eastbound and westbound are approximately 400 metres 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 2.12 Local Bus Network



Source: TfL

2.20 A summary of the bus routes and their destinations are outlined in Table 2.2 below.

Table 2.2 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

TfL

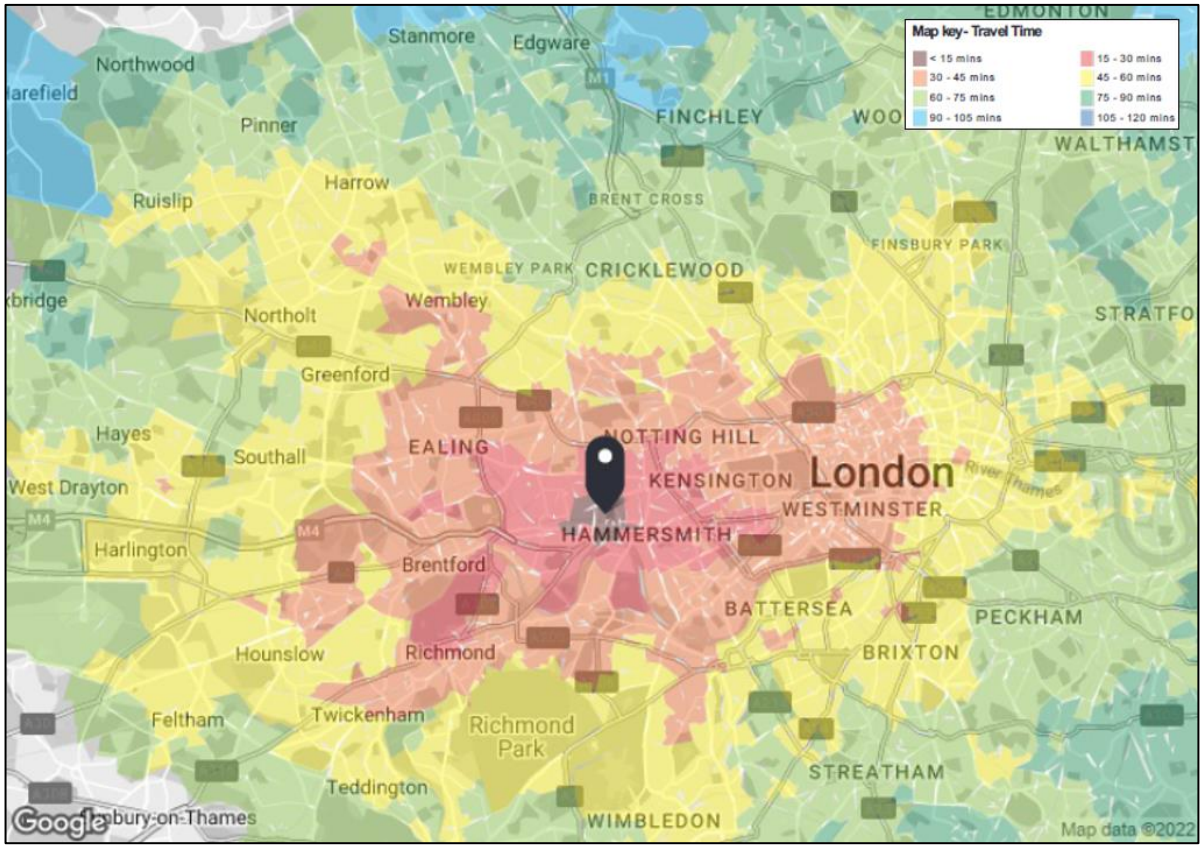
London Underground

2.22 As noted, Ravenscourt Park and Stamford Brook London Underground Station are approximately 350-400m 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.

2.23 Hammersmith Underground Station is situated approximately 1,200m 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.

2.24 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, with a large part of the central employment, commercial and residential areas being reachable within 15 to 30 minutes, as shown in **Figure 2.13**.

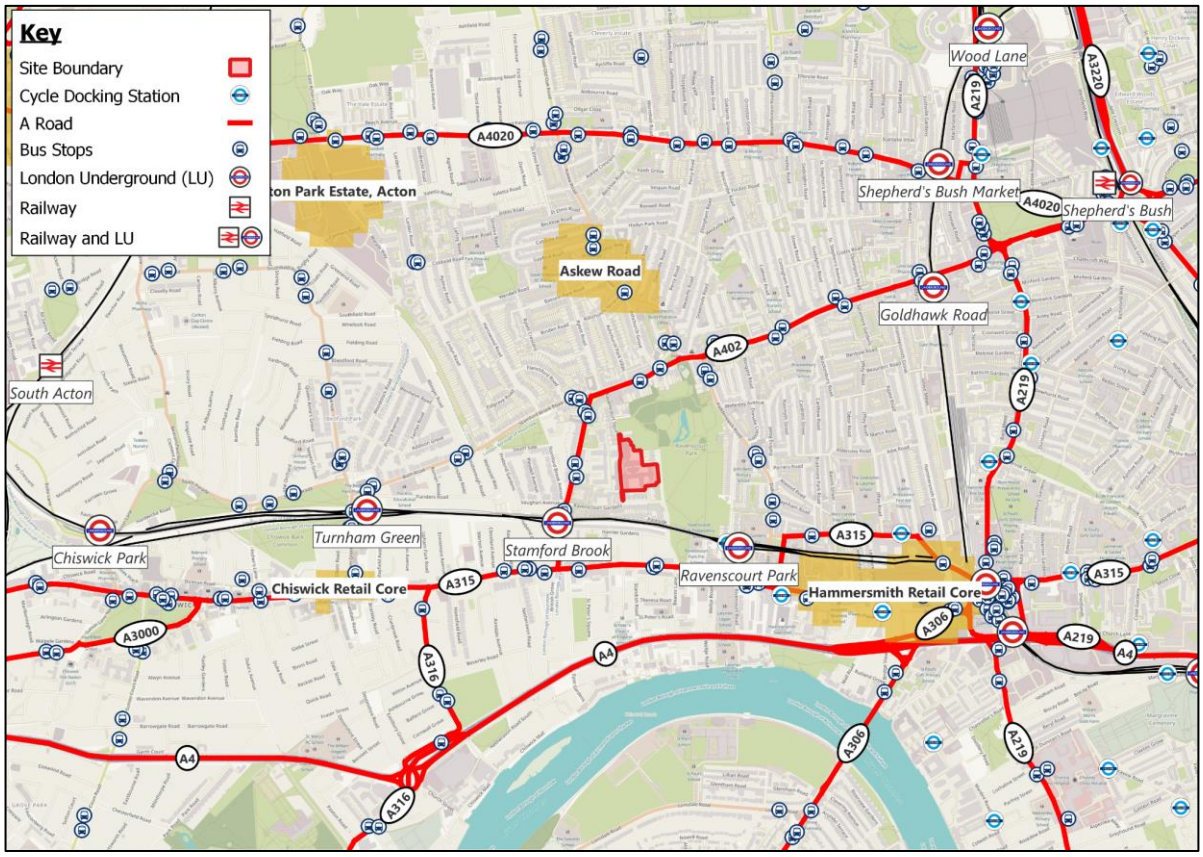
Figure 2.13 Public Transport Isochrones



TfL – Note: from Site, 2021, AM peak

2.25 **Figure 2.14** shows the local transport network close to the site, including cycle docking stations, bus stops, London Underground, railway stations and major roads.

Figure 2.14 Local Transport Network



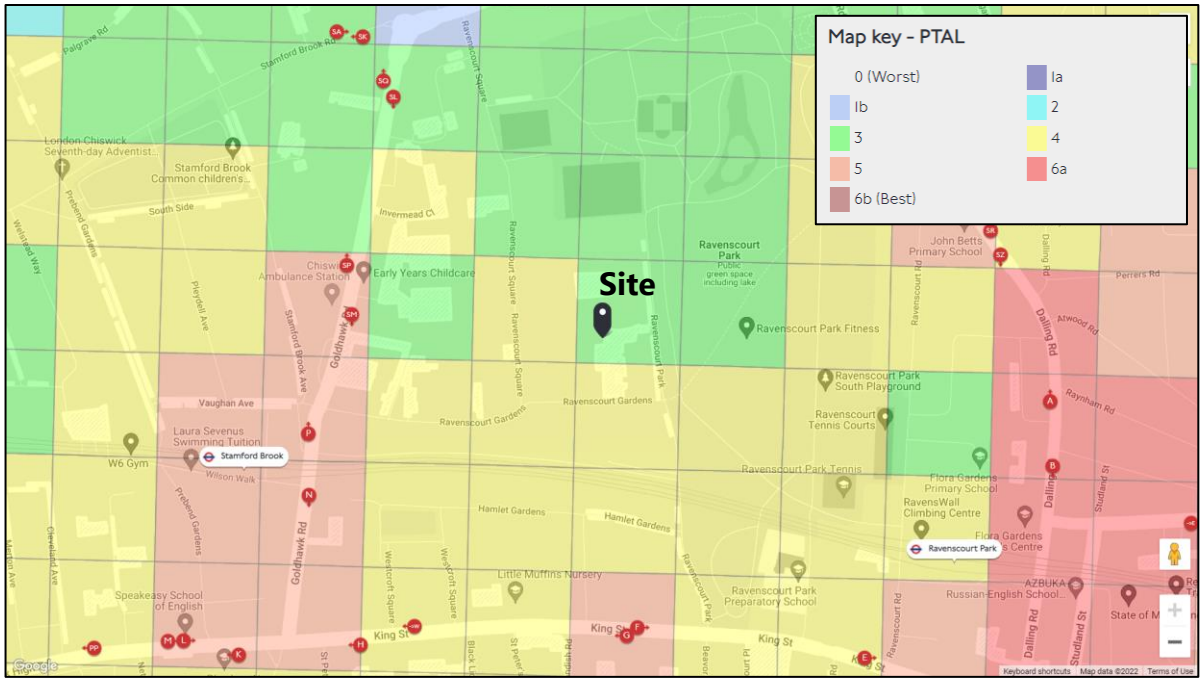
Public Transport Accessibility Level

2.26 Within London, the accessibility to public transport of 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.

2.27 A score between 0 (no accessibility to services within TfL thresholds) and 6a/6b (excellent accessibility). The PTAL is a function of the distance and the frequency of bus services available within 640m and underground / railway services available within 960m.

2.28 The site falls predominantly in a PTAL cell of 3, as outlined in **Figure 2.15** below, demonstrating that the site benefits from good accessibility to public transport.

Figure 2.15 PTAL



TfL PTAL

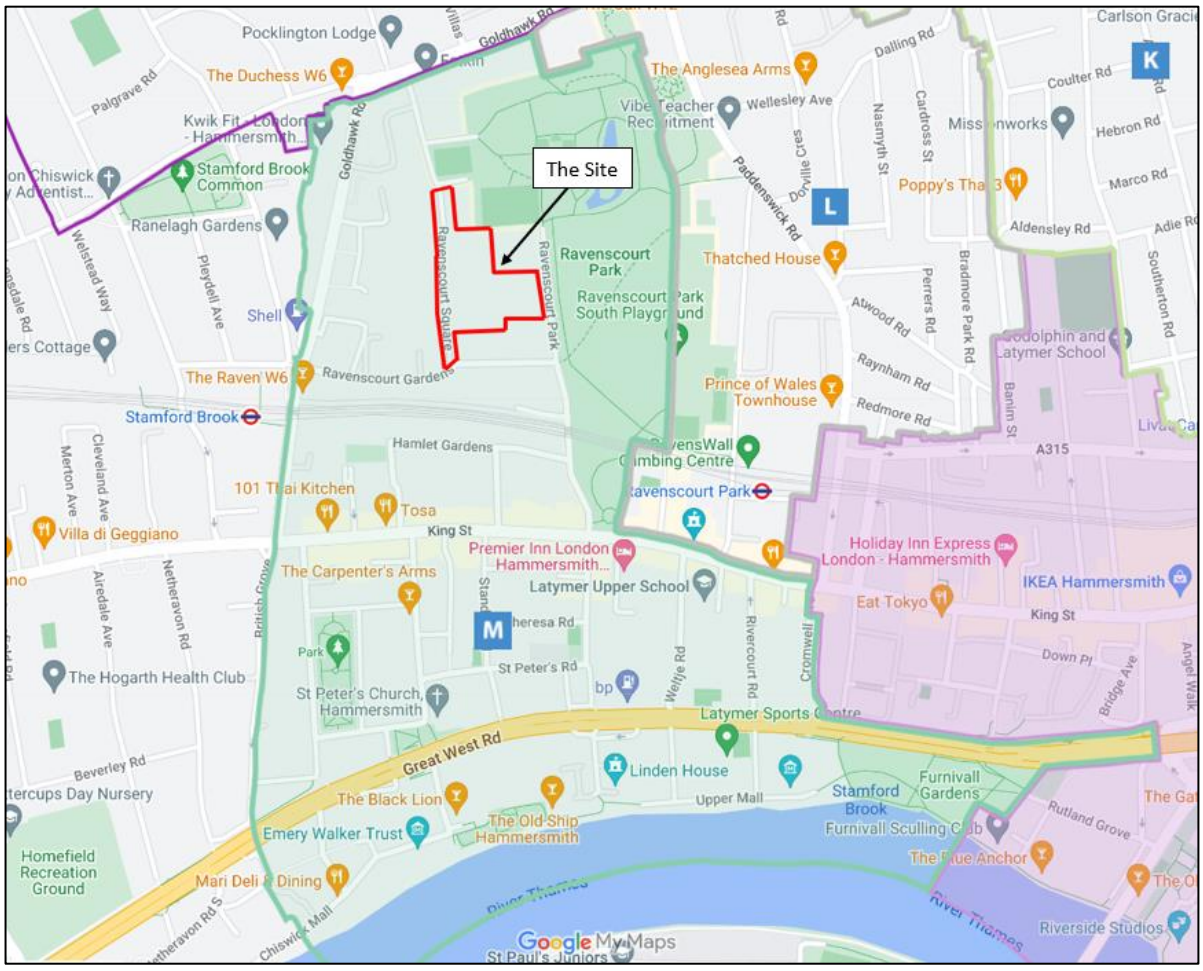
Local Highway Network

2.29 As noted earlier in this report, 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), which have already been described earlier in this Chapter.

2.30 These roads are subject to a 20mph speed limit with parking restrictions in place. The site is within Controlled Parking Zone (**CPZ**) area M. Restrictions apply between 09:00 – 17:00 Monday – Friday. A plan illustrating the parking restrictions in the vicinity of the site is provided at drawing in **Figure 2.16**.

2.31 There are no known car club spaces in the vicinity of the site.

Figure 2.16 Hammersmith and Fulham CPZ



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

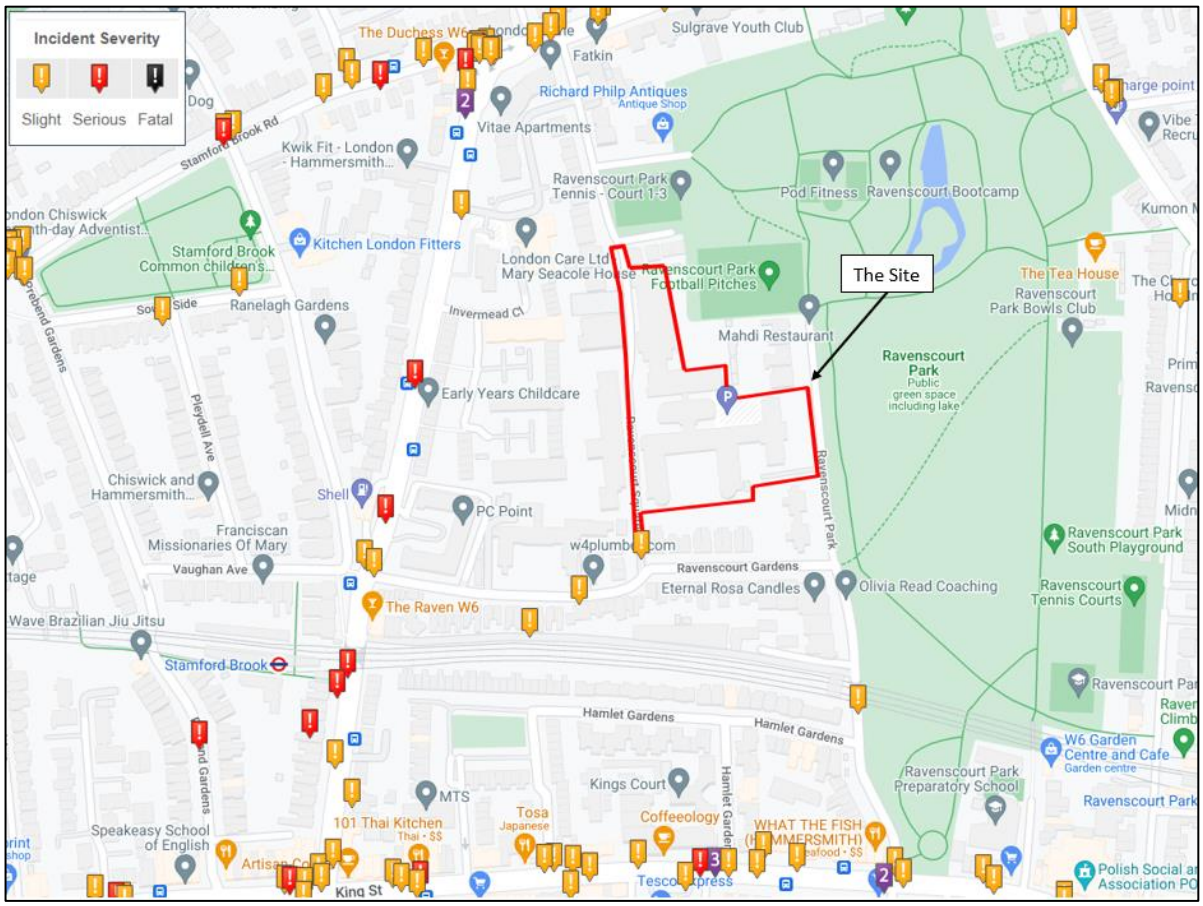
Road Safety

2.32 Personal Injury Collision (**PIC**) data from CrashMap 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.

2.33 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 2.17**).

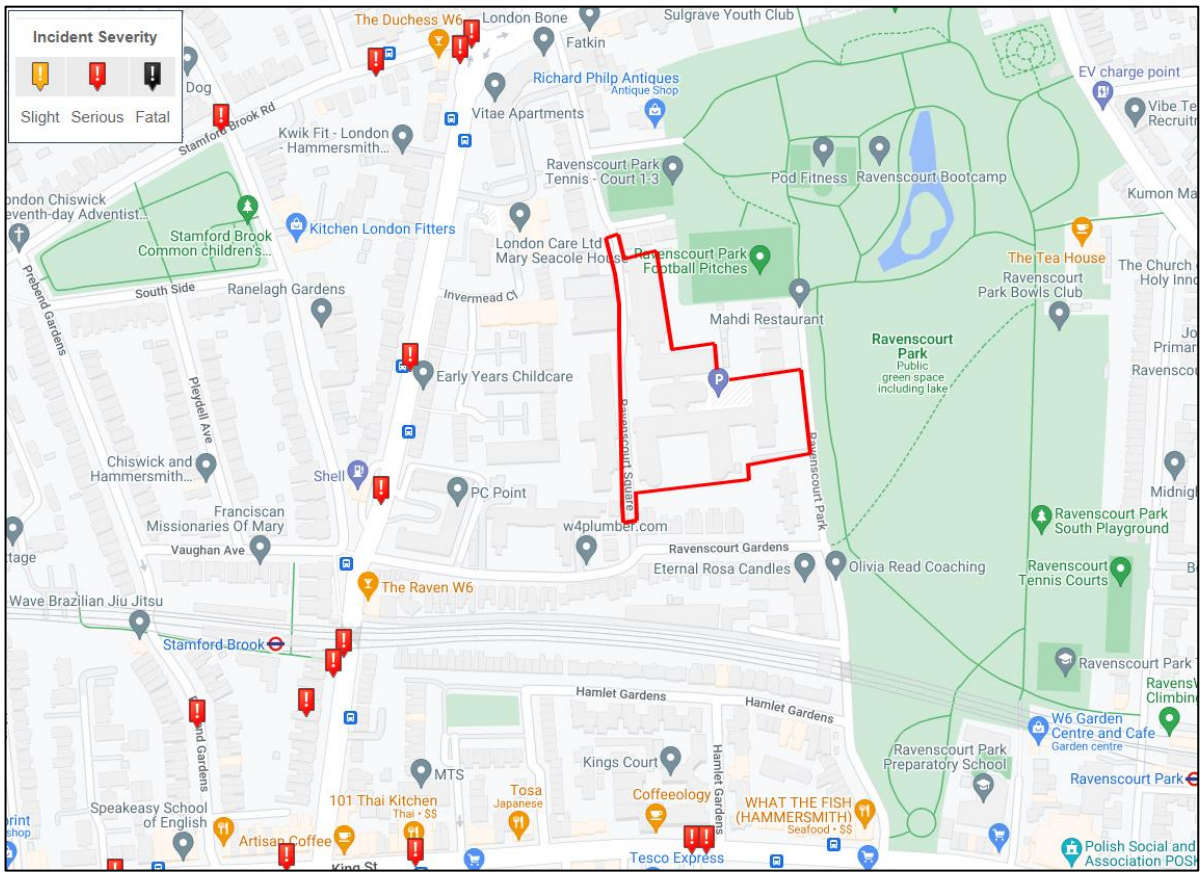
2.34 In line with the Vision Zero approach, the focus of the review will be put on PICs involving serious injuries and fatalities (**Figure 2.18**).

Figure 2.17 All CrashMap PICS



Source: © CrashMap - Note: Indicative Site Boundary

Figure 2.18 Serious and Fatal PICs



Source: © CrashMap - Note: Indicative Site Boundary

2.35 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 2.18**. No fatal PICs occurred in the five-year period in the local area.

2.36 **Figure 2.18** shows that there are three PICs clusters, the first of which is located at the Kings Street/ Hamlet Gardens/ Standish Road staggered junction. Two serious crashes took place here, involving motorcycles in 2018, after which no other serious or fatal PICs have occurred here.

2.37 The second cluster occurred on Goldhawk Road near to the Stamford Brook Underground station close to the signalised pedestrian crossing on the southern side of the railway bridge. One of these PICs involved a motorcycle while the other involved a pedestrian.

2.38 The final cluster within vicinity of the site occurred at the Goldhawk Road/ Stamford Brook Road mini-roundabout; both PICs casualties included pedal cycle casualties.

2.39 The future TA will look into these in greater detail, focusing on those along the ATZ routes.

3 The Emerging Masterplan

The Proposed Uses

3.1 As noted in the introduction, the proposed redevelopment of the site is expected to comprise a residential led scheme, with around 200 dwellings, together with a Care Home facility (of approx. 40 – 60 units) and around 1,200 sqm of community space. (**Note: all figures in this note are indicative and subject to change**)

Table 3.1 Anticipated Uses by Block

Block	Use
Block A	Community
Block B	Residential
Block C	Residential
Block D	Residential
Block E	Residential
Block F	Care Home

Source: SPPARC

Access

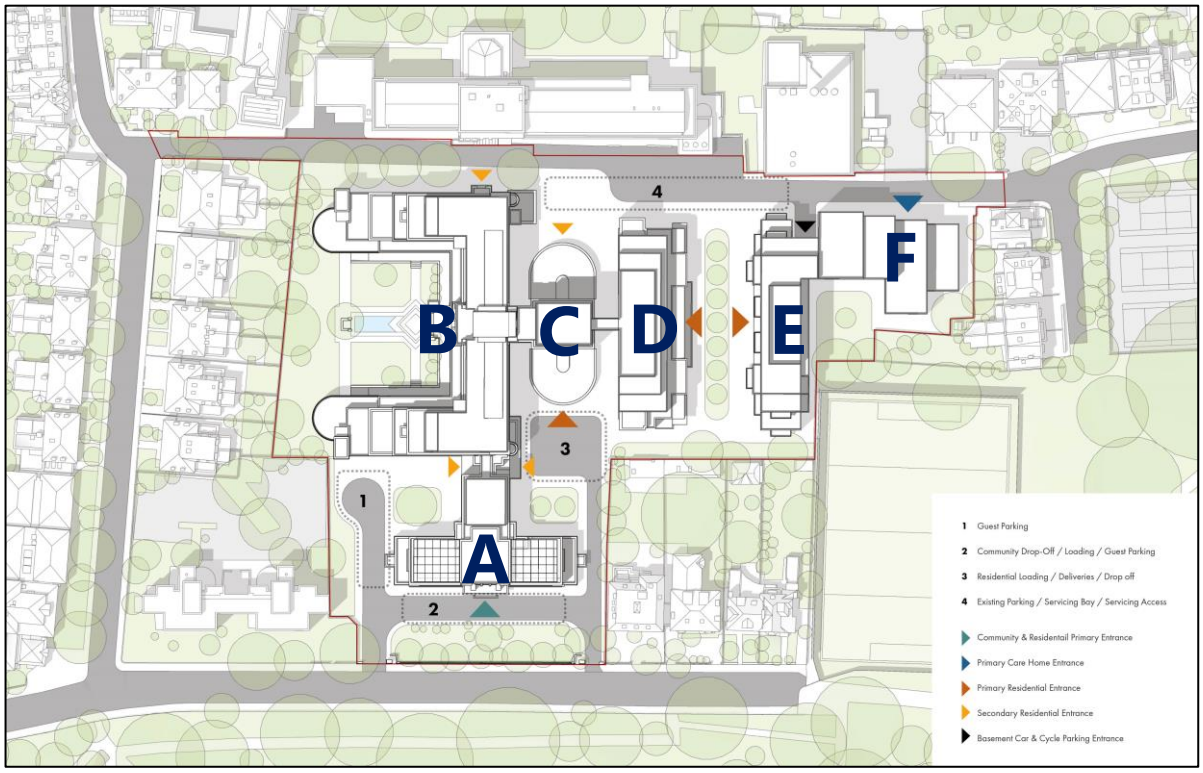
3.2 As noted, the location is highly accessible by all modes of transport and the accessibility by active travel modes will be key to its success. The site will be accessible from all sides, creating a permeable network of routes. Chapter 5 (Active Travel Zones) later in this SN consider the ways in which the proposed site will connect with the local areas via walking and cycling.

3.3 With regard to vehicles, the emerging access strategy is illustrated in **Figure 3.1**. The existing access arrangement from Ravenscourt Park will be retained, but a new access (via car lifts) to a basement underneath Block E will be created on Ravenscourt Square. The one-way (northbound) route on Ravenscourt Square will be retained too, similarly to the access to the Chiswick Centre (unaffected).

3.4 Similarly, access to the car park to the south of Block A (in **Figure 3.1**, to the left of item '1') will be retained and will not be affected by the proposals.

3.5 Although the current version of the masterplan is not advanced enough to show the internal routes, it is the intention to develop it so that fire tenders and refuse vehicles are able to access the site and reach all buildings and waste collection points, as appropriate.

Figure 3.1 Emerging Masterplan: Vehicular Access Strategy

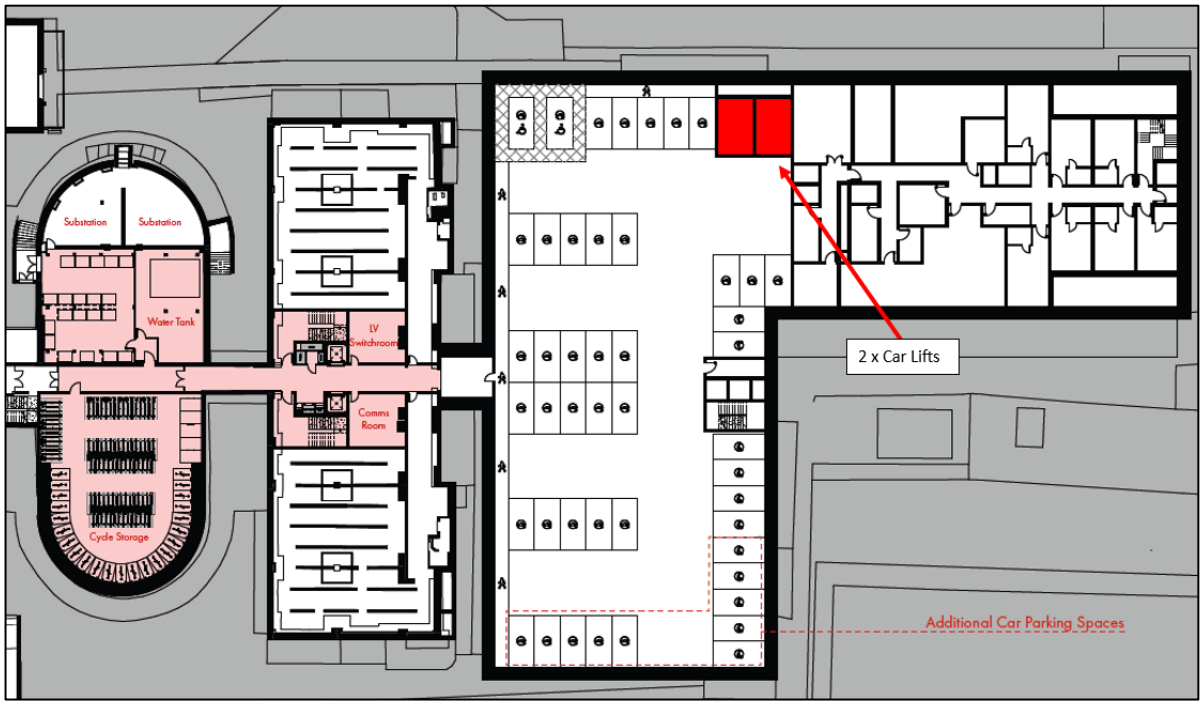


Source: SPPARC

Parking

3.6 The majority of the proposed dwellings will be car free, in line with all policies and best practice principles for sites in accessible locations. A total of 50 car parking spaces are anticipated to be provided in the new basement under Block E, for the residential component of the scheme. As can be seen in **Figure 3.2** the car park situated under Block E will be accessible via two car lifts on the western side of Block E; these are highlighted in red below.

Figure 3.2 Emerging Masterplan: Basement Car Park



Source: SPPARC – indicative plan and subject to change

3.7 Cycle parking will be provided in line with the most recent standards included in the London Plan. Cycle parking will be in sheltered secure locations for both residents and visitors to the development, and comprise long stay and short stay. As seen in **Figure 3.2**, cycle parking will be located in the basement of the development.

3.8 In consideration of the anticipated breakdown of the units, it is expected that the scheme would provide in excess of 200 cycle parking spaces, subject to the final land use schedule.

3.9 Suitable car and cycle parking will be provided for all other uses, following guidance if a standard is available, or best practice and operational requirements otherwise.

3.10 Disabled parking will be provided as per the London Plan. The site will provide 3% (of the total dwellings) from the outset; these will either be in the basement or at ground floor level, in the proximity of an accessible entrance to the blocks. As seen in **Figure 3.2** above two disabled bays are currently proposed to be provided in the basement below Block E, but the plans are due to evolve.

Car Clubs

3.11 Car Clubs operate by giving members access to a car on short-term rentals, paid for by the hour or day, often depending on the subscription. Car Clubs can provide a great alternative to car ownership as the user gets all the convenience of a car without the hassle and cost of owning a car. Membership

includes fuel, servicing and MOTs and more, so that the users only ever pay for a vehicle when they need it.

3.12 Car clubs provide a range of benefits for businesses, residents and visitors, including:

- Reduction in car ownership;
- Promote a shift to sustainable transport modes;
- Provide business and residents with high quality, efficient vehicles;
- Cost savings compared to car ownership; and
- Help generate a shift to electric and hybrid vehicles.

3.13 Recent research undertaken by CoMoUk suggests that, in London, every car club membership takes approximately 24 private cars off the road. The reduction has a significant benefit to the environment, air quality, carbon footprint, congestion and parking.

3.14 In our experience, car club operators suggest the creation of 1 car club space every 100 new dwellings. In consideration of the quantum of anticipated development, the demand for 1 or 2 car club spaces would be justified. We consider that this would be an important part of the transport strategy for this site, and contribute to a car free (or car-lite) lifestyle, noting that the majority of the flats will be car free.

3.15 The proposed car club space (or spaces) will be for the benefit of the wider community too, in consideration of the discussed (known) absence of any spaces in the local area.

Servicing

3.16 Servicing and refuse collection arrangements will be considered as part of the design process with swept path analysis included. Servicing vehicles will be able to access the site from all sides, as shown in **Figure 3.1**. Residential servicing will be centralised in the different parts of the site; it is likely that the individual blocks will have refuse stores throughout the site.

3.17 Also, it currently under the discussion to split the site into two separate addresses, with Blocks A-B as one and Blocks C-D-E-F as a separate one, giving future residents different addresses. This will help distributing servicing trips across more than one point.

3.18 The proposed care home (Block F) will be serviced from Ravenscourt Square, while the community uses (Block A) will be serviced from Ravenscourt Park, where an internal drop off point for taxis will also be created (**Figure 3.1**).

4 Policy Context

National Policy and Guidance

National Planning Policy Framework

4.1 The National Planning Policy Framework (**NPPF**), recently updated (July 2021), 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.

- 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"*[3].

4.2 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"*[4].

4.3 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"*[5].

4.4 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 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 [...]"*[6].

[3] *Annex 2, Glossary, p. 73*
[4] *Paragraph 7*
[5] *Paragraph 113*
[6] *Paragraph 106*

4.5 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"*[7].

4.6 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"*[8].

4.7 The way the proposed development meets all requirements set out in the NPPF will be set out in the TA, but it is considered at this preliminary stage of our work that the redevelopment of the site into a residential led scheme, with minimum levels of car parking, and attention to active and sustainable travel, could result in severe impact on the transport network. Particularly in the context of the former use of the site.

Regional Policy and Guidance

The London Plan

4.8 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 112*
[8] *Paragraph 111*

4.9 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)".*

4.10 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".*

4.11 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[9].*
>
> *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*

[9] *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".

4.12 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.

4.13 The proposed development meets the applicable and relevant policies outlined within The London Plan, as will be outlined in a future TA.

Mayor's Transport Strategy

4.14 The 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.

4.15 Three key themes are at the heart of the strategy. They are set out in Table 4.1.

Table 4.1 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.

Mayor's Transport Strategy 2018

4.16 At the core of the MTS there are the 3 key ambitious aims of reaching, in London:

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

4.17 The way the proposed development supports the MTS and its bold objectives will be explained in the future TA.

Healthy Streets

4.18 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.

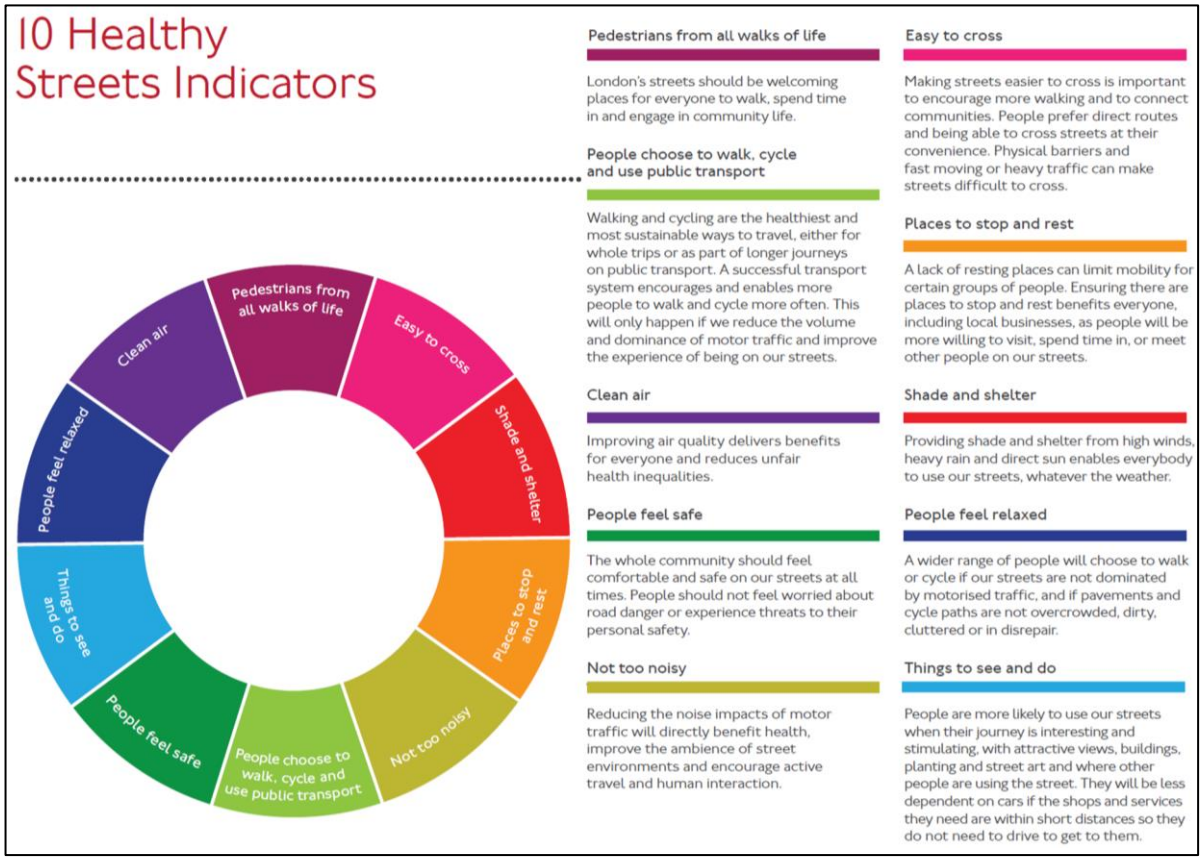
4.19 This approach aims to ensure all Londoners enjoy the benefits of an active lifestyle through walking or cycling for at least 20 minutes a day (one of the three key aims of the MTS). It requires an integrated living plan for the city with most journeys being undertaken on London's streets. Therefore,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

4.20 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. This 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.

4.21 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 4.1**.

Figure 4.1 The Ten Healthy Street Indicators



Source: Healthy Streets for London (TfL)

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

4.23 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".*

4.24 Also in this case, the 'Healthy Streets' approach will be the core of any future TA and of the transport strategy behind the proposed development, and based on the 'Healthy Streets' approach, there will be a dedicated Chapter will deal with the impact on active travel, through the Active Travel Zone (ATZ) Assessment.

Vision Zero

4.25 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. 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.

4.26 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.

4.27 Historic collision data will be provided in the future TA, particularly as part of the ATZ Assessment.

Local Planning Policy

Hammersmith and Fulham Local Plan[10]

4.28 The Hammersmith and Fulham Local Plan (**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

[10] 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.

4.29 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."*[11]

4.30 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

4.31 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 refer to the version of the London Plan that was adopted at that time (2016).

Parking Policy

Cycling Parking Standards

4.32 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"*. Developments should provide cycle parking in accordance with the minimum standards set out in Table 4.2 below.

[11] Hammersmith and Fulham Local Plan pg. 219

Table 4.2 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

Source: © GLA London Plan

4.33 In accordance with the above standards, the development will provide in excess of 200 long stay and a handful of short stay cycle parking spaces. The exact numbers will depend on the final number of units and the breakdown of the bedrooms, and will be set out in the TA.

4.34 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*[12]*. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people"*.

4.35 Long stay cycle parking is anticipated to be located in the basement of the building and comprise a mix of Sheffield and two-tier stands. The design will aim to balance the provision of the required quantum of parking with the site's constraints. Also, it is expected that 5% would be for larger bikes.

Vehicle Parking Standards

4.36 As mentioned previously, the HFLP provide 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).

4.37 The Hammersmith and Fulham parking standards are shown in **Table 4.3**, while **Table 4.4** summarises the maximum standards for uses applicable to the development from the current London Plan.

Table 4.3 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

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

Table 4.4 Car Parking Standards (London Plan 2021)

Use	Location	Standard
C3 Residential	Inner London PTAL 3	Up to 0.25 spaces per dwelling

Source: © GLA London Plan

4.38 The proposed development will aim to include less car parking than the maximum allowed by the HFLP, acknowledging the importance given to active and sustainable travel and new London Plan. At this stage it is anticipated that the basement will have around 50 car parking spaces for the residential element of the scheme, which is within the maximum allowed by the adopted HFLP.

Electric Vehicles

4.39 In accordance with Policy T6.1 residential parking *"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"*. With this in mind, EV charging spaces will be provided in line with policy.

Disabled Parking

4.40 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".*

4.41 As such, there will be 3% of the dwellings provided with disabled parking spaces from the outset (5 spaces); it is unlikely that the full 10% would be required, but consideration will be given in the TA to how disabled parking could be increased over time in line with potential demand of up to 16 or 17 spaces.

5 Active Travel Zone (ATZ)

5.1 The Active Travel Zone (ATZ) is a 20-minute cycle around a site (available from TfL`s WebCAT tool) and in practice replaces the previously used Pedestrian Environment Review System (PERS), Cycle Environment Review System (CERS) and Cycling Level of Service (CLoS) assessments. Step-by-step guidance on how to undertake ATZ assessments is available on TfL's website and will be followed in the development of the one for this site.

5.2 In an ATZ review, routes to key destinations are identified 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 the relevant authority (here, LBHF) will use pooled contributions to implement some or all of the suggestions over time.

5.3 At this stage, we seek to agree the six ATZ routes below (a high number – noting the guidance envisages four to six), which we will review on a site visit during a weekday (off peak, around lunchtime, avoiding the peaks, following TfL's guidance). The plan with the routes and the reasons why they were chosen are reproduced as follows. An assessment will be undertaken to assess how future occupiers and staff will be able to make car-free journeys to the site from the surrounding areas.

Figure 5.1 ATZ routes

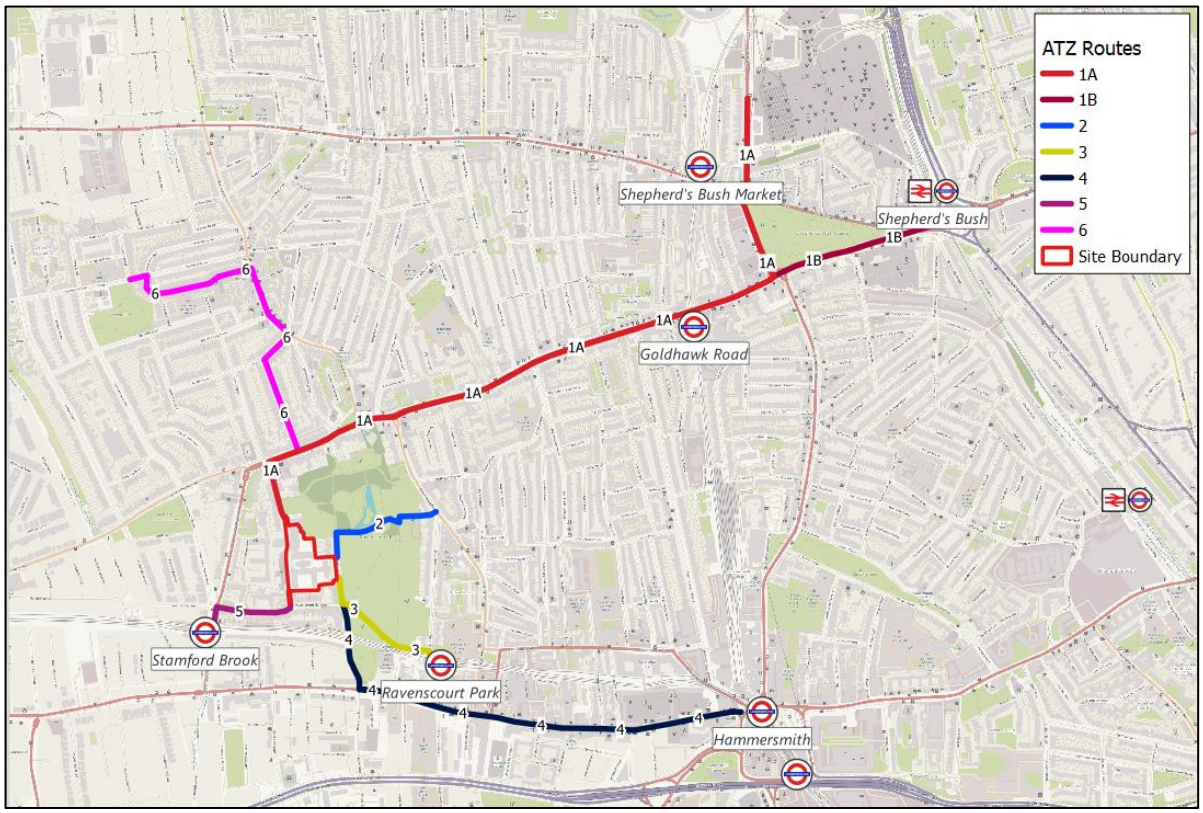


Table 5.1 ATZ Routes and their destinations

Route		Approx Length	Key Destinations
1	1a	2,100m	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

6 Travel Demand

6.1 This section of the SN sets out the proposed trip generation methodology.

Comparison between Existing and Proposed Uses

6.2 Table 6.1 illustrates the existing and proposed quantum of development, and the net difference, which will form the basis of the trip generation methodology.

Table 6.1 Existing and Proposed Uses

Use	Existing	Proposed *(final quantum TBC)*	Net *(TBC)*
Hospital (sqm GFA)	16,375	0	**-16,375**
Residential (flats)	0	200	**+200**
Care Home (beds)	0	40 to 60	**+60**
Community Use (sqm GFA)	0	1,206	**+1,206**

6.3 The net impact associated with the proposed development therefore derives from the creation of 200 flats (reiterating that all figures here are bound to change), 1,206 sqm GFA of community uses and a 2,818 sqm GFA care home facility catering for around 40-60 beds (here assumed 60), compared to a reduction of 16,375 sqm GFA in Class C2 use. This is what the future TA will assess, in terms of traffic impact, and what will be set out in this SN for agreement.

Trip Generation

6.4 Each of four components set out in Table 6.1 will now be assessed separately. The TRICS reports are reproduced within **Appendix A**. All selections were made using sites in Greater London only. This section will focus on vehicular trip generation, with the mode share being then extracted from the Census to calculate the multi-modal generation.

Hospital

6.5 The category 05 – Health, B – General Hospitals without casualties within Greater London was selected. 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 6.2.

Table 6.2 Vehicle Trip Generation – Hospital

		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
		Arr	**Dep**	**Arr**	**Dep**
Trip Rate	per 100sqm	0.817	0.413	0.221	0.471
Trip Generation	16,375sqm	134	68	36	77

Source: TRICS

6.6 We note that the inclusion of Hospitals in London 'with casualties' (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 one site only.

Residential

6.7 With regard to the residential component of the scheme, three comparable sites were found in the TRICS database. Sites in the category 03 - Residential, C -Privately owned flats were selected. These has a similar PTAL rating within Greater London, only sites which had more than 50 flats were chosen. The resulting trip generation is illustrated in Table 6.3.

Table 6.3 Vehicle Trip Generation – Residential

		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
		Arr	**Dep**	**Arr**	**Dep**
Trip Rate	per dwelling	0.030	0.060	0.093	0.101
Trip Generation	200 dwellings	6	12	19	20

Source: TRICS

Care Home

6.8 Sites in the category 05 Health, F Care Homes (Elderly Residential) were selected within Greater London. Sites with a PTAL of 2, 3 and 4 were used. With these criteria, three sites were identified in the TRICS database. The resulting trip generation is illustrated in Table 6.4.

Table 6.4 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	0.078	0.083	0.044	0.061
Trip Generation	60 beds	5	5	2	4

Source: TRICS

Community Use

6.9 The community use, currently anticipated to be 1,206 sqm in size, in its majority is expected to be used by local people within the local walking neighbourhood, and no dedicated car parking will be provided for this element of the scheme in any case. Its vehicular trip generation is therefore considered negligible.

Total

6.10 The total, net trip generation associated with the proposed development is illustrated in Table 6.5.

Table 6.5 Vehicular Trip Generation – Total (Net Impact)

		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
		Arr	**Dep**	**Arr**	**Dep**
Existing	Hospital	-134	-64	-36	-77
Proposed	Flats	6	12	19	20
	Care Home	5	5	2	4
Total		*-123*	*-47*	*-15*	*-53*

Source: TRICS

6.11 Table 6.5 shows that, while some figures need to be confirmed, the proposed development can be expected to result in a **reduction in vehicular movements compared to the extant use**. On this basis, no junction capacity assessment or traffic surveys will be undertaken as part of the TA and we seek agreement on this point.

Trip Distribution

6.12 Destinations of the trips associated with the residential element of the scheme will be calculated for information (i.e. independently from any need for junction modelling) using the most recent journey

to work data from the Office for National Statistics (ONS) for Hammersmith and Fulham 008D (E01001930).

Table 6.6 Trip Distribution – Residential (all modes)

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%

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

Mode Share

6.13 As noted, mode share data for the residential element of the scheme has been obtained from the most recent journey to work data from the Office for National Statistics (ONS) for the area where the Site is located (Hammersmith and Fulham 008D). The existing mode share at the site is outlined in Table 6.7.

Table 6.7 Residential Mode Share

Mode	Mode Split
Work mainly at or from home	7%
Underground, metro, light rail, tram	40%
Train	4%
Bus, minibus or coach	12%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	16%
Passenger in a car or van	0%
Bicycle	8%
On foot	11%
Other method of travel to work	2%

6.14 The data from ONS shows that more than two thirds of trips, in 2011, were undertaken by sustainable modes of transport, with 74% trip undertaken by public transport, walking or cycling. 18% of trips were taken by active models of travel (walking and cycling), this confirms the site's accessible nature.

Impact Assessment

6.15 As noted, and although some figures are subject to confirmation, the proposed development would likely result in a reduction in vehicular trips. As such, no highway capacity assessment will be carried out.

6.16 With regard to the impact on public transport, the multi-modal trip generation will be provided for the residential and care home components of the scheme; it is expected that future residents and staff will be able to use the several existing London Underground and Bus services with no noticeable additional pressure on any of them, also noting the post-COVID reduction in the usage of such services. Also in this case, no further assessment is considered necessary on this basis.

6.17 The impact on active travel modes will be dealt with via the ATZ assessment, and potential mitigation identified as part of that process.

7 Other Supporting Documents

Framework Travel Plan

7.1 A Travel Plan (**TP**) will set out the measures that will employed to promote a range of lifestyle and travel choices and encourage a reduced reliance on the single occupancy private car by promoting a range of sustainable alternatives. Separate TPs may be needed for each component of the scheme.

7.2 A site-wide Framework (**FTP**) will be prepared and submitted in support of the planning application. The FTP will include, in addition to a detailed review of the baseline conditions and the description of development, the following FTP-specific sections.

7.3 The aims of the TP (as set out in the FTP) would be to:

- Mitigate against any potential transport impacts that could relate to the proposed development;
- To create a safer, more sustainably driven environment for all future occupiers accessing the site; and
- To encourage the use of sustainable transport modes to reduce the need for trips to be undertaken to the development in a private car.

7.4 The main target would be a reduction in the car drivers mode share (to be discussed with officers, together with other potential targets). This would be achieved via a number of measures that will be set out in the FTP; they will likely include:

- On site security (e.g. CCTV);
- Promotion of free health apps;
- Good quality facilities and secure cycle parking;
- Promotional material from organisations such as SUSTRANS and 'bikes4all';
- Promotional information and cycling events;
- information on service frequency;
- up-to-date public transport information including time tables and bus company contact information on the transportation notice board details of where to catch the services and interchange if needed;
- Car clubs;
- Car sharing; and
- Home shopping.

Framework Servicing Management Plan

7.5 A Framework Serving Management Plan (**SMP**) will be submitted as part of the planning application. The purpose of the SMP is to minimise the impact of delivery and servicing during the operation of

the development. The SMP will propose future strategy for a loading and refuse collection. The SMP will ensure such activities can be undertaken safely and without impacting upon other road users. The SMP will cover this in the following sections:

- **Introduction -** Sets out the background of the site and introduces the reader to the concept and setting
- **Aims and objectives -** Sets out the main aim and objectives of the plan
- **Existing and proposed operations -** Describes the existing and proposed operations of the site in terms of movements of vehicles and corresponding restrictions
- **Measures to reduce the impact -** Proposes a number of measures to reduce the impact of the site, such as looking at frequencies, routes and loading areas
- **Monitor and review -** The overall effectiveness of the plan is dependent on the monitoring and review. Within this section of the SMP a commitment to this is made

Framework Construction Management/ Logistics Plan

7.6 An Outline Construction Logistics Plan (**CLP**) will be prepared in support of the application; it will follow TfL's guidance and is expected include the following chapters – with a level of detail suitable for an Outline:

- **Introduction** -This section would detail the purpose of the Outline CLP, define the site location, present the proposals and the TfL Framework
- **Design and on site logistics** -This section deals with the phasing of development where applicable, the access and movement, on site storage and security
- **Procurement strategy** - This section will demonstrate the commitment to develop a procurement strategy in order to minimise deliveries and promotion of local suppliers
- **Operational efficiency** -This section will cover the deliveries in a bit more detail, construction traffic routing and traffic management. It will also deal with the potential for trip impact reduction and communication about change. We would include swept path analysis for construction vehicles at the local junctions in the immediate vicinity of the site
- **Waste management** – How waste generated from the site will be managed
- **Health and safety** - This chapter covers the management of health and safety during the construction phase, including the implementation of health and safety policies, risk assessments, and emergency procedures
- **Community relations** - This chapter covers the engagement and communication with the local community during the construction phase, including the provision of information on construction activities and the management of any community concerns
- **Targets and monitoring** - A list of targets and how they will be monitored will be contained in this section of the CLP.

8 Summary and Next Steps

8.1 To conclude, the matters we seek to agree with LB Hammersmith and Fulham are summarised as follows:

- The baseline position: existing uses and transport connections (Chapter 2 of this SN);
- The extent of the PIC review;
- The adequacy, location and form of the access points for each element of the scheme, including drop offs, servicing and access to the basement (as illustrated in **Figure 3.1**);
- The level of parking expected to support the different elements of the scheme, and principles in general, including cars, cycles, disabled, car clubs and EV;
- The ATZ assessment methodology and routes;
- The predicted traffic generation and attraction associated with the existing and proposed uses;
- The proposed impact assessment methodology, including no surveys or junction capacity assessment;
- The scope of the FTP;
- The scope of the Framework SMP; and
- The scope of the Outline CLP.

APPENDIX A

Calculation Reference: AUDIT-219602-221128-1130

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	1 days
	HO	HOUNSLOW	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 79 to 170 (units:)
Range Selected by User: 50 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
500,001 or More 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 2 days
No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
3 Moderate 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BE-03-C-01 BLOCKS OF FLATS BEXLEY
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

3 HO-03-C-02 BLOCK OF FLATS HOUNSLOW
HIGH STREET
BRENTFORD

Town Centre
Built-Up Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY *03/09/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 127 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.16

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	112	0.066	8.340	3	112	0.087	10.994	3	112	0.153	19.334
08:00 - 09:00	3	112	0.030	3.791	3	112	0.060	7.582	3	112	0.090	11.373
09:00 - 10:00	3	112	0.033	4.170	3	112	0.051	6.445	3	112	0.084	10.615
10:00 - 11:00	3	112	0.072	9.099	3	112	0.078	9.857	3	112	0.150	18.956
11:00 - 12:00	3	112	0.060	7.582	3	112	0.075	9.478	3	112	0.135	17.060
12:00 - 13:00	3	112	0.024	3.033	3	112	0.036	4.549	3	112	0.060	7.582
13:00 - 14:00	3	112	0.069	8.719	3	112	0.096	12.131	3	112	0.165	20.850
14:00 - 15:00	3	112	0.024	3.033	3	112	0.030	3.791	3	112	0.054	6.824
15:00 - 16:00	3	112	0.057	7.203	3	112	0.051	6.445	3	112	0.108	13.648
16:00 - 17:00	3	112	0.075	9.478	3	112	0.063	7.961	3	112	0.138	17.439
17:00 - 18:00	3	112	0.093	11.752	3	112	0.101	12.890	3	112	0.194	24.642
18:00 - 19:00	3	112	0.078	9.857	3	112	0.057	7.203	3	112	0.135	17.060
19:00 - 20:00	2	125	0.124	15.811	2	125	0.068	8.671	2	125	0.192	24.482
20:00 - 21:00	2	125	0.104	13.261	2	125	0.068	8.671	2	125	0.172	21.932
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.909	115.129			0.921	116.668			1.830	231.797

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	79 - 170 (units:)
Survey date date range:	01/01/14 - 28/06/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-219602-221128-1145

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	IS	ISLINGTON	1 days
	KI	KINGSTON	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 40 to 89 (units:)
Range Selected by User: 33 to 89 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 09/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
50,001 to 100,000	1 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 Poor	1 days
3 Moderate	1 days
4 Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BN-05-F-01 NURSING HOME BARNET
ETCHINGHAM PARK ROAD
FINCHLEY

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of residents: 40
Survey date: TUESDAY *09/11/21* *Survey Type: MANUAL*

2 IS-05-F-01 NURSING HOME ISLINGTON
HIGHBURY NEW PARK
HIGHBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 51
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

3 KI-05-F-01 NURSING HOME KINGSTON
COOMBE LANE WEST
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 89
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.68

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	60	0.111	0.000	3	60	0.072	0.000	3	60	0.183	0.000
08:00 - 09:00	3	60	0.078	0.000	3	60	0.083	0.000	3	60	0.161	0.000
09:00 - 10:00	3	60	0.117	0.000	3	60	0.072	0.000	3	60	0.189	0.000
10:00 - 11:00	3	60	0.122	0.000	3	60	0.050	0.000	3	60	0.172	0.000
11:00 - 12:00	3	60	0.067	0.000	3	60	0.061	0.000	3	60	0.128	0.000
12:00 - 13:00	3	60	0.039	0.000	3	60	0.089	0.000	3	60	0.128	0.000
13:00 - 14:00	3	60	0.078	0.000	3	60	0.050	0.000	3	60	0.128	0.000
14:00 - 15:00	3	60	0.061	0.000	3	60	0.072	0.000	3	60	0.133	0.000
15:00 - 16:00	3	60	0.072	0.000	3	60	0.133	0.000	3	60	0.205	0.000
16:00 - 17:00	3	60	0.022	0.000	3	60	0.056	0.000	3	60	0.078	0.000
17:00 - 18:00	3	60	0.044	0.000	3	60	0.061	0.000	3	60	0.105	0.000
18:00 - 19:00	3	60	0.033	0.000	3	60	0.067	0.000	3	60	0.100	0.000
19:00 - 20:00	3	60	0.017	0.000	3	60	0.022	0.000	3	60	0.039	0.000
20:00 - 21:00	3	60	0.028	0.000	3	60	0.028	0.000	3	60	0.056	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.889	0.000			0.916	0.000			1.805	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	40 - 89 (units:)
Survey date date range:	01/01/14 - 09/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-219602-221124-1153

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : B - GENERAL HOSPITAL - WITHOUT CASUALTY
TOTAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
BN BARNET 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 10400 to 10400 (units: sqm)
Range Selected by User: 8000 to 12665 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Wednesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Residential Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
C2 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:
50,001 to 100,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
2 Poor 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BN-05-B-01 GENERAL HOSPITAL BARNET
GRANVILLE ROAD
FINCHLEY

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 10400 sqm
Survey date: WEDNESDAY *19/11/14* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 05 - HEALTH/B - GENERAL HOSPITAL - WITHOUT CASUALTY
TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 16375 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	10400	0.692	113.365	1	10400	0.279	45.661	1	10400	0.971	159.026
08:00 - 09:00	1	10400	0.817	133.834	1	10400	0.413	67.704	1	10400	1.230	201.538
09:00 - 10:00	1	10400	1.154	188.942	1	10400	0.817	133.834	1	10400	1.971	322.776
10:00 - 11:00	1	10400	1.077	176.346	1	10400	0.923	151.154	1	10400	2.000	327.500
11:00 - 12:00	1	10400	0.952	155.877	1	10400	0.913	149.579	1	10400	1.865	305.456
12:00 - 13:00	1	10400	0.971	159.026	1	10400	1.058	173.197	1	10400	2.029	332.223
13:00 - 14:00	1	10400	1.212	198.389	1	10400	0.933	152.728	1	10400	2.145	351.117
14:00 - 15:00	1	10400	0.904	148.005	1	10400	0.990	162.175	1	10400	1.894	310.180
15:00 - 16:00	1	10400	0.500	81.875	1	10400	1.010	165.325	1	10400	1.510	247.200
16:00 - 17:00	1	10400	0.308	50.385	1	10400	0.769	125.962	1	10400	1.077	176.347
17:00 - 18:00	1	10400	0.221	36.214	1	10400	0.471	77.151	1	10400	0.692	113.365
18:00 - 19:00	1	10400	0.337	55.108	1	10400	0.250	40.938	1	10400	0.587	96.046
19:00 - 20:00	1	10400	0.231	37.788	1	10400	0.279	45.661	1	10400	0.510	83.449
20:00 - 21:00	1	10400	0.163	26.767	1	10400	0.356	58.257	1	10400	0.519	85.024
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			9.539	1561.921			9.461	1549.326			19.000	3111.247

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10400 - 10400 (units: sqm)
Survey date date range:	01/01/14 - 19/11/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX C

Allen Carr

From: Paterson Catherine: H&F <Catherine.Paterson@lbhf.gov.uk>
Sent: 01 June 2023 17:21
To: Giovanni Di Guardo
Cc: Daniel Ekstrand; Oliver Jefferson; Luke Sumnall; Bellis Ieuan: H&F; Allen Carr
Subject: Re: Ravenscourt Park Hospital

Thanks Giovanni,

I can confirm the parking survey plan showing the extent of the survey area is acceptable,

Kind regards

Catherine

Catherine Paterson
Principal Transport Planner (Development)
Environment Department
London Borough of Hammersmith & Fulham

catherine.paterson@lbhf.gov.uk
www.lbhf.gov.uk

From: Giovanni Di Guardo <giovanni.diguardo@tpa.uk.com>
Sent: Thursday, June 1, 2023 12:31 pm
To: Paterson Catherine: H&F <Catherine.Paterson@lbhf.gov.uk>
Cc: Daniel Ekstrand <daniel.ekstrand@tpa.uk.com>; Oliver Jefferson <oliver.jefferson@turley.co.uk>; Luke Sumnall <luke.sumnall@turley.co.uk>; Bellis Ieuan: H&F <ieuan.bellis@lbhf.gov.uk>; Allen Carr <allen.carr@TPA.UK.COM>
Subject: RE: Ravenscourt Park Hospital

Hello Catherine,

Thank you for this.

There are a few points for us to consider, but as we are carrying out a parking survey next week, and I note you want to agree the scope, I am following this up immediately to let you know we're doing a traditional Lambeth parking beat survey for residential developments, overnight, within 200 walking in any direction from the site boundary.

I would consider this standard but please let me know if you have got any comments as it will be carried out next Tuesday and Wednesday.

We may follow up once we review everything else in greater detail, but the above is the most pressing for us now. I am pleased to see that the ATZ is agreed and will be carried out on Monday.

Thanks.

Kind regards

Giovanni Di Guardo | Principal Transport Planner
Transport Planning Associates

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From: Paterson Catherine: H&F <Catherine.Paterson@lbhf.gov.uk>
Sent: Thursday, June 1, 2023 12:09 PM
To: Giovanni Di Guardo <giovanni.diguardo@tpa.uk.com>
Cc: Daniel Ekstrand <daniel.ekstrand@tpa.uk.com>; Oliver Jefferson <oliver.jefferson@turley.co.uk>; Luke Sumnall <luke.sumnall@turley.co.uk>; Bellis Ieuan: H&F <ieuan.bellis@lbhf.gov.uk>; Allen Carr <allen.carr@TPA.UK.COM>
Subject: Re: Ravenscourt Park Hospital

Hi, all,

Apologies for not replying sooner,

I have reviewed the Scoping Note and proposed ATZ routes for the Ravenscourt Park Hospital site, and have the following comments : -

- 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).
- 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.
- 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 .

If you have any further queries do not hesitate to contact me,

Kind regards

Catherine

Catherine Paterson
Principal Transport Planner (Development)
Environment Department
London Borough of Hammersmith & Fulham

catherine.paterson@lbhf.gov.uk
www.lbhf.gov.uk

From: Giovanni Di Guardo <giovanni.diguardo@tpa.uk.com>
Sent: Monday, May 22, 2023 3:14:14 PM
To: Paterson Catherine: H&F <Catherine.Paterson@lbhf.gov.uk>
Cc: Daniel Ekstrand <daniel.ekstrand@tpa.uk.com>; Oliver Jefferson <oliver.jefferson@turley.co.uk>; Luke Sumnall <luke.sumnall@turley.co.uk>; Bellis Ieuan: H&F <ieuan.bellis@lbhf.gov.uk>; Allen Carr <allen.carr@TPA.UK.COM>
Subject: RE: Ravenscourt Park Hospital

Dear Catherine

Further to previous emails, just a line to advise that we will carry out the site visit for the ATZ for this scheme at the start of June, on the basis of the information included in our scoping note and attached once again for ease of reference. If you have got any comments, and/or if you want to discuss anything on any other aspect of the scheme, please let us know by the end of this week.

Thank you, much appreciated.

Kind regards

Giovanni Di Guardo | Principal Transport Planner
Transport Planning Associates

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From: Giovanni Di Guardo
Sent: Thursday, May 11, 2023 11:45 AM
To: catherine.paterson@lbhf.gov.uk
Cc: Daniel Ekstrand <daniel.ekstrand@tpa.uk.com>; Oliver Jefferson <oliver.jefferson@turley.co.uk>; Luke Sumnall <luke.sumnall@turley.co.uk>; Bellis Ieuan: H&F <ieuan.bellis@lbhf.gov.uk>
Subject: RE: Ravenscourt Park Hospital [Filed 11 May 2023 11:47]

Dear Catherine

Good morning. I am following up Oliver's email and wanted to introduce myself directly. Daniel and I are the key contacts at TPA who are dealing with the transport side of this project, so if you have any comments we would be happy to answer any questions.

I am sending the whole Scoping Note again for ease of reference, but if you need more time to review it in full and provide your pre-app response, may I kindly trouble you to comment on the two pages with the ATZ assessment (which I extracted as a separate PDF for ease of reference), setting out routes and methodology. We need to carry this out over the next couple of weeks so I would really appreciate it if you could confirm over the next few days that the above is suitable.

Thank you.

Kind regards

Giovanni Di Guardo | Principal Transport Planner
Transport Planning Associates

020 7119 1163 | 07503 624078

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We are hosting a Fringe Event on Tuesday 16 May at #UKREiiF2023 from 6pm.
Email events@tpa.uk.com if you would like to register to attend.

From: Oliver Jefferson <oliver.jefferson@turley.co.uk>
Sent: Wednesday, April 19, 2023 4:48 PM
To: catherine.paterson@lbhf.gov.uk
Cc: Daniel Ekstrand <daniel.ekstrand@tpa.uk.com>; Luke Sumnall <luke.sumnall@turley.co.uk>; Bellis Ieuan: H&F

<ieuan.bellis@lbhf.gov.uk>; Giovanni Di Guardo <giovanni.diguardo@tpa.uk.com>
Subject: Ravenscourt Park Hospital [Filed 19 Apr 2023 17:48]

I'm using Mimecast to share large files with you. Please see the attached instructions.

I'm using Mimecast to share large files with you. Please see the attached instructions.

Dear Catherine,

Following a recent conversation with Ieuan in Planning, I understand that you will be working on the Ravenscourt Park Hospital project, which is currently at the pre-application stage.

We submitted the attached Transport Scoping Note to the Planning team on the 9th March. I would be grateful for a review of this document. In particular, we would like to confirm that LBHF is in agreement with the proposed approach to the following matters:

- The baseline position: existing uses and transport connections (Chapter 2 of the note);
- The extent of the Personal Injury Collision review;
- The adequacy, location and form of the access points for each element of the scheme, including drop offs, servicing and access to the basement;
- The level of parking expected to support the different elements of the scheme, and principles in general, including cars, cycles, disabled, car clubs and EV;
- The ATZ assessment methodology and routes;
- The predicted traffic generation and attraction associated with the existing and proposed uses;
- The proposed impact assessment methodology, including no surveys or junction capacity assessment;
- The scope of the Framework Travel Plan;
- The scope of the Framework Servicing Management Plan; and
- The scope of the Outline Construction Management/ Logistics Plan.

We have a further pre-application meeting with the Planning and Design teams on the 3rd May and I have attached the latest design pack, which was shared with Planning and Design officers in March.

Please do get in touch with me, or with Daniel or Giovanni at TPA, should you have any questions.

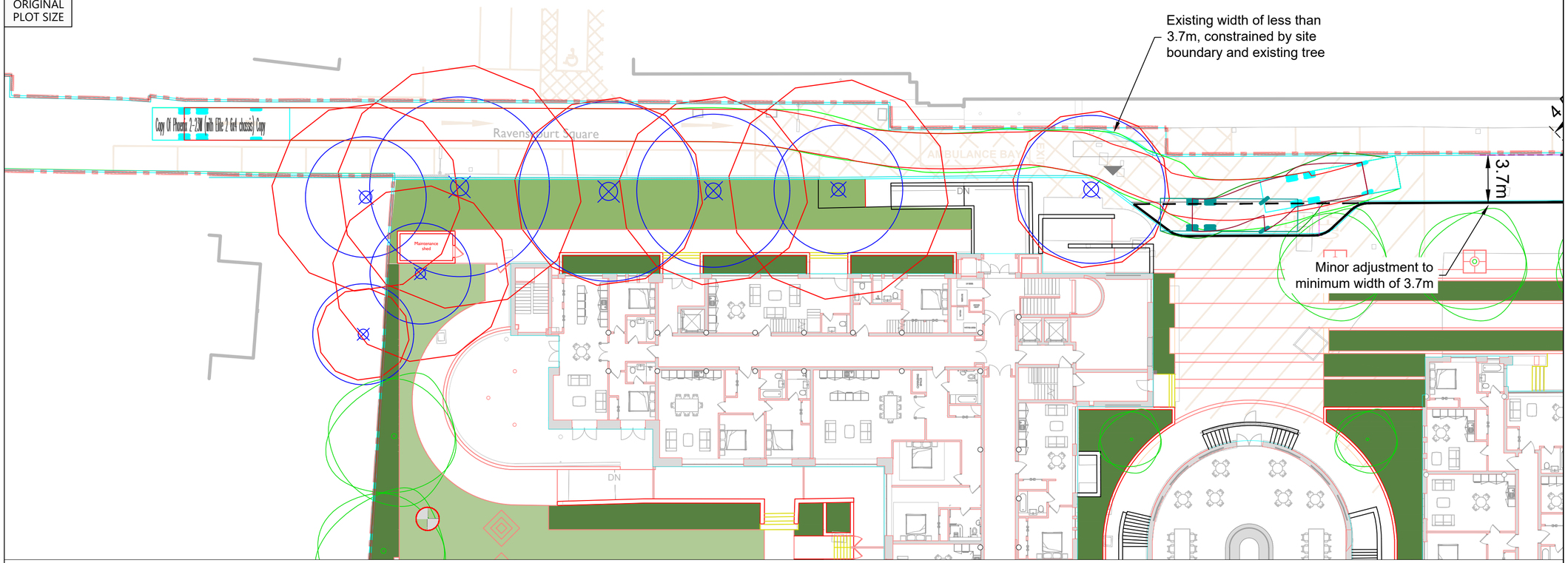
Many thanks,

Oliver.

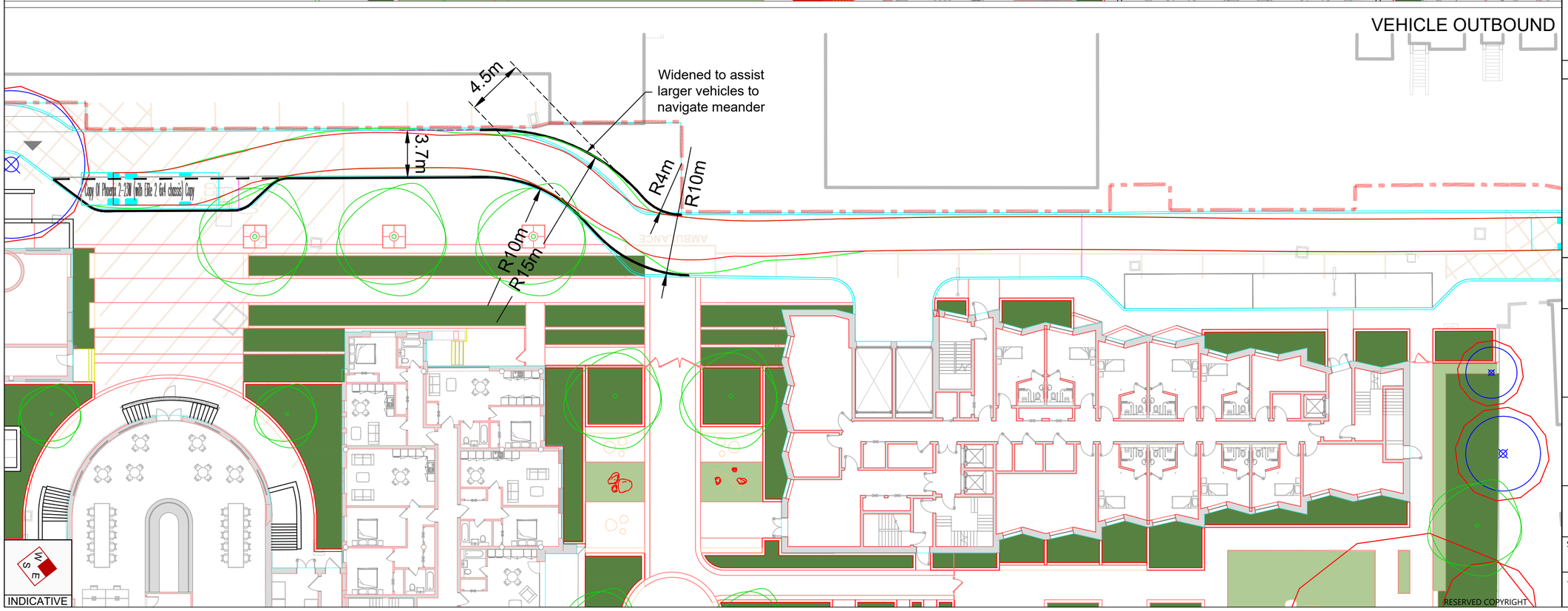
APPENDIX D

A2
ORIGINAL
PLOT SIZE

VEHICLE INBOUND



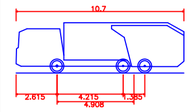
VEHICLE OUTBOUND



NOTES:

- Based on Landscape Masterplan: 13691A-30-C01-07-F Landscape Masterplan
- Based on Topographical Survey
- Based on Indicative Existing Lining

= Proposed Kerbline



Copy Of Phoenix 2-23W (with Elite 2 6x4 chassis)	
Overall Length	10.700m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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Cambridge
London
Oxford
Welwyn Garden City

tpa Transport Planning Associates

1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:
TELEREAL TRILLIUM

PROJECT:
RAVENSCOURT PARK HOSPITAL

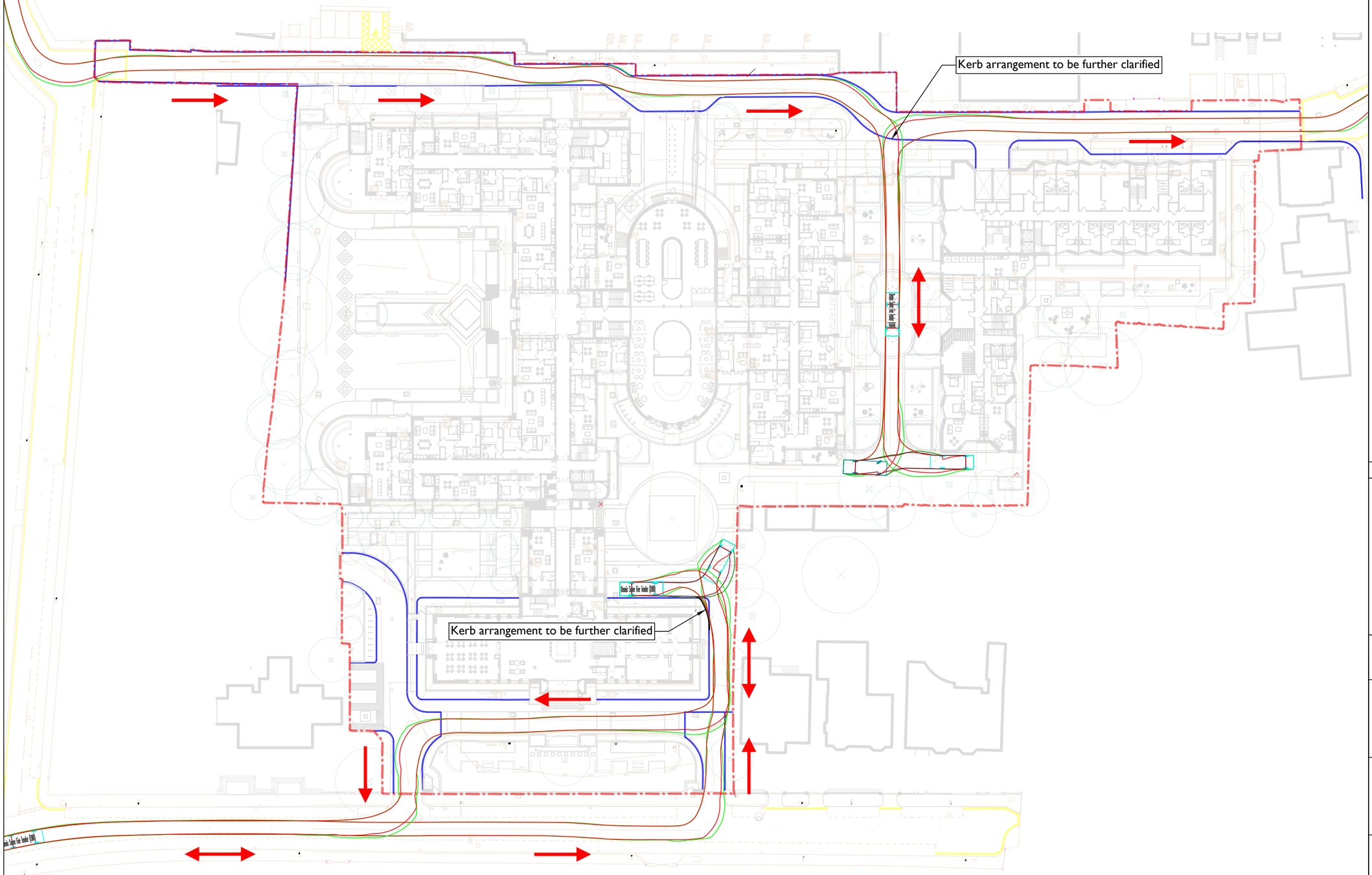
TITLE:
SWEPT PATH ANALYSIS OF AN 10.7M REFUSE VEHICLE THROUGH RAVENSCOURT SQUARE

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	31/08/23	TS	AC	DE

JOB NO:	DRAWING NO:	REVISION:
2206-037	SP07	-

A2
ORIGINAL
PLOT SIZE

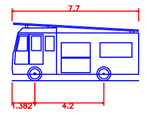


INDICATIVE

NOTES:

- Based on Landscape Masterplan: "13691A-30-C01-09-F Landscape Masterplan"
- Based on Topographical Survey
- Based on Indicative Existing Lining

= Site Boundary
= Proposed Kerbline



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
TT GROUP

PROJECT:
RAVENSCOURT PARK HOSPITAL

TITLE:
SWEPT PATH ANALYSIS OF A FIRE TENDER

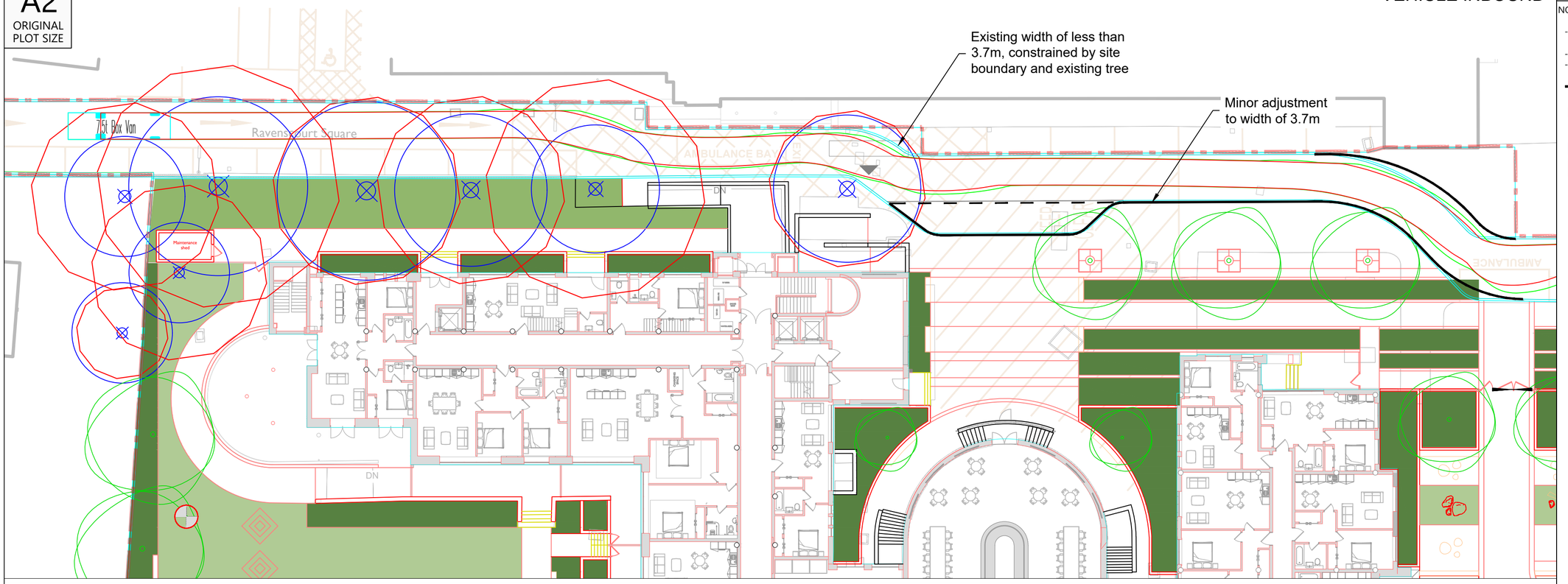
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	26/10/23	TS	RJM	RJM

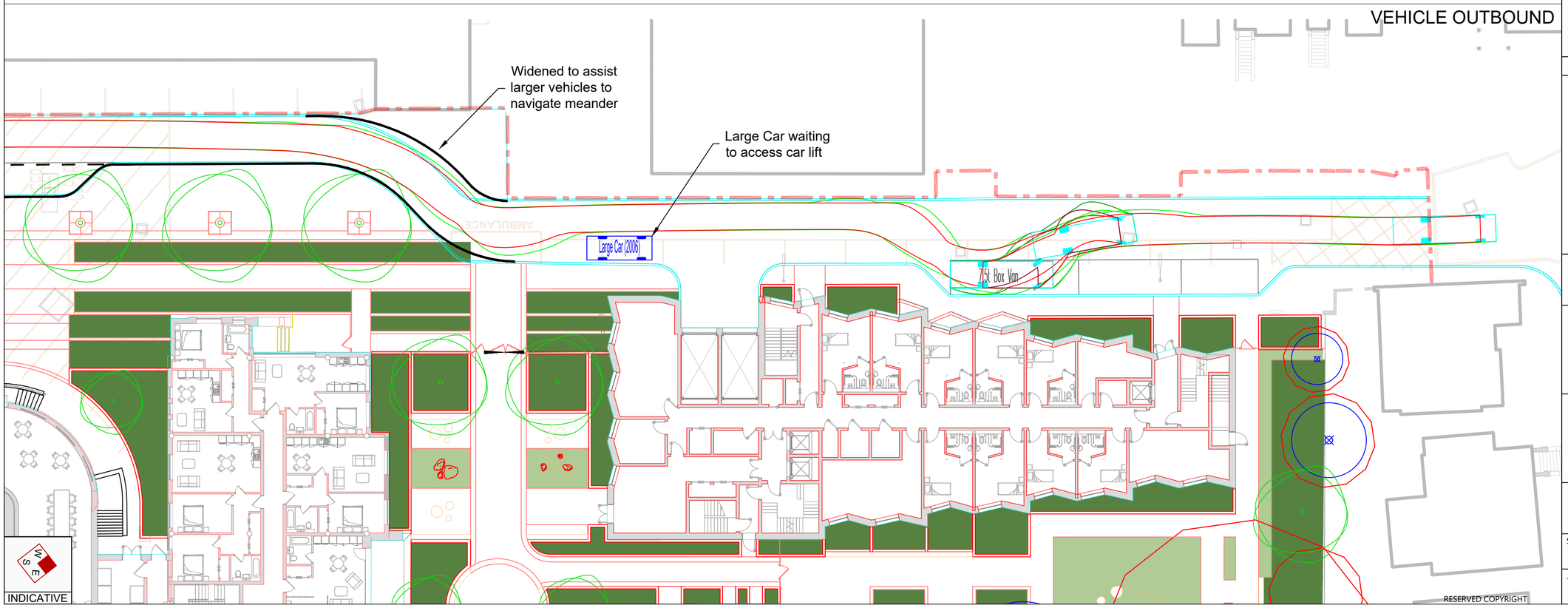
JOB NO:	DRAWING NO:	REVISION:
2206-037	SP15	

A2
ORIGINAL
PLOT SIZE

VEHICLE INBOUND



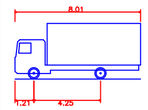
VEHICLE OUTBOUND



NOTES:

- Based on Landscape Masterplan: 13691A-30-C01-07-F Landscape Masterplan
- Based on Topographical Survey
- Based on Indicative Existing Lining

= Proposed Kerbline



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
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PROJECT:
RAVENSCOURT PARK HOSPITAL

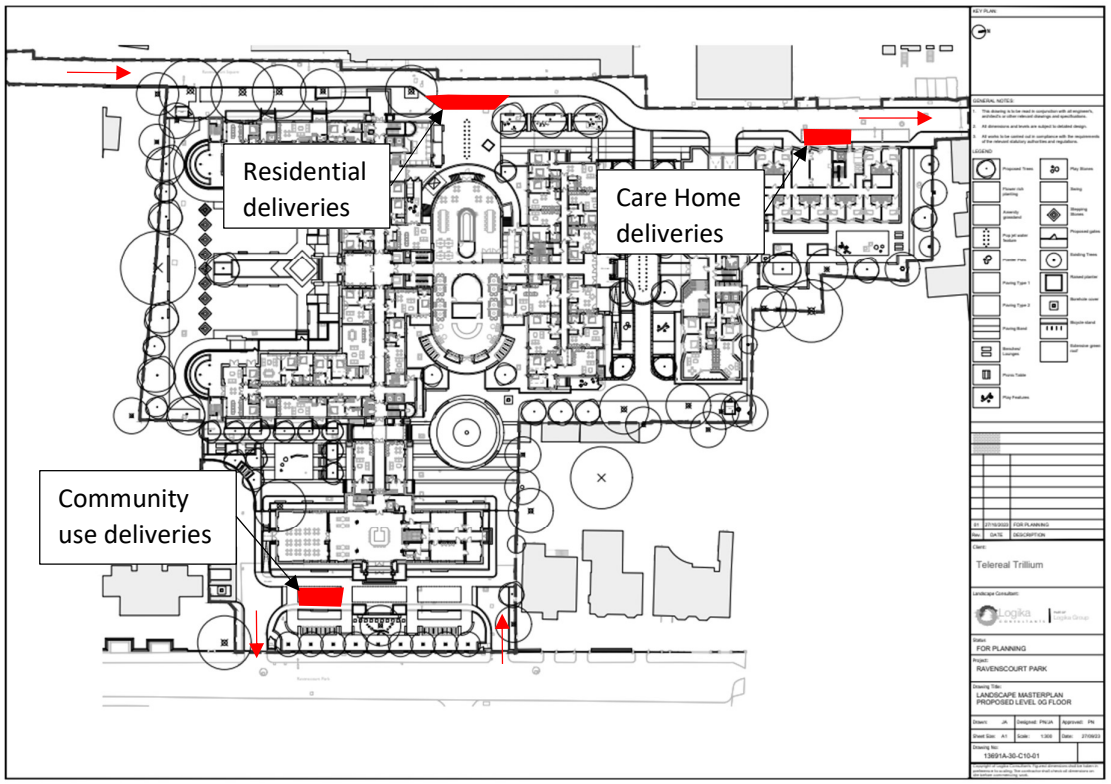
TITLE:
SWEPT PATH ANALYSIS OF A 7.5T BOX VAN THROUGH RAVENSCOURT SQUARE

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	01/09/23	TS	AC	DE

JOB NO:	DRAWING NO:	REVISION:
2206-037	SP08	-

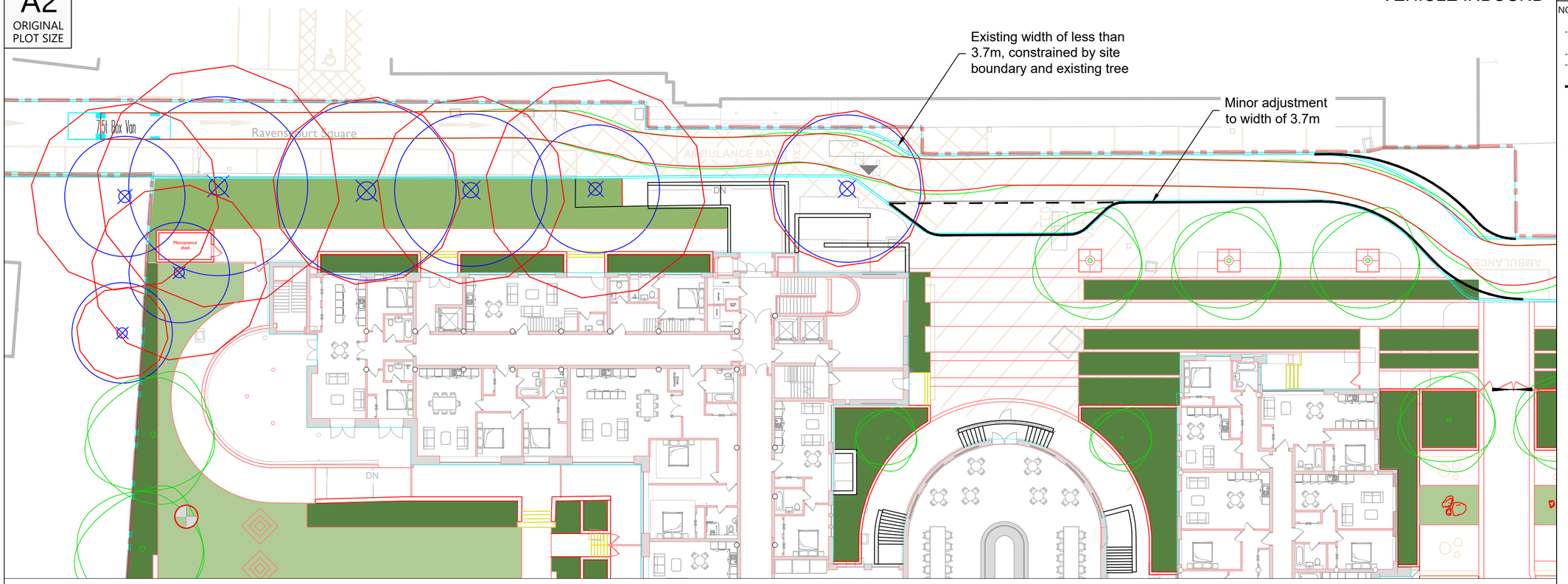
APPENDIX E


Residential deliveries
Care Home deliveries
Community use deliveries
Telereal Trillium
FOR PLANNING
RAVENSCOURT PARK
LANDSCAPE MASTERPLAN PROPOSED LEVEL 0G FLOOR
13691A-30-C10-01

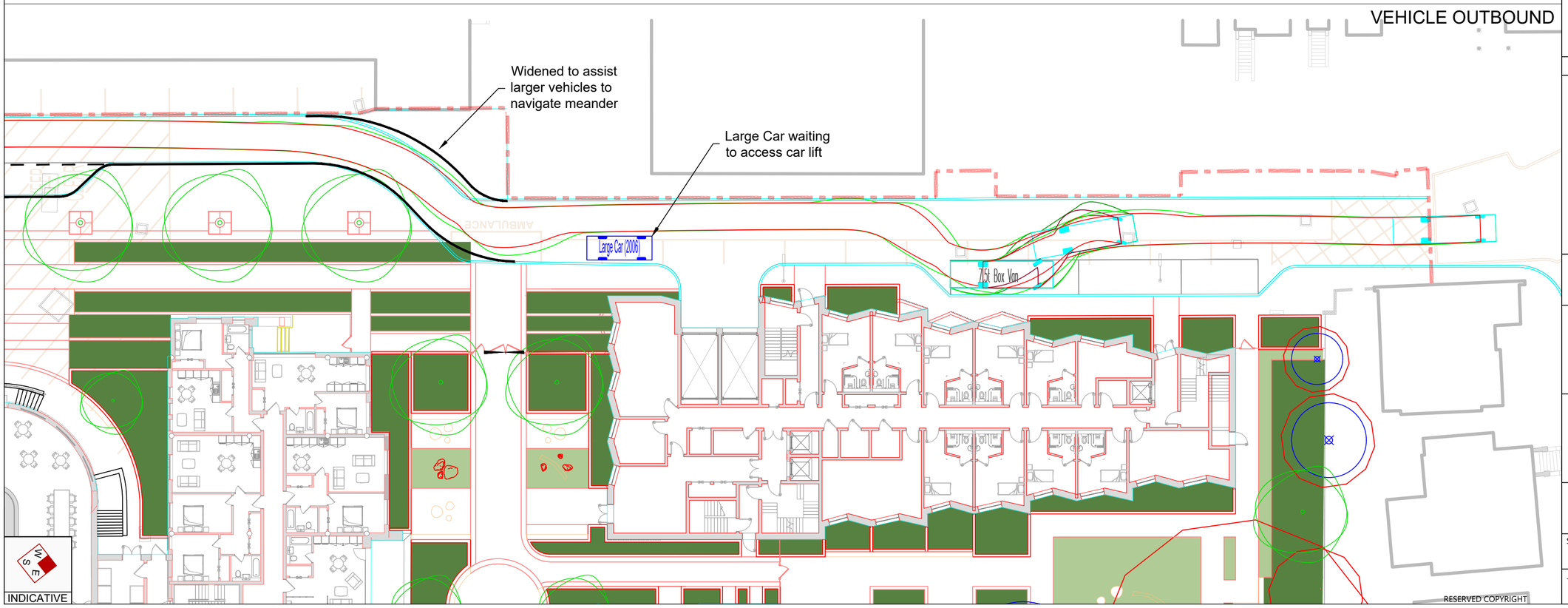
APPENDIX F

A2
ORIGINAL
PLOT SIZE

VEHICLE INBOUND



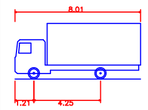
VEHICLE OUTBOUND



NOTES:

- Based on Landscape Masterplan: 13691A-30-C01-07-F Landscape Masterplan
- Based on Topographical Survey
- Based on Indicative Existing Lining

= Proposed Kerbline



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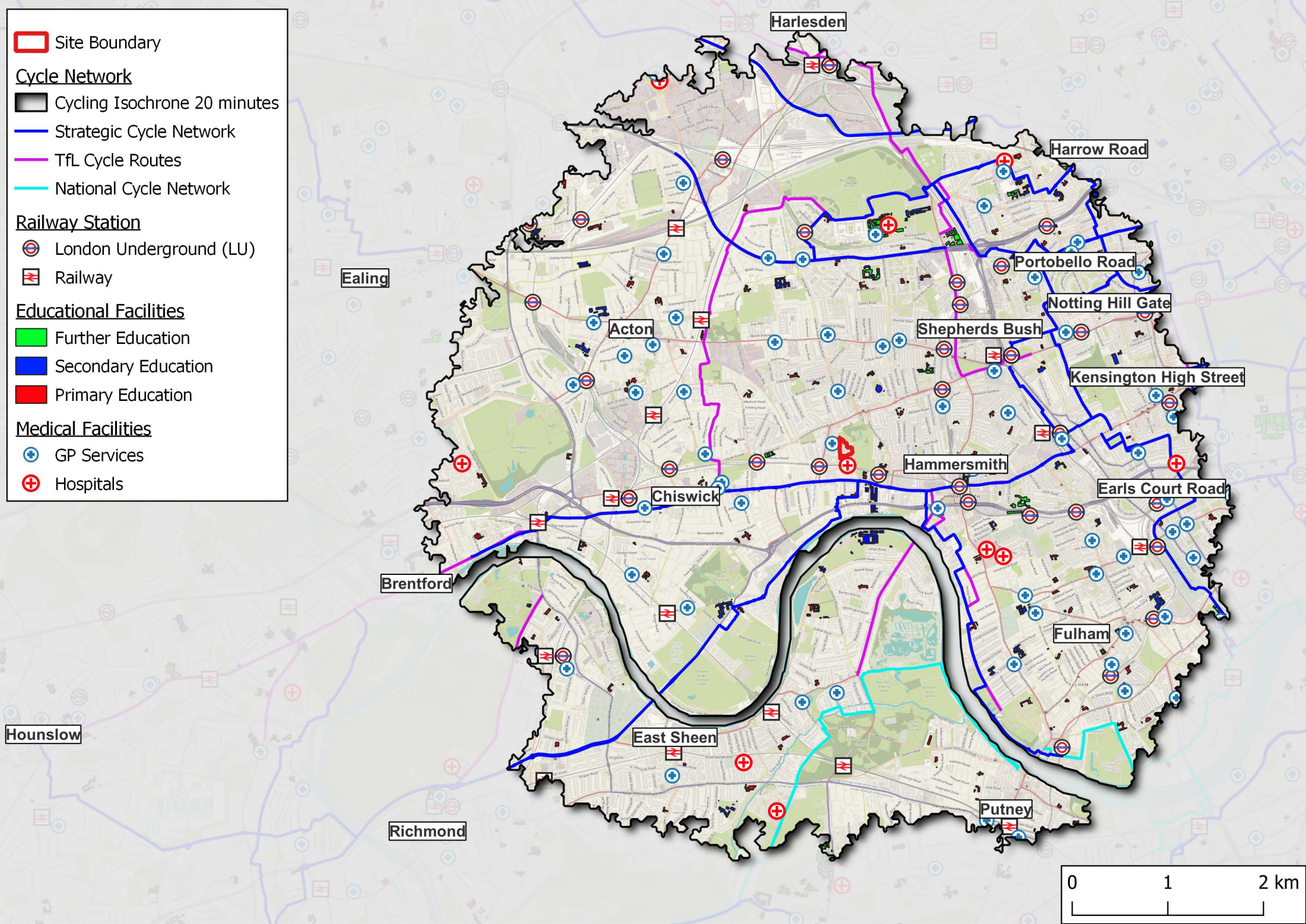
1:250	01/09/23	TS	AC	DE

JOB NO:	DRAWING NO:	REVISION:
2206-037	SP08	-

APPENDIX G


Site Boundary
Cycle Network
Cycling Isochrone 20 minutes
Strategic Cycle Network
TfL Cycle Routes
National Cycle Network
Railway Station
London Underground (LU)
Railway
Educational Facilities
Further Education
Secondary Education
Primary Education
Medical Facilities
GP Services
Hospitals
Harlesden
Harrow Road
Portobello Road
Notting Hill Gate
Ealing
Acton
Shepherds Bush
Kensington High Street
Hammersmith
Earls Court Road
Chiswick
Brentford
Fulham
Hounslow
East Sheen
Putney
Richmond
0
1
2 km