

TRANSPORT ADVISORY NOTE

Proposed three-storey extension to northeast corner of existing hotel and single upward extension. New main entrance façade, exterior cladding and dressing and new fenestration to all windows. Associated works to include internal reconfiguration and repurposing to deliver rooftop restaurant and bar, new large restaurant and bar, new reception and overflow reception, seventeen additional bedrooms together with plant rooms, luggage storage and a new sub-station.

First Inn Venue Wimbledon Ltd Holiday Inn Express

200 High Street – Colliers Wood – SW19 2BH

Control Sheet

Site Address:	Holiday Inn Express – 200 High Street Colliers Wood SW19 2BH
Report Ref:	JPA.22125
Prepared by:	Jon Pearson FIHE
Issue No:	1

Summary

This Transportation Advisory Note has been produced to consider the proposed 18 additional guest rooms at Premier Inn Express, 200 High Street, Colliers Wood, Wimbledon, London.

The proposal complies with Chapter 10 of the London Plan 2021.

From site inspection, it has been established that the proposed sites location and local road network will provide a safe and suitable access to serve the proposed additional rooms without endangering existing or future highway users. It is considered that the proposal is in a highly sustainable location and would not have an unacceptably adverse or severe effect on highway safety and therefore the development should be acceptable on transport grounds.

Overview

This Transportation Advisory Note is provided to support the submitted planning application for the above project, providing an overview of the suitability of the parking levels and surrounding road network to provide access to/from the proposed development. The site is located in the centre of Colliers Wood – see Figure 1 below and the proposed site layout is included as Drg.No. 5823-P3 - 11 - 14, (Appendix A).

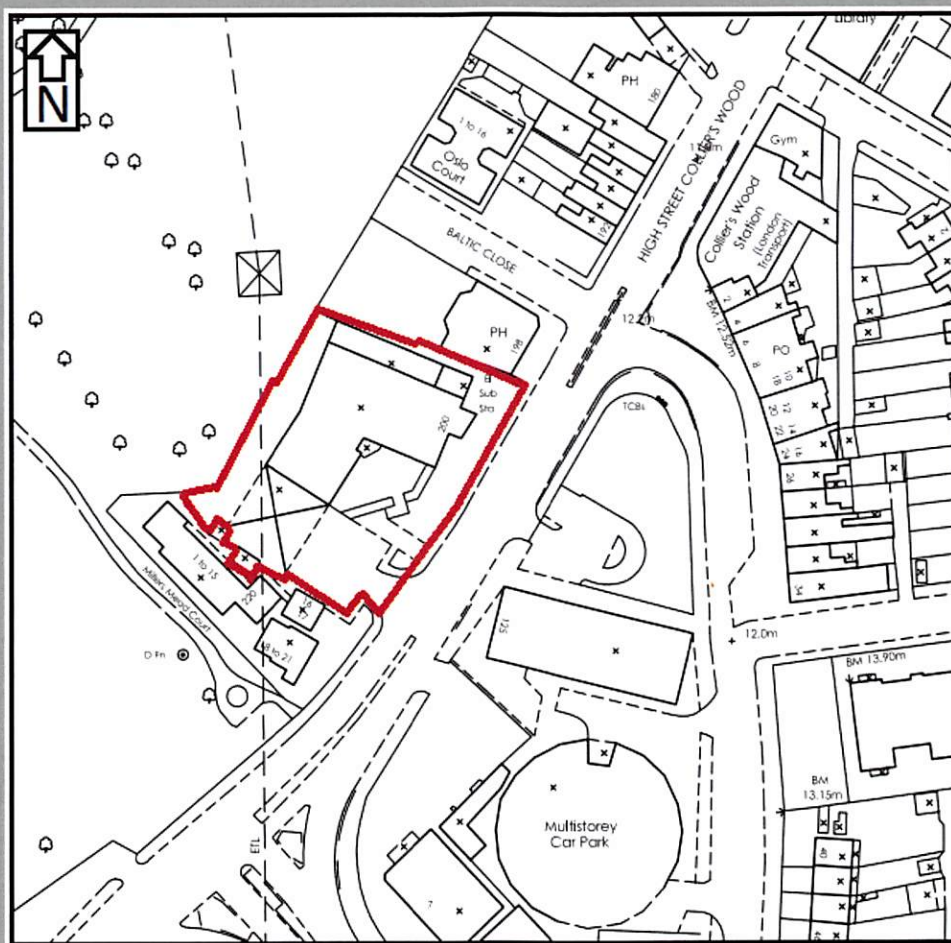


Figure 1 - Site Location

Related Planning History

08/P1272 - Three storey extension to the front of the existing hotel building and extension and alteration at third floor level to the existing building, to provide 42 additional bedrooms (total 125 bedrooms), a new hotel entrance with an enlarged hotel restaurant/café space and a separate, self-contained A1 (retail) use fronting High Street, Colliers Wood – Approved.

Transport for London/Transport Planning stated that '*...Wandle Valley is an area identified for possible intensification. The likely traffic generation (as a result of the proposal (ie additional bedrooms, enlarged A3 unit and new A1 unit) is not anticipated to result in a detrimental impact on traffic congestion or highway safety. Parking Standards in the adopted UDP confirm*

that up to 1 car parking space can be permitted per 4 bedrooms for hotels in town centres. As the current proposal would result in a total of 125 bedrooms, the retention of 33 spaces, (2 of which are designated for disabled use), for the enlarged hotel accords with the council's adopted standards and is therefore considered to be satisfactory. There is no change in car parking provision for residents at Millers Mead thus maintaining maximum space standards with 23 spaces ie 1 space per dwelling. TfL have requested S106 obligation in respect of improvements to the High Street, specifically upgrading the existing pelican crossing to a toucan crossing. TfL have confirmed that, subject to the removal of 4 existing spaces on the access ramp area, they are satisfied with service arrangements in respect of refuse collection and that vehicles will be able to manoeuvre safely in a forward gear.'

The planning authority stated within its report under 'Car Parking/ Highway Safety' that 'The level of car and cycle parking spaces accords with the Council's maximum standards for hotel and residential development and the hotel is within an area of very good access to public transport. TfL and Transport Planning confirm that subject to removal of existing parking bays on the service ramp to the basement, they are satisfied that larger service vehicles will be able to access and manoeuvre safely on site. The scheme is therefore unlikely to result in significant or adverse impacts on existing highway conditions. Nevertheless, consistent with the aims of promoting safer highway conditions, the developer is willing to contribute towards improvements to the existing pelican crossing and/or alternative sustainable transport improvements within Colliers Wood.'

Existing Site Use

The site is currently hotel accommodation.

Access & Highway Appraisal

The new units will be served via the existing private vehicular and pedestrian accesses to/from High Street.

The property currently has 156 guest rooms and 31, including disabled, on-site parking spaces. Whilst it is proposed to increase the number of rooms by an additional 18 there is no available space nor intention to provide additional parking given the site's highly sustainable location. The current cycle parking provision within the car park will be maintained.

The car park access/egress is to/from High Street. Investigation of the last 5 years of recorded collision data (www.crashmap.co.uk) demonstrates that there have been only 3 recorded 'slight' injury incidents between vehicles and/or pedestrians with no collective causation factor, at or in the immediate vicinity of the access to/from High Street – see **Appendix B**. All

exiting vehicles are required to turn left only on exiting the site and the emerging visibility to the south is excellent – see Plate 1 below.



Plate 1 – Emerging Visibility South Onto High Street From Site Exit

Parking Levels

The site is within a PTAL 5 area and the proposed zero increase in vehicle parking levels for the site follows guidance within Policy T6.4 of Chapter 10 of the London Plan, (Hotel and leisure uses) which states that any on-site parking provision within PTAL 4-6 zones, should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing. In addition the existing cycle store, it is proposed to provide additional covered and secure cycle parking.

Likely New Trip Rates

The number of likely new trips to be generated from the new guest rooms will not adversely impact upon the existing trip rates generated by the site, served via High Street.

A recent report by TRICs ('Guidance Note on the Practical Implementation of the Decide & Provide Approach' Feb 2021) found that the number of daily trips plus the desire to travel by car have dropped. The report states: *'There is now evidence going back 25 years that we are travelling less today than we used to, on average, 16% fewer trips are made now than in 1996. We use motorised transport for almost 100 (14%) fewer trips per year than in 2002. Person*

miles are 10% less than in 2002 and people are spending 22 hours less time travelling than in 2005, and less than at the start of the 1990s...'

Evidence shows that the generation gap in how much people are travelling has closed and, most significantly, younger people are far less likely to have a driving licence and subsequently drive less than previous generations. The report states *'It is important not to assume that future generations will follow the same patterns of previous generations as they age. Younger generations are travelling less – 20% less for 17 to 34 year olds and 10% less for 35 to 64 years olds...Driving license take-up: Specifically, whereas in 1993 55% of 17 to 20 year old males held a license this is now 33% with the corresponding figures for women being 42% and 29%...'*

The Institute of Highways and Transportation (IHT) published guidelines on suggested acceptable walking distance in *'Providing for Journeys on Foot' (2000)*. It states that *'The average length of a walk journey is 1km (0.6 miles) and this differs little by age, or sex remaining consistent since 1975/76'*.

Whilst the IHT guidance acknowledges that 'acceptable' walking distances vary between individuals and circumstances, Table 4 of the document, reproduced below, sets out suggested acceptable walking distances for pedestrians without mobility impairments.

	Local Centre	Commuting/School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

Table 4 - Providing for Journeys on Foot – Suggested Acceptable Walking Distances

The benefits of non-car travel are clear environmentally but there is also a health benefit for the participants from reduction of stress by removing the need to drive long distances to personal health through walking and cycling. An often hidden benefit is the cost savings for the individual from car free travel. UK car owners spend over £3,500 to run their cars each year. Besides the purchase price, the biggest expenses of car ownership are petrol or diesel (£1,400+ a year estimated now due to rising petrol and diesel prices), motor insurance (£561 a year), and repairs and servicing (£273 a year). In addition, road tax, parking fees & permits, driving lessons, car clubs, fines and other upkeep expenses cost an additional £259 a year per vehicle (www.nimblefins.co.uk). A site Workplace Travel Plan has been produced for the proposal and forms part of the planning application submission.

With the recent innovation and popularity of electrically assisted bicycles or 'E-bikes' helping riders get up hills more easily and greatly reduce journey times, the centres of Croydon, Wimbledon etc will be easily accessible within 5 – 10 minutes. They can be a viable replacement for a car with all the environmental, financial and other benefits that this entails.

The nearest bus stops and underground station are located approx. 75m north of the site. Wimbledon train station which serves two National Rail operators (South Western Railway and Thameslink) is approx. 2km west of the site.

Local large supermarkets offer home grocery delivery plus 'click and collect' service where residents may pick up ordered groceries at their convenience, driving home after work for example.

Summary & Conclusion

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Conclusion

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