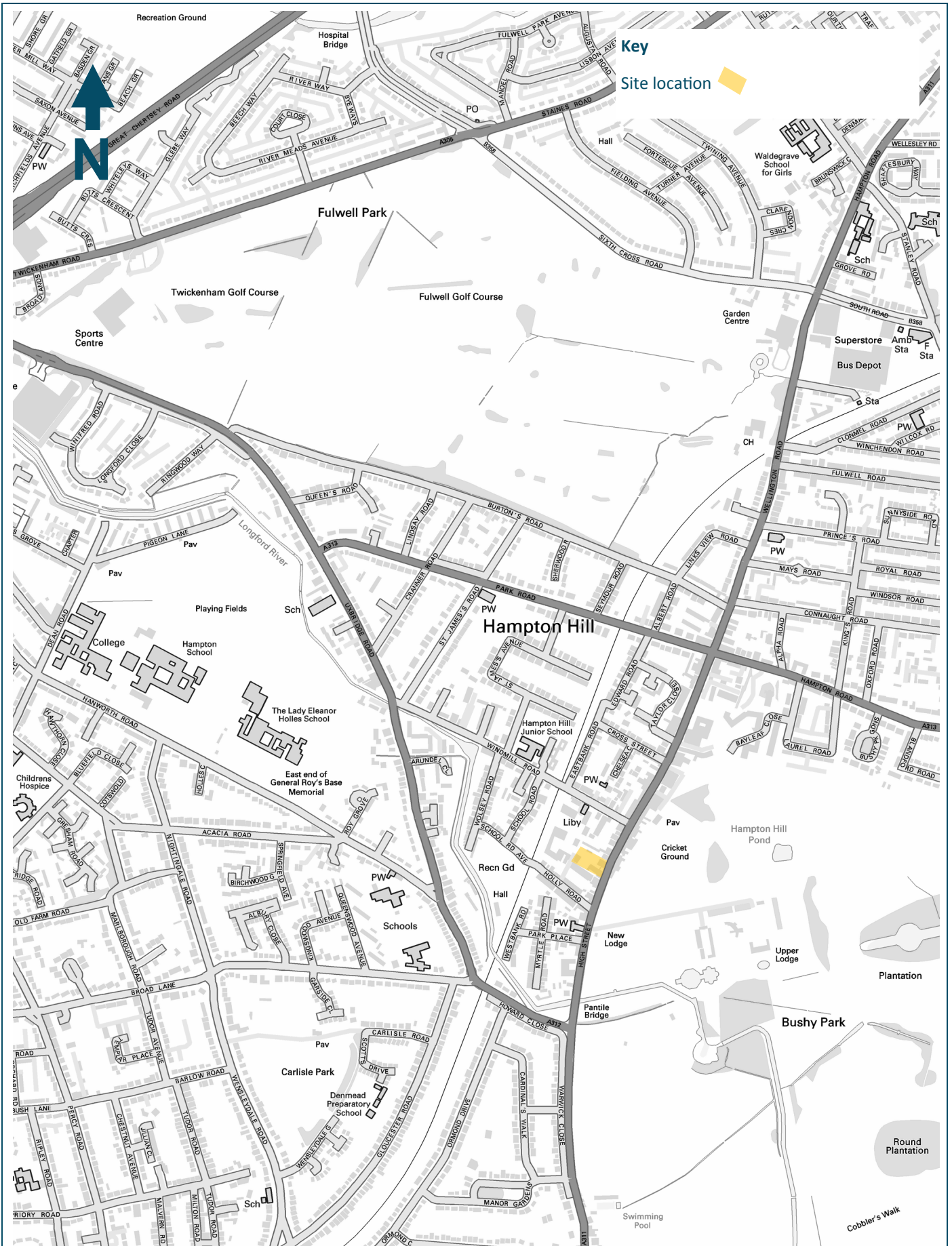



Appendix A – Site Location Plan

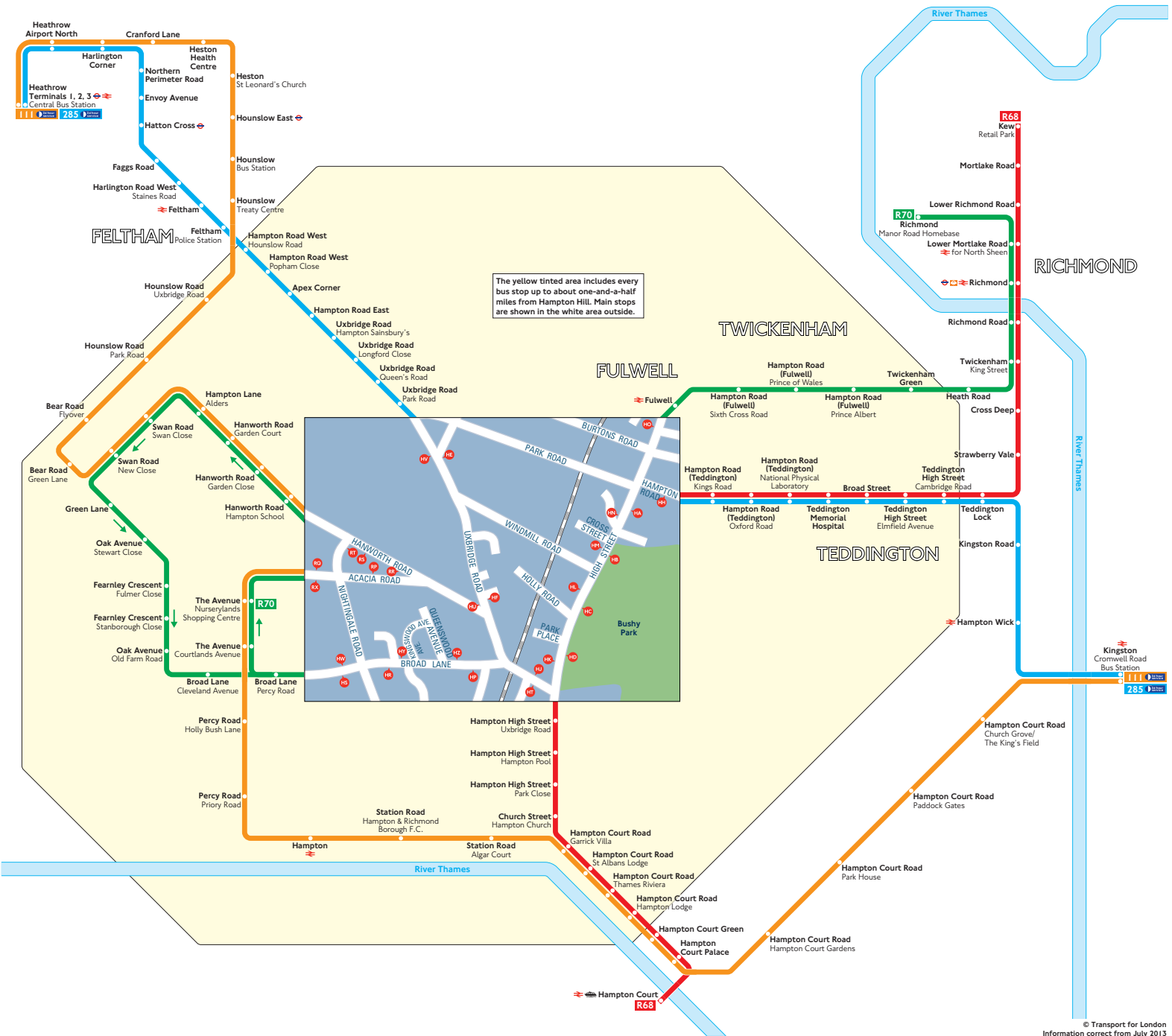


 <p>Royal HaskoningDHV Enhancing Society Together</p>	Drawn by:	AW	Project:	63-71 HAMPTON HILL
	Approved by:	AW	Drawing Title:	Site Location Plan
	Approved date:	16/08/16	Drawing No.:	Appendix 1



Appendix B – Bus Map

Buses from Hampton Hill



Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with river boats

A

Red discs show the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

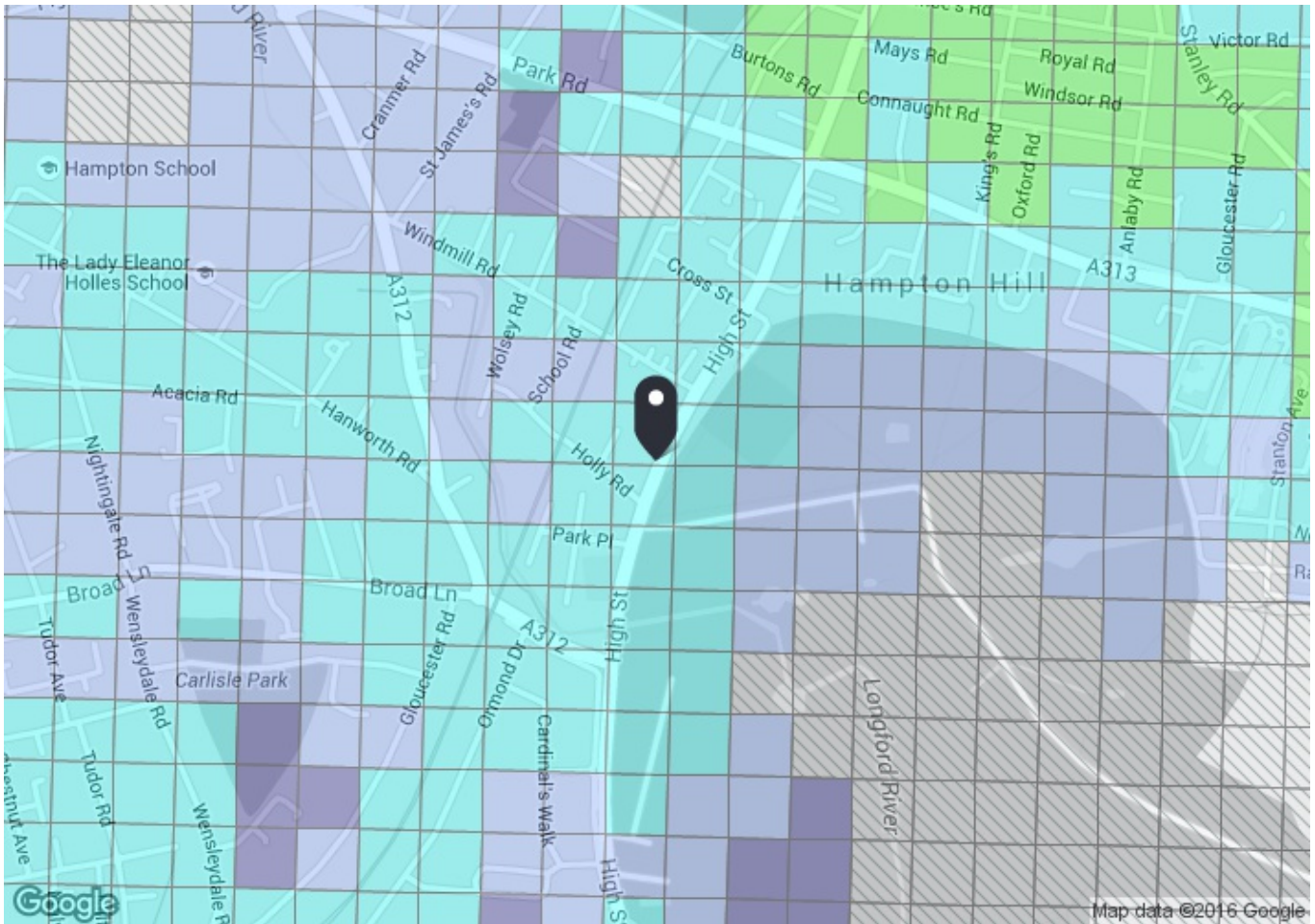
Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
111	Heathrow Terminals 1, 2, 3	RD
	Kingston	RT EX
285	Heathrow Terminals 1, 2, 3	HA HB HC HD HE HF HU HV
	Kingston	HB HF HU HK HL HD HN
R68	Hampton Court	HA HB HC HD HE
	Kew	HK HL HM HN
R70	Hampton	HA HB HC HD HE HF
		HB HT RP RC RR RS
	Richmond	RD RE RF RH RN RW RX RY RZ

© Transport for London
Information correct from July 2013

Appendix C – PTAL Report



PTAL output for 2011 (Base year)
2

61 High St, Hampton Hill, Hampton, Greater London TW12 1NH, UK

Easting: 514268, Northing: 170796

Grid Cell: 34942

Report generated: 19/04/2016

Calculation Parameters

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

Map key - PTAL

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

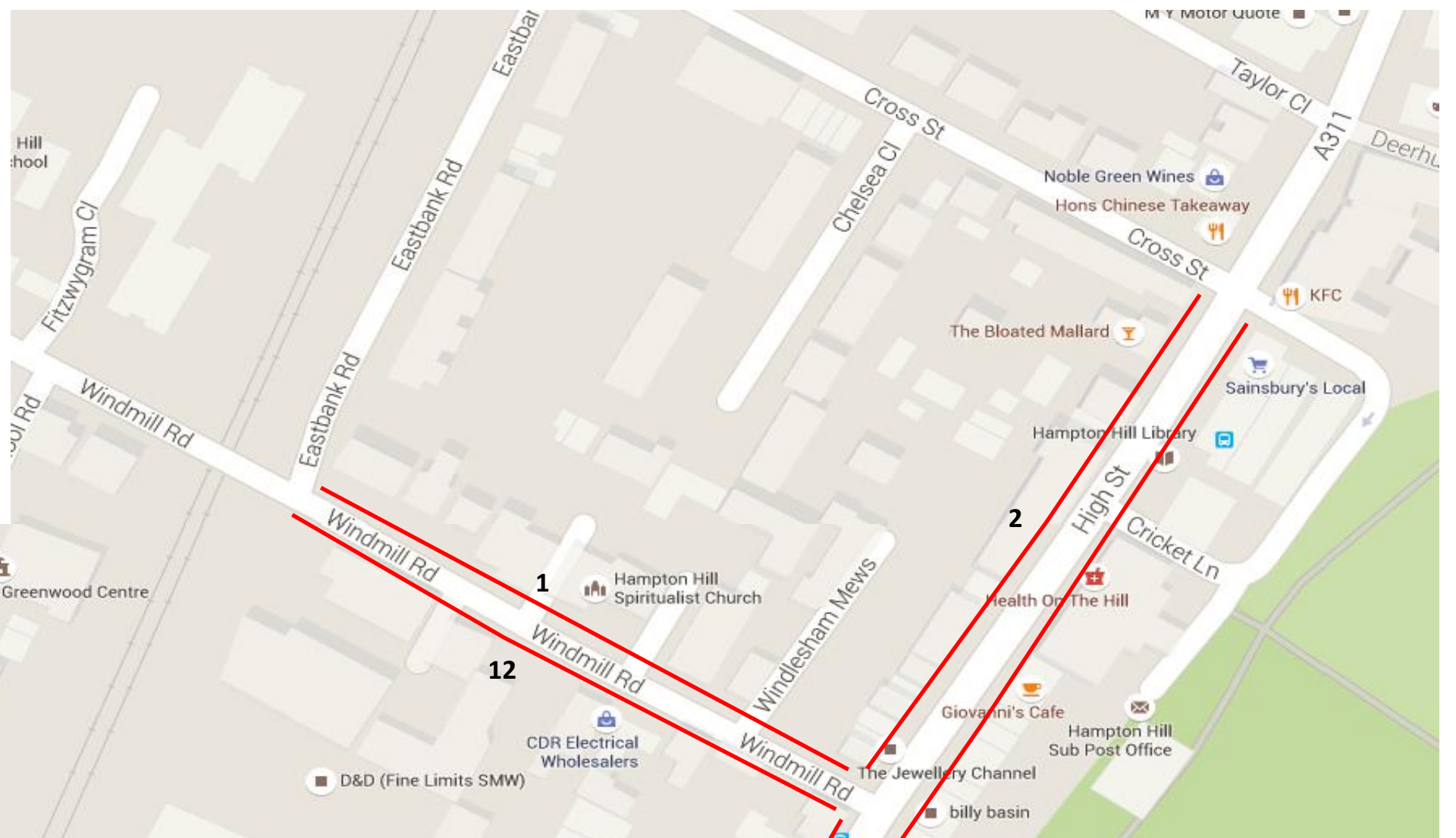
Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAMPTON HILL THE STAR	285	63.12	6	0.79	7	7.79	3.85	1	3.85
Bus	HAMPTON HILL THE STAR	R68	63.12	4	0.79	9.5	10.29	2.92	0.5	1.46
Bus	HAMPTON HILL THE STAR	R70	63.12	6	0.79	7	7.79	3.85	0.5	1.93
									Total Grid Cell AI:	7.24

Appendix D – Parking Survey





KEY

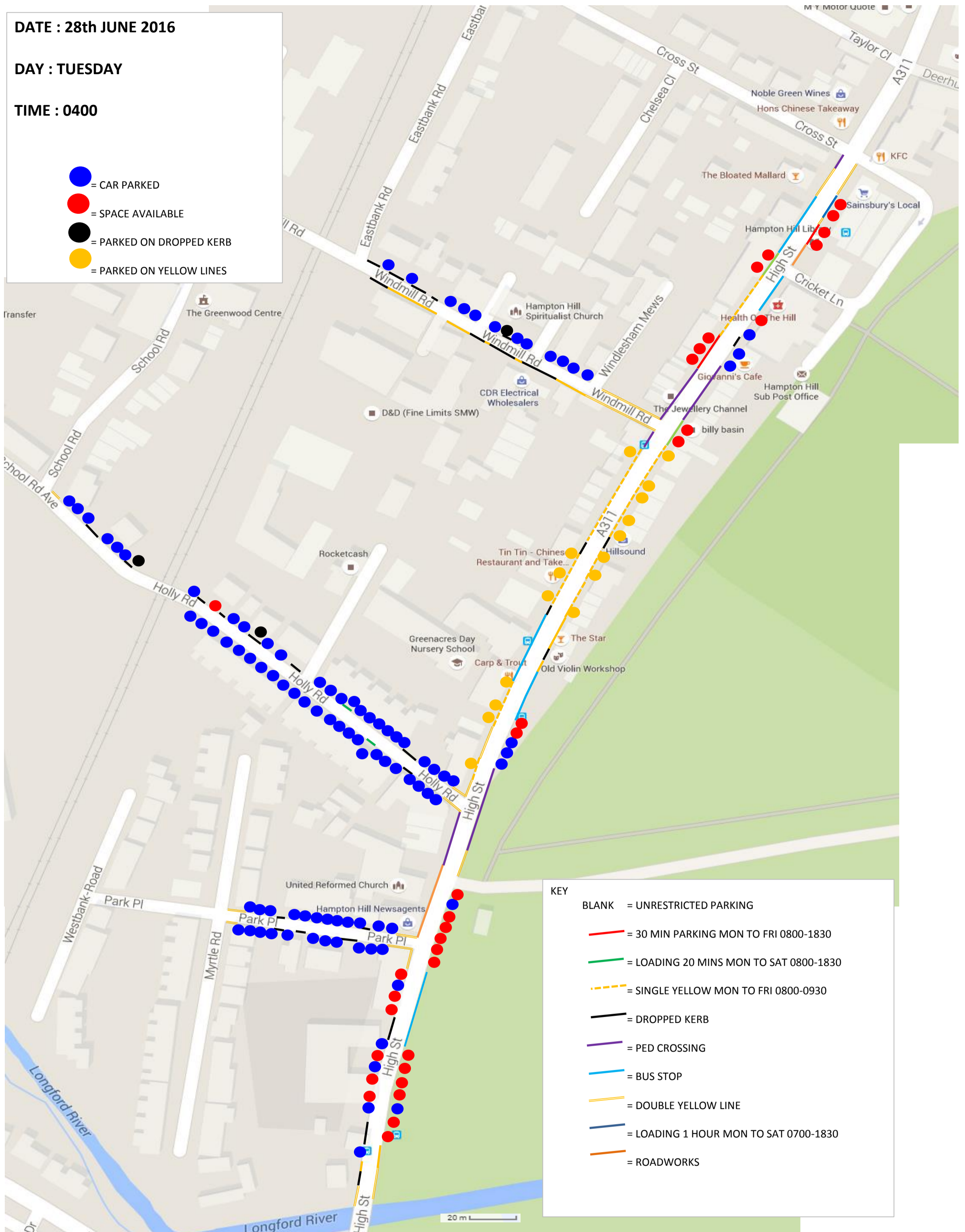
- BLANK = UNRESTRICTED PARKING
- Red line = 30 MIN PARKING MON TO FRI 0800-1830
- Green line = LOADING 20 MINS MON TO SAT 0800-1830
- Yellow dashed line = SINGLE YELLOW MON TO FRI 0800-0930
- Black line = DROPPED KERB
- Purple line = PED CROSSING
- Blue line = BUS STOP
- Orange line = DOUBLE YELLOW LINE
- Blue line with 'L' = LOADING 1 HOUR MON TO SAT 0700-1830
- Orange line with 'R' = ROADWORKS

DATE : 28th JUNE 2016

DAY : TUESDAY

TIME : 0400

- = CAR PARKED
- = SPACE AVAILABLE
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES



KEY

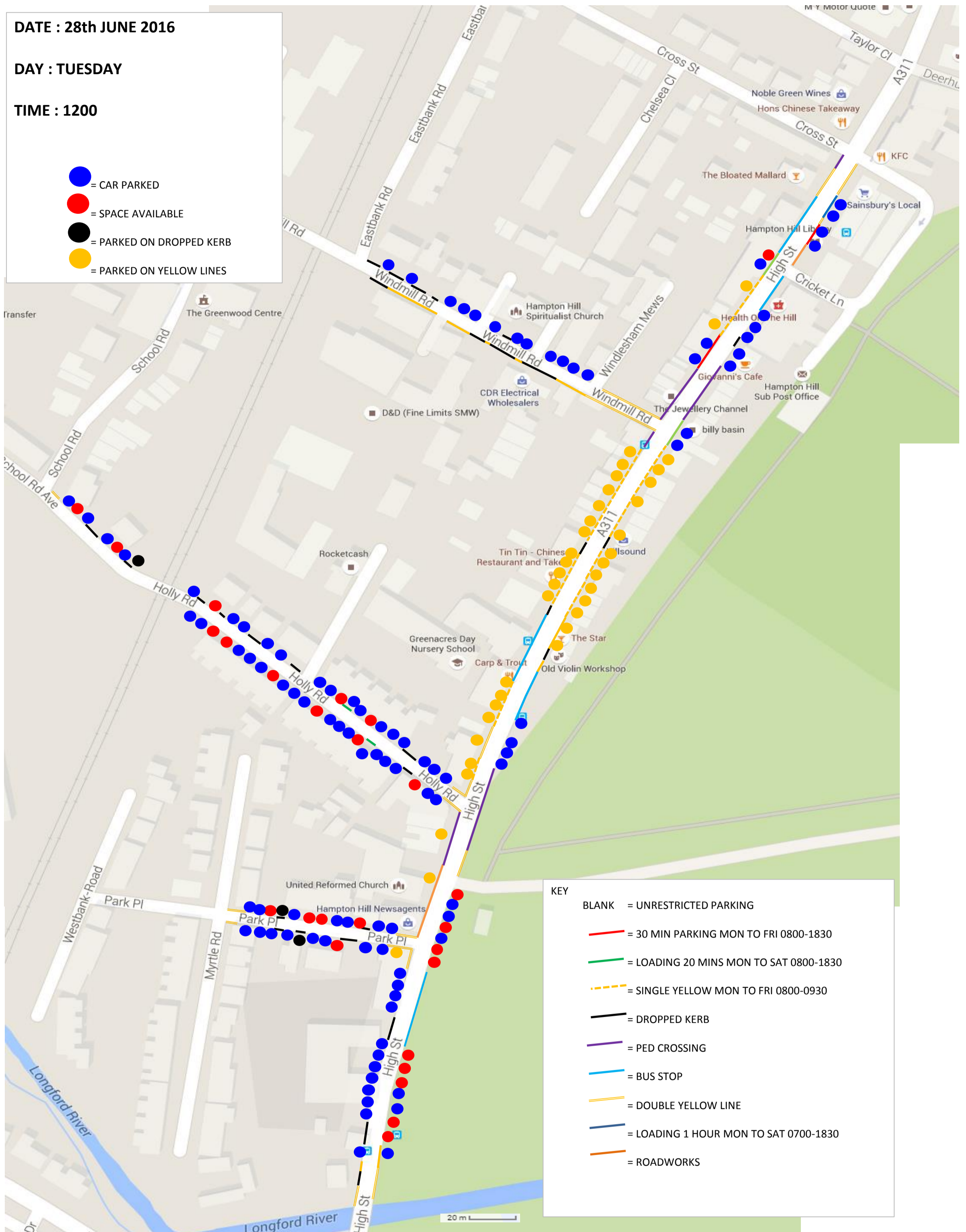
- BLANK = UNRESTRICTED PARKING
- = 30 MIN PARKING MON TO FRI 0800-1830
- = LOADING 20 MINS MON TO SAT 0800-1830
- - - = SINGLE YELLOW MON TO FRI 0800-0930
- = DROPPED KERB
- = PED CROSSING
- = BUS STOP
- = DOUBLE YELLOW LINE
- = LOADING 1 HOUR MON TO SAT 0700-1830
- = ROADWORKS

DATE : 28th JUNE 2016

DAY : TUESDAY

TIME : 1200

- = CAR PARKED
- = SPACE AVAILABLE
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES



KEY

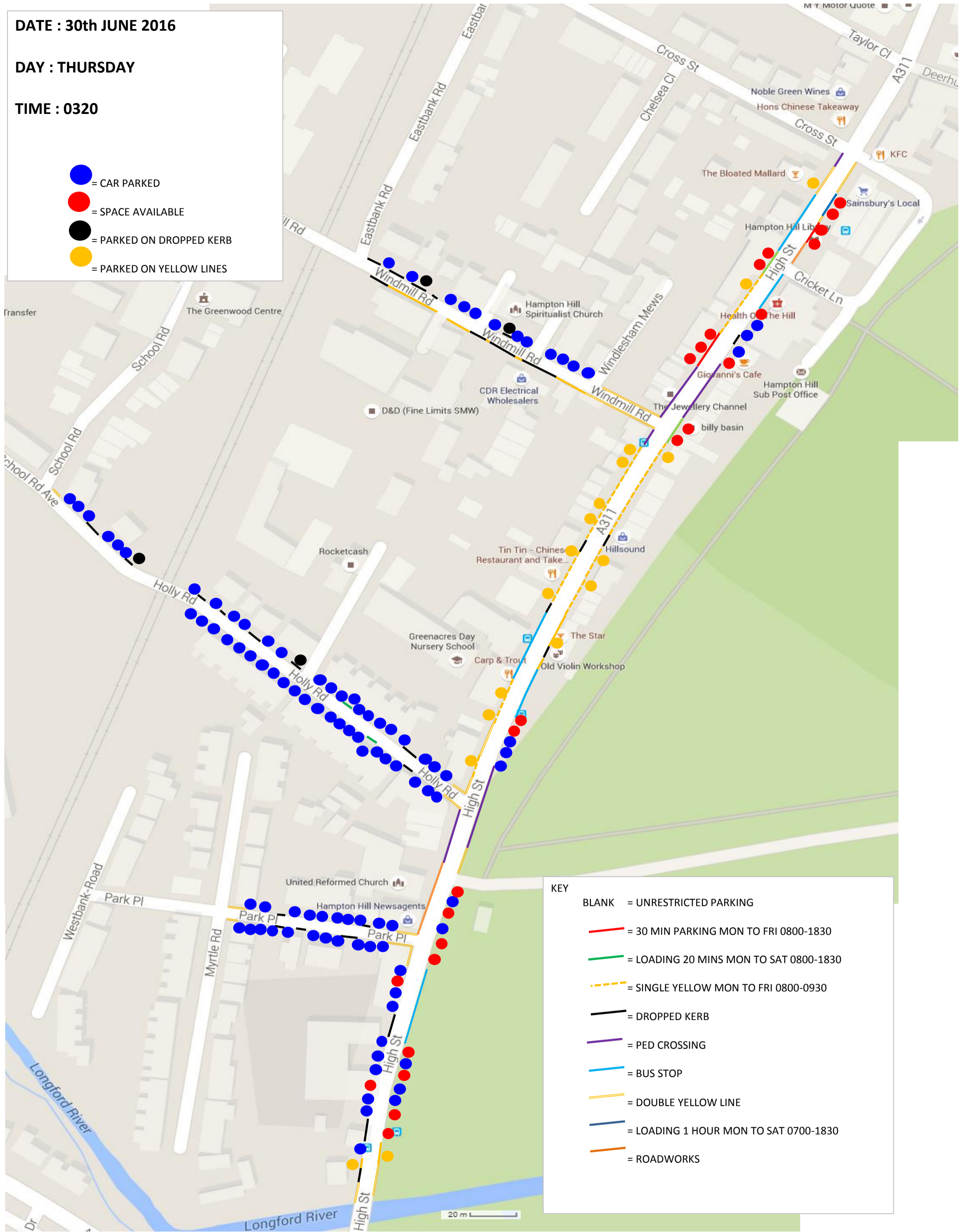
- BLANK = UNRESTRICTED PARKING
- = 30 MIN PARKING MON TO FRI 0800-1830
- = LOADING 20 MINS MON TO SAT 0800-1830
- - - = SINGLE YELLOW MON TO FRI 0800-0930
- = DROPPED KERB
- = PED CROSSING
- = BUS STOP
- = DOUBLE YELLOW LINE
- = LOADING 1 HOUR MON TO SAT 0700-1830
- = ROADWORKS

DATE : 30th JUNE 2016

DAY : THURSDAY

TIME : 0320

- = CAR PARKED
- = SPACE AVAILABLE
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES

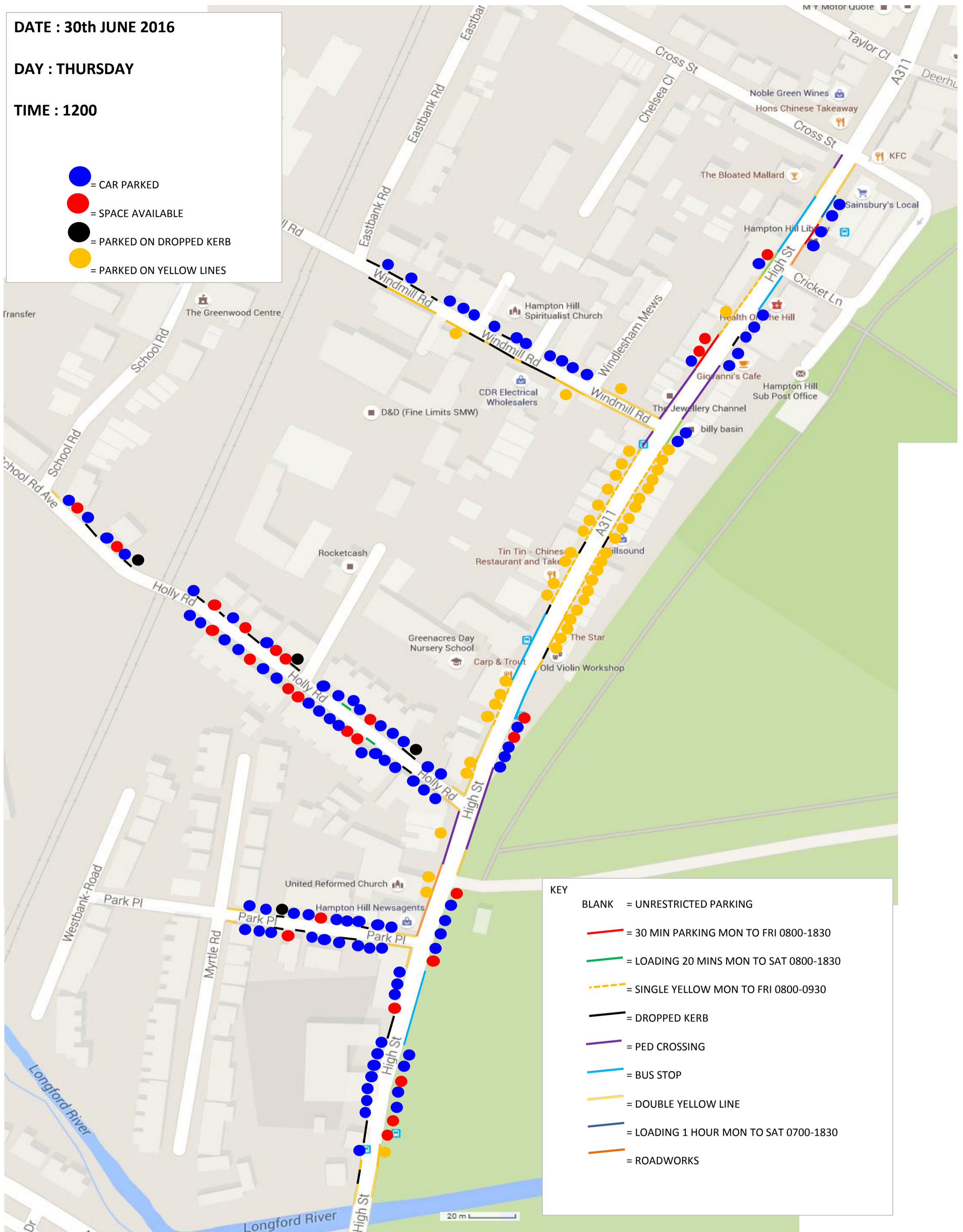


DATE : 30th JUNE 2016

DAY : THURSDAY

TIME : 1200

- = CAR PARKED
- = SPACE AVAILABLE
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES



K&M TRAFFIC SURVEYS

DATE : 28th AND 30th JUNE 2016

DAY : TUESDAY AND THURSDAY

LOCATION : HIGH ST, HAMPTON HILL

					TUESDAY 28th JUNE 2016					
					TIME : 0400			TIME : 1200		
ROAD NAME	ZONE	RESTRICTION	METRES	5.5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%STREET STRESS	PARKED	OBSERVED SPACES	%STREET STRESS
WINDMILL ROAD NORTH	1	DROPPED KERB	30.3		1					
		NO RESTRICTION	65.2	7	12	0	100.0%	12	0	100.0%
		DOUBLE YELLOW LINE	28.7							
HIGH STREET WEST	2	PEDESTRIAN CROSSING	38.7							
		30 MINS MON-FRI 0800-1830	19.1	3	0	3	0.0%	2	0	100.0%
		(SINGLE YELLOW) MON-FRI 0800-930	34.9	6	0	6	0.0%	2	4	33.3%
		LOADING 20 MINS MON-SAT 0800-1830	12	2	0	2	0.0%	1	1	50.0%
		BUS STOP	29.7							
		DOUBLE YELLOW LINE	14.4							
HIGH STREET EAST	3	DOUBLE YELLOW LINE	36							
		LOADING 1HR MON-SAT 0700-1830	13.4	2	0	2	0.0%	2	0	100.0%
		30 MINS MON-FRI 0800-1830	11.3	2	0	2	0.0%	2	0	100.0%
		ROADWORKS	10							
		BUS STOP	45.7							
		NO RESTRICTION	64.5	10	6	3	66.7%	10	0	100.0%
		PEDESTRIAN CROSSING	74							
		LOADING 20 MINS MON-SAT 0800-1830	15	2	0	2	0.0%	2	0	100.0%
		(SINGLE YELLOW) MON-FRI 0800-930	89.5	15	7	8	46.7%	13	3	81.3%
		DROPPED KERB	15.6							
HIGH STREET EAST	4	BAYS(SINGLE YELLOW) MON-FRI 0800-930	21	3	1	2	33.3%	3	0	100.0%
		NO RESTRICTION	83.9	14	2	12	14.3%	5	8	38.5%
		BUS STOP	37.6							
		SINGLE YELLOW LINE	11.3	1	0	1	0.0%	1	0	100.0%
HIGH STREET WEST	5	DOUBLE YELLOW LINE	16.1							
		DROPPED KERB	28.7							
		SINGLE YELLOW LINE	5.4							
PARK PLACE SOUTH	6	NO RESTRICTION	66.1	11	5	6	45.5%	12	0	100.0%
		DOUBLE YELLOW LINE	17.3							
		NO RESTRICTION	54.9	7	11	0	100.0%	8	1	88.9%
PARK PLACE NORTH	7	DROPPED KERB	15							
		DOUBLE YELLOW LINE	19.6							
		NO RESTRICTION	60.5	10	12	0	100.0%	7	4	63.6%
HIGH STREET WEST	8	DROPPED KERB	7.6							
		ROADWORKS	38.1							
HOLLY ROAD SOUTH	9	PEDESTRIAN CROSSING	24.2							
		DOUBLE YELLOW LINE	10.2							
		TOO NARROW - NO RESTRICTION	102.4							
		NO RESTRICTION	122.3	21	23	0	100.0%	16	6	72.7%
HOLLY ROAD NORTH	10	DROPPED KERB	5							
		DISABLED BAY	5.5	1	1	0	100.0%	1	0	100.0%
		DOUBLE YELLOW LINE	13.5							
		NO RESTRICTION	114.7	17	24	1	96.0%	18	5	78.3%
		TOO NARROW - NO RESTRICTION	51.4							
HIGH STREET WEST	11	DROPPED KERB	44.3							
		DISABLED BAY	6.6	1	1	0	100.0%	1	0	100.0%
		DOUBLE YELLOW LINE	8.7							
		(SINGLE YELLOW) MON-FRI 0800-930	113.7	18	8	10	44.4%	18	0	100.0%
WINDMILL ROAD SOUTH	12	BUS STOP	36.7							
		DROPPED KERB	11							
		PEDESTRIAN CROSSING	6.1							
WINDMILL ROAD SOUTH	12	DOUBLE YELLOW LINE	35.3							
		SINGLE YELLOW LINE	56.9	8	0	8	0.0%	0	8	0.0%
		DROPPED KERB	49.1							

						THURSDAY 28th JUNE 2016					
						TIME : 0320			TIME : 1200		
PARKED	OBSERVED SPACES	%STREET STRESS	PARKED	OBSERVED SPACES	%STREET STRESS	PARKED	OBSERVED SPACES	%STREET STRESS	PARKED	OBSERVED SPACES	%STREET STRESS
2											
12	0	100.0%	12	0	100.0%	1					
0	3	0.0%	1	2	33.3%	0					
1	5	16.7%	1	5	16.7%	0					
0	2	0.0%	1	1	50.0%	0					
1						0					
0	2	0.0%	2	0	100.0%	0					
0	2	0.0%	2	0	100.0%	0					
6	4	60.0%	10	2	83.3%	0					
0	2	0.0%	2	0	100.0%	3	12	20.0%	17	0	100.0%
1	2	33.3%	4	0	100.0%	1					
5	8	38.5%	8	5	61.5%	1					
1	0	100.0%	1	0	100.0%	1					
1						1					
9	2	81.8%	11	1	91.7%	11	0	100.0%	9	1	90.0%
10	0	100.0%	9	1	90.0%	10	0	100.0%	9	1	90.0%
			1						2		
			1						1		
22	0	100.0%	16	6	72.7%	23	0	100.0%	15	7	68.2%
1	0	100.0%	1	0	100.0%	2			3		
1	0	100.0%	1	0	100.0%	1			1	0	100.0%
9	9	50.0%	17	1	94.4%	9	9	50.0%	17	1	94.4%
0	8	0.0%	2	6	25.0%	0	8	0.0%	2	6	25.0%

Appendix E – Proposed Site Access

DO NOT SCALE



Based upon Superplan Ordnance Survey® map with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown copyright AL 100017728 2016.

Key:	
	LB Richmond Footway Works
	2.4 X 43m Visibility Splay

TITLE

PROPOSED SITE ACCESS AND RELOCATED BUS STOP

PROJECT

63 HIGH STREET, HAMPTON HILL



JOB No. PB5253

DRAWN DH

AUTOCAD REF.

DATE AUG 17

CHECKED RC

DRG No. PB5253-SK02

SCALE 1:500

PASSED AW

REV P3

© HaskoningDHV UK Ltd.

Appendix F – TRICS & TRAVL Data

		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		07:00-19:00				
		Arrivals	Departure: 2-Way	Arrivals	Departure: 2-way	Arrivals	Departure: 2-way			
Underground, Metro, Light Rail, Tram	5.50%	0	1	2	1	0	1	6	7	14
Train	17.10%	1	4	5	2	1	4	20	22	42
Bus, Minibus or Coach	10.40%	1	2	3	2	1	2	12	14	26
Taxi	0.00%	0	0	0	0	0	0	0	0	0
Motorcycle, Scooter or	2.60%	0	1	1	0	0	1	3	3	6
Driving a Car or Van	43.10%	3	10	12	6	4	10	50	56	107
Passenger in a Car or Van	2.30%	0	1	1	0	0	1	3	3	6
Bicycle	7.70%	0	2	2	1	1	2	9	10	19
On Foot	11.40%	1	3	3	2	1	3	13	15	28
Total	100.00%	6	23	29	14	8	23	116	131	247

TRICS 7.3.3

Trip Rate Para Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS			DEPARTURES			TOTALS				
	No. Days	Ave. DWELLS	Trip Rate	No. Trips	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	5	39	0.066	2.112	5	39	0.442	14.144	5	39	0.508
08:00-09:00	5	39	0.096	3.072	5	39	0.447	14.304	5	39	0.543
09:00-10:00	5	39	0.096	3.072	5	39	0.254	8.128	5	39	0.35
10:00-11:00	5	39	0.137	4.384	5	39	0.157	5.024	5	39	0.294
11:00-12:00	5	39	0.147	4.704	5	39	0.147	4.704	5	39	0.294
12:00-13:00	5	39	0.152	4.864	5	39	0.173	5.536	5	39	0.325
13:00-14:00	5	39	0.168	5.376	5	39	0.208	6.656	5	39	0.376
14:00-15:00	5	39	0.173	5.536	5	39	0.152	4.864	5	39	0.325
15:00-16:00	5	39	0.264	8.448	5	39	0.142	4.544	5	39	0.406
16:00-17:00	5	39	0.289	9.248	5	39	0.173	5.536	5	39	0.462
17:00-18:00	5	39	0.365	11.68	5	39	0.218	6.976	5	39	0.583
18:00-19:00	5	39	0.411	13.152	5	39	0.157	5.024	5	39	0.568
19:00-20:00	1	29	0.379	12.128	1	29	0.069	2.208	1	29	0.448
20:00-21:00	1	29	0.103	3.296	1	29	0.138	4.416	1	29	0.241
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			2.846				2.877				5.723

Reference	Descriptor	Town/City Area	Location	DWELLS	Status
HG-03-C-02	BLOCK OF WOOD GRI	HARINGEY	Suburban /	30	One-Off
HO-03-C-02	BLOCK OF BRENTFOR	HOUNSLO	Town Cent	86	One-Off
RD-03-C-02	BLOCK OF BARNES	RICHMOND	Suburban /	28	One-Off
SK-03-C-02	BLOCK OF BERMOND	SOUTHWA	Edge of To	29	One-Off
TH-03-C-02	FLATS	BETHNAL C TOWER HA	Suburban /	24	One-Off

Manually Deselected Sites

Site	Reason for Deselecting the Site
CN-03-C-01	Too Small
EG-03-C-02	Too Big
GR-03-C-01	Too Big
HK-03-C-01	Too Small
HK-03-C-02	Too Small
HK-03-C-03	Too Small
HM-03-C-01	PTAL too high
HO-03-C-01	Too Small
HV-03-C-01	Too Big
IS-03-C-01	.
IS-03-C-02	.
IS-03-C-03	.
IS-03-C-04	.
KI-03-C-02	PTAL too high
KN-03-C-02	PTAL too high
KN-03-C-03	PTAL too high
NH-03-C-01	Too Small
RD-03-C-01	Too Big
SK-03-C-01	PTAL too high
TH-03-C-01	.
TH-03-C-03	.
WH-03-C-01	PTAL too high

		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			07:00-19:00		
		Arrivals	Departure		Arrivals	Departure		Arrivals	Departure	
			s	2-Way		s	2-way		s	2-way
Underground, Metro, Light Rail, Tram	5.50%	0	1	1	1	0	1	4	5	9
Train	17.10%	1	2	3	2	1	3	13	15	28
Bus, Minibus or Coach	10.40%	0	1	2	1	1	2	8	9	17
Taxi	0.00%	0	0	0	0	0	0	0	0	0
Motorcycle, Scooter or Moped	2.60%	0	0	0	0	0	0	2	2	4
Driving a Car or Van	43.10%	1	6	7	5	3	8	33	37	69
Passenger in a Car or Van	2.30%	0	0	0	0	0	0	2	2	4
Bicycle	7.70%	0	1	1	1	1	1	6	7	12
On Foot	11.40%	0	2	2	1	1	2	9	10	18
Total	100.00%	3	14	17	12	7	19	76	85	161

TRICS 7.3.3

Trip Rate Pai Number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS			DEPARTURES			TOTALS				
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	19	0.123	0.984	3	19	0.439	3.512	3	19	0.562
08:00-09:00	3	19	0.386	3.088	3	19	1.035	8.28	3	19	1.421
09:00-10:00	3	19	0.351	2.808	3	19	0.456	3.648	3	19	0.807
10:00-11:00	3	19	0.351	2.808	3	19	0.474	3.792	3	19	0.825
11:00-12:00	3	19	0.684	5.472	3	19	0.491	3.928	3	19	1.175
12:00-13:00	3	19	0.333	2.664	3	19	0.404	3.232	3	19	0.737
13:00-14:00	3	19	0.509	4.072	3	19	0.298	2.384	3	19	0.807
14:00-15:00	3	19	0.421	3.368	3	19	0.561	4.488	3	19	0.982
15:00-16:00	3	19	0.439	3.512	3	19	0.544	4.352	3	19	0.983
16:00-17:00	3	19	0.561	4.488	3	19	0.333	2.664	3	19	0.894
17:00-18:00	3	19	0.351	2.808	3	19	0.158	1.264	3	19	0.509
18:00-19:00	3	19	0.596	4.768	3	19	0.491	3.928	3	19	1.087
19:00-20:00											
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			5.105				5.684				10.789

Reference	Description	Town/City	Area	Location	DWELLS	Status
KN-03-A-01	TERRACED	NORTH KENSINGTON	KENSINGTON AND CHELSEA	Suburban Area	24	One-Off
SK-03-A-01	SEMI DET. & TERRACED	CANADA WATER	SOUTHWARK	Suburban Area	15	One-Off
WE-03-A-01	PRINCES MEWS	NOTTING HILL	WESTMINSTER	Suburban Area	18	One-Off

Manually Deselected Sites

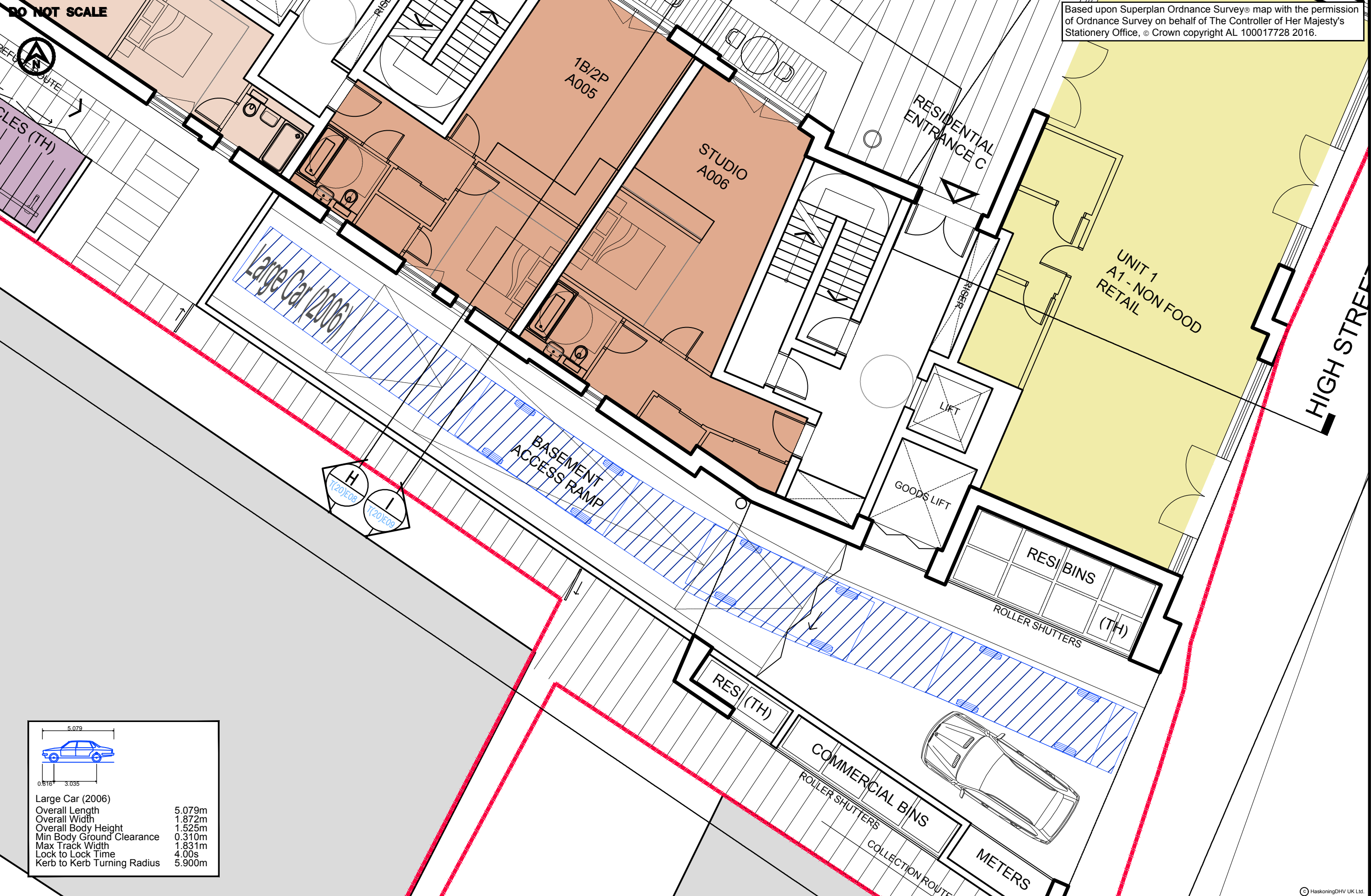
Site	Reason for Deselecting the Site
BN-03-A-01	Too much parking
KI-03-A-01	Too much parking
KI-03-A-02	Too much parking

		AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		07:00-19:00				
		Arrivals	Departure: 2-Way	Arrivals	Departure: 2-way	Arrivals	Departure: 2-way			
Underground, Metro, Light										
Rail, Tram	5.50%	0	0	1	0	0	0	2	3	5
Train	17.10%	1	1	2	0	0	1	7	8	15
Bus, Minibus or Coach	10.40%	0	1	1	0	0	0	4	5	9
Taxi	0.00%	0	0	0	0	0	0	0	0	0
Motorcycle, Scooter or Moped	2.60%	0	0	0	0	0	0	1	1	2
Driving a Car or Van	43.10%	1	4	5	1	1	2	18	20	37
Passenger in a Car or Van	2.30%	0	0	0	0	0	0	1	1	2
Bicycle	7.70%	0	1	1	0	0	0	3	4	7
On Foot	11.40%	0	1	1	0	0	0	5	5	10
Total	100.00%	3	8	11	3	1	4	41	45	86

Appendox G – Swept Path Analysis

DO NOT SCALE

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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

TITLE
**SWEPT PATH ANALYSIS -
LARGE CAR**

PROJECT
63-71 HIGH STREET, HAMPTON HILL



JOB No. PB5253
DRAWN JW
AUTOCAD REF. PB5253 TR07.DWG

DATE 17/08/2017
CHECKED RC
DRG No. TR07

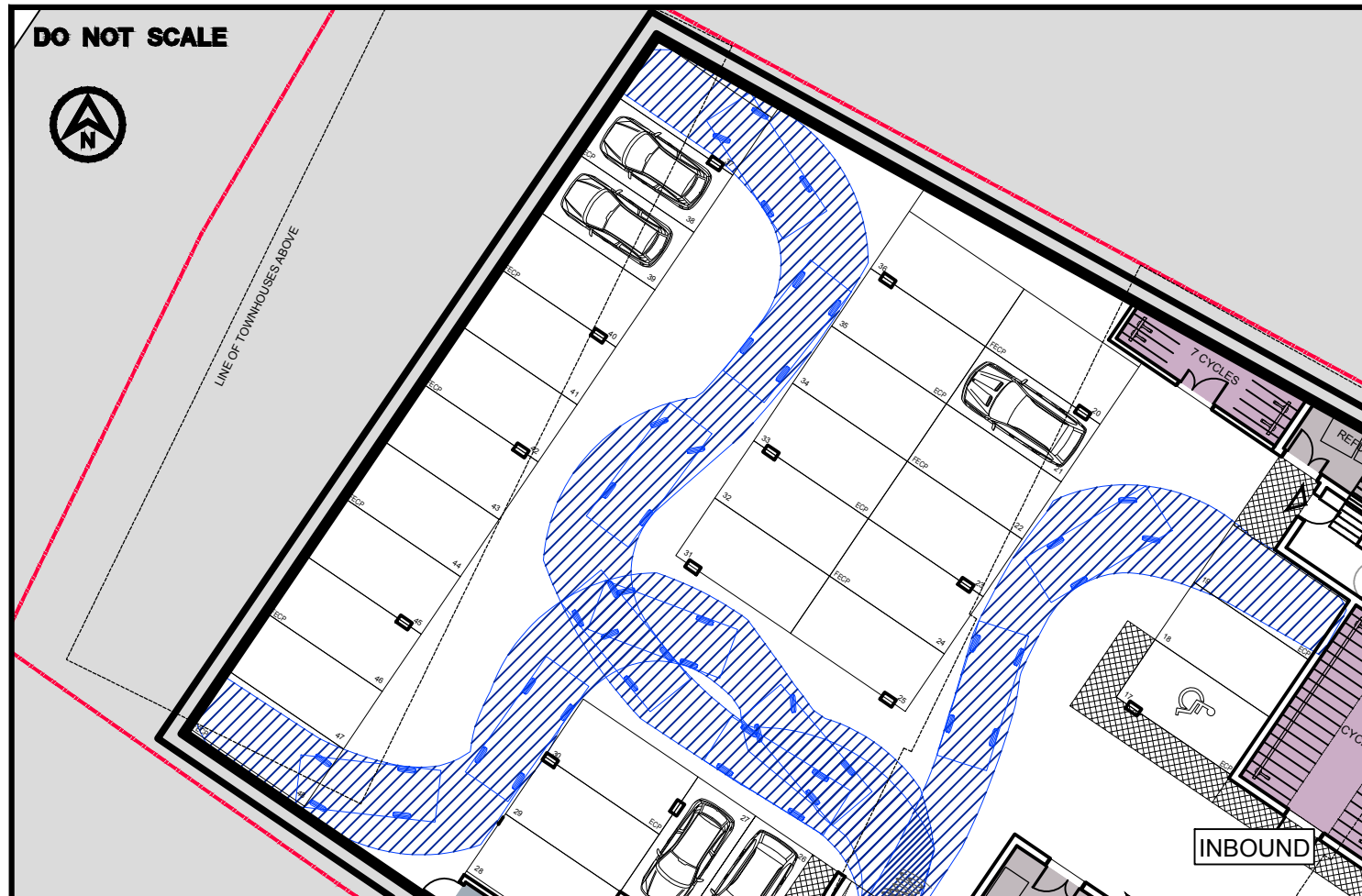
SCALE 1:100
PASSED RC
REV P1

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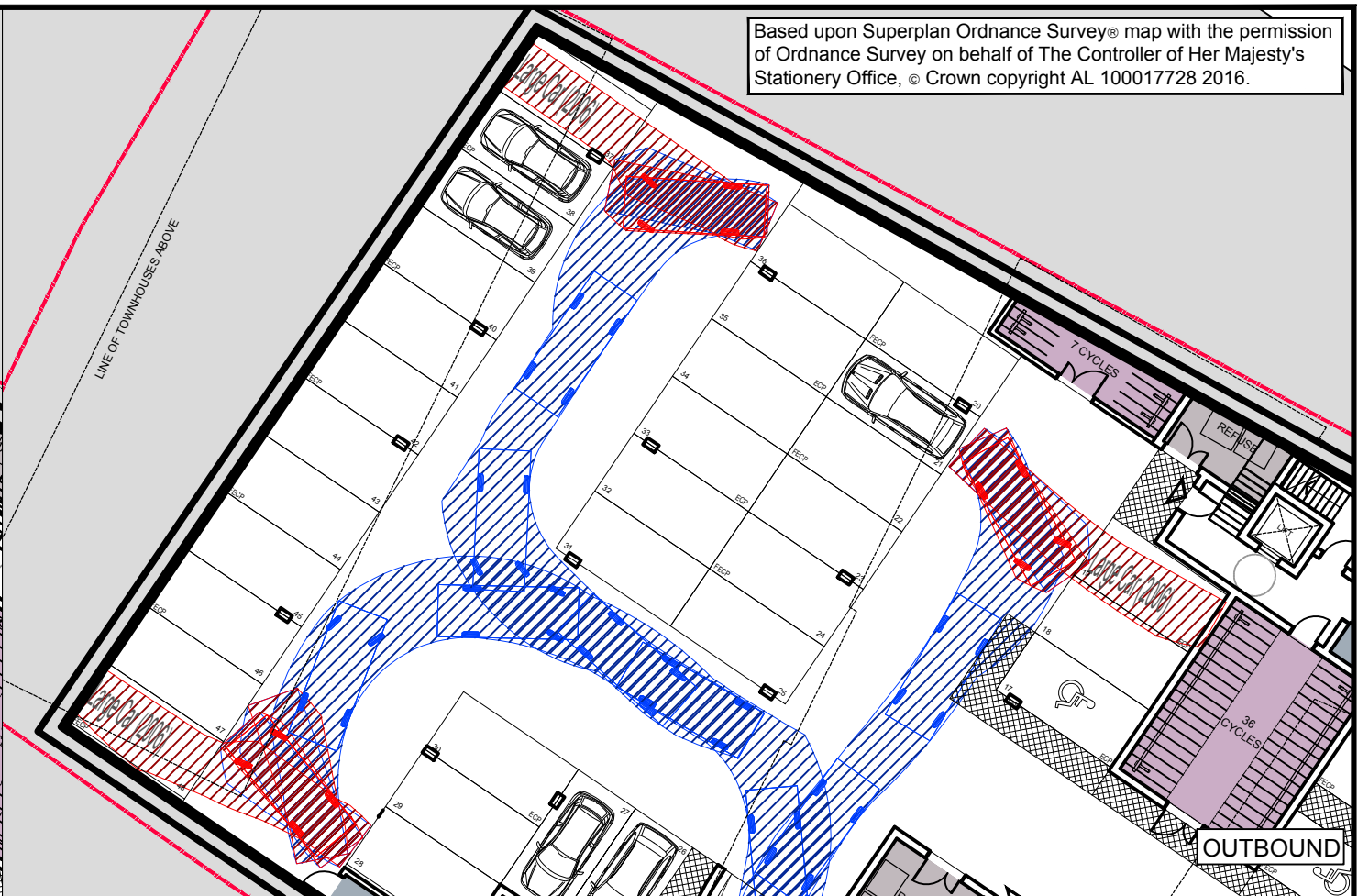
DO NOT SCALE



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INBOUND



OUTBOUND



INBOUND



OUTBOUND

Large Car (2006)

- Overall Length 5.079m
- Overall Width 1.872m
- Overall Body Height 1.525m
- Min Body Ground Clearance 0.310m
- Max Track Width 1.831m
- Lock to Lock Time 4.00s
- Kerb to Kerb Turning Radius 5.900m

TITLE
**SWEPT PATH ANALYSIS -
LARGE CAR**

PROJECT
63-71 HIGH STREET, HAMPTON HILL

Royal HaskoningDHV
Enhancing Society Together

JOB No.	PB5253	DATE	30/08/2017	SCALE	1:250
DRAWN	JW	CHECKED	RC	PASSED	RC
AUTOCAD REF.	PB5253 TR08.DWG	DRG No.	TR08	REV	P2

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