



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

THE SONS OF DIVINE PROVIDENCE
DEVELOPMENTS LTD

LOWER TEDDINGTON AND STATION ROAD,
KINGSTON UPON THAMES, KT1 4HG

TRANSPORT STATEMENT

January 2019

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1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by The Sons of Divine Providence Developments Ltd in relation to the proposed developments at Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG.
- 1.2 The local planning and highway authority is the London Borough of Richmond upon Thames.
- 1.3 The site location is presented on a map in Figure 1 of this report; the extent of the application site's boundary is displayed in Appendix A.
- 1.4 The site is located on southern corner of the junction between Lower Teddington Road and Station Road. The site is located a short distance to the east of Hampton Wick National Rail Station.
- 1.5 The application site is located in a PTAL of 3 which is a 'moderate' accessibility to public transport as defined by TfL. The site also has good access to local amenities within a short walk of the site, with a number of shops, convenience stores, public houses, hairdressers etc. located on the A310 High Road to the west and south of the site.

Existing Development

- 1.6 The development site currently comprises of a number of addresses with a range of land uses, a summary of the addresses and existing / permitted land uses is presented below:
- *Orione House, 12-14 Station Road, KT1 4HG* – currently comprises of a 34 one-bedroom care home provided with seven off-street parking spaces accessed from Station Road;
 - *13 Lower Teddington Road, KT1 4HB* – currently comprises of office land use provided with eight ad-hoc off-street parking spaces;

- *19-21 Lower Teddington Road, KT1 4HB* – currently has planning permission for the creation of two one-bedroom flats, two two-bedroom flats and one three-bedroom flat, planning reference – 16/1145/FU2L;
- *23-25 Lower Teddington Road, KT1 4HB* – currently comprises of DI (non-residential institution) and sui generis land use comprising of a place of worship with additional residential accommodation (total of 23 bedroom spaces) for priests, students, and visitors. Currently there are four off-street parking spaces provided accessed from Lower Teddington Road;
- *27-29 Lower Teddington Road, KT1 4HB* – currently comprises of two six bedroom Houses of Multiple Occupancy (HMO) provided with six off-street parking spaces;
- *31-33 Lower Teddington Road, KT1 4HB* – currently comprises of eight two-bedroom apartments provided with 12 off-street parking spaces.

Proposed Development

1.7 The proposed development will see the provision of the following:

- *Orione House, 12-14 Station Road, KT1 4HG* – proposal to demolish existing building and create a new Independent Senior Living Extra Care scheme comprising of three one-bedroom units, 24 two-bedroom units; and one three bedroom unit. Once operational a total of 19 staff could be employed on site (but not all staff will be on-site at the same time, it is expected that there will be between one to five staff on-site at any one time); in total the proposed development will be provided with 31 off-street parking spaces, provided from a relocated vehicle access on Station Road.
- *13 Lower Teddington Road, KT1 4HB* – proposed conversion from office land use to provide three one-bedroom and three two-bedroom flats provided with a total of six off-street parking spaces;
- *19-21 Lower Teddington Road, KT1 4HB* – no change from current planning permission but some refurbishment works;

- *23-25 Lower Teddington Road, KT1 4HB* – proposed single storey extension and refurbishment works to provide a total of 11 bedroom spaces on site for priests, students, and visitors (12 less bedroom spaces than before). Under the plans an additional parking space will be provided on-site, accessed from the site's extant drop kerb.
- *27 -29 Lower Teddington Road, KT1 4HB* – Proposal to change from two six bedroom HMOs to six two-bedroom flats (the number of bedrooms on-site is staying the same). The proposal will be provided with a total of three (retained) off-street parking spaces.
- *31-33 Lower Teddington Road, KT1 4HB* – no change from current planning permission but some refurbishment works;

1.8 The proposed site plans showing parking provision for all of the above sites is presented in Appendix B of this report.

1.9 A full summary of the existing and proposed land uses is presented in the Design and Access Statement. The relevant extract from the design and access statement detailing existing and proposed land uses is presented in Appendix C of this report.

1.10 This Transport Statement has been prepared to assess the parking and highways impact of the proposed developments at the whole development site, of which will have an impact on the local highways, namely for the proposals at Orione House, and 13 and 27- 29 Lower Teddington Road, which will see a change or an increase of land use on-site. The following chapter set's out the site's accessibility to local amenities and public transport.

2.0 SITE ACCESSIBILITY

Local Amenities

- 2.1 The development site is located within a predominately residential area, comprising of a mix of large houses and a number of flat complexes.
- 2.2 To the west of the development site the A310 High Street is host to a range of local amenities within the a short walk of the site including a Londis, post office, a number of convenience stores, hairdressers, fast food outlets, restaurants and public houses.
- 2.3 Slightly further afield (approximately a kilometres travel to the south east of the site) and on the other side of the river is Kingston town centre which is host a range of national high street shops and restaurants. The town centre can be accessed by bus routes 281 and 285 (to be discussed shortly).
- 2.4 The site is therefore considered to have excellent access to local amenities.

Public Transport

- 2.5 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and public transport accessibility level (PTAL) assessment has been undertaken.
- 2.6 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walking distances and wait times.
- 2.7 Details on how PTAL scores are calculated are set out in TfL's *'Transport Assessment best practice guidance document'*.

- 2.8 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport PTAL score.
- 2.9 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The results indicate that the application site has a PTAL score of 3 which is a 'moderate' accessibility rating as defined by TfL. The full PTAL output file is presented in Appendix D.
- 2.10 Table 1 shows the PTAL scoring system provided by TfL.

Table 1. PTAL score table.

| PTAL score | PTAI range | TfL description |
|------------|-------------|-----------------|
| 1a | 0.01-2.50 | Very poor |
| 1b | 2.51-5.00 | Very poor |
| 2 | 5.01-10.00 | Poor |
| 3 | 10.01-15.00 | Moderate |
| 4 | 15.01-20.00 | Good |
| 5 | 20.01-25.00 | Very good |
| 6a | 25.01-40.00 | Excellent |
| 6b | 40.01+ | Excellent |

Source: Transport for London

- 2.11 Table 2 shows the seven London bus routes that can be accessed within 500m PTAL walk distance from the site. Refer to Figure 2.

Table 2: Local Bus Services

| Route | Destinations | Vehicles per Hour |
|-------|--|-------------------|
| 111 | Heathrow Airport Central - Cranford - Heston - Hounslow - Hanworth - Hampton - Hampton Court - Kingston | 7 |
| 216 | Staines - Ashford Park - Ashford - Feltham Hill Road - Sunbury - Lower Sunbury - Kempton Park - Hampton Station - Hampton Court - Kingston | 3 |
| 281 | Tolworth - Surbiton - Kingston - Teddington - Fulwell - Twickenham - Whitton - Hounslow | 7.5 |
| 285 | Heathrow Airport Central - Hatton Cross - Feltham - Uxbridge Road - Hampton Hill - Teddington - Kingston | 6 |
| 411 | West Molesey - Hampton Court - Kingston | 4 |
| 481 | Isleworth <i>West Middlesex Hospital</i> - Mogden Lane - Kneller Road - Nelson Road - Whitton - Hospital Bridge Road - Fulwell - Teddington - Sandy Lane - Hampton Wick - Kingston | 1 |
| X26 | West Croydon - East Croydon - Wallington Green - Carshalton - Sutton - Cheam - North Cheam - Worcester Park - New Malden - Kingston - Teddington - Hatton Cross - Heathrow Airport Central | 2 |

Source: TfL

Rail Accessibility

- 2.12 The site is within 200 metre (two minute) walk of Hampton Wick National Rail Station, located to the west of the site. Hampton Wick National Rail Station is served by South Western Railway and has up to eight services an hour (off-peak) to destinations between and including London Waterloo (via Kingston or Richmond) and Shepperton.

Cycle Accessibility

- 2.13 TfL publishes cycling guides; there are 14 guides in total covering the whole of London. All of the cycle routes presented in the guides have been ridden and recommended by cyclists.
- 2.14 TfL's Local Cycling Guide 10 covers Lower Teddington Road and Station Road and the surrounding area. Within each guide, cycle routes are categorised as follows:

- Yellow – routes on quieter roads recommended by cyclists;
- Blue – route signed for cyclists that may be on busier roads;
- Green – off-road cycle routes;
- Brown – pedestrian only routes which connect cycling sections;

2.15 A review of TfL's Cycle Guide 10 demonstrates that the site is well served by 'yellow', 'blue' and 'green' cycle routes (refer to paragraph 2.14) cycle routes as defined by TfL.

Footpath and Road Connectivity

- 2.16 The footpaths in proximity to the site are sufficiently wide, well lit and in a good state of repair.
- 2.17 The walk routes to nearby public transport access points and local amenities are direct and straight forward.
- 2.18 Lower Teddington Road, Station Road and the roads adjoining the site are located in Controlled Parking Zone (CPZ) X, with residents only parking enforced 24 hours a day seven days a week. In proximity to the site there are also some Pay and Display (P&D) on-street parking opportunities.
- 2.19 In close proximity to the site, within a 100 metre walk of the development site, is an Enterprise CarClub car, located on Seymour Road to the west of the site. The car comprises of a Hyundai Ioniq which can be rented from £3.45 an hour.
- 2.20 The site is well connected to the local road network being within a short travel of the A310 High Street to the west of the site. The A310 provides access to the local distributor road network, which in turn provides access to motorways and the main 'A' road network.
- 2.21 In summary the site benefits from good levels of accessibility to sustainable transport modes.

3.0 POLICY CONTEXT & DEVELOPMENT IMPACT

- 3.1 The proposed development will see the creation of a new 28 flat Independent Senior Living Extra Care scheme at 12-14 Station Road provided with 31 off-street parking spaces; the creation of six flats at 13 Lower Teddington Road provided with six off-street parking spaces, and the conversion of 27-29 Lower Teddington Road from two six bedroom HMOs to six two-bedroom flats provided with three off-street parking spaces.

Policy Context

- 3.2 The Richmond Local Plan (July 2018) has been researched to assess parking standards for new developments.
- 3.3 Policy LP 45 Parking Standards and Servicing sets out the parking requirements for development and is as follows:

"Policy LP 45

Parking Standards and Servicing

Parking standards

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

- 1. Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.*
- 2. Resisting the provision of front garden car parking unless it can be demonstrated that:
 - a. there would be no material impact on road or pedestrian safety;*
 - b. there would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and*
 - c. the existing on-street demand is less than available capacity.**
- 3. Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:
 - a. the provision of disabled parking;**

- b. appropriate servicing arrangements; and*
- c. demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality. All proposals for car free housing will need to be supported by the submission of a Travel Plan.*

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

Freight and Servicing

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

3.4 Appendix 3 of the Local Plan sets out maximum vehicle parking standards and minimum cycle parking standards, extracted as follows:

| <i>Land Use</i> | <i>Parking Standards</i> | <i>Cycle Parking Standards</i> |
|---|--|--------------------------------|
| <i>Residential (including conversion / extension of existing)</i> | | |
| | <i>PTALs 0-3: 1-2 bedrooms, 1 space</i> | <i>As per the London Plan</i> |
| | <i>PTALs 0-3: 3+ bedrooms, 2 spaces</i> | <i>As per the London Plan</i> |
| | <i>PTALs 4-6: as per London Plan although local circumstances, CPZ times and on-street parking conditions will need to be assessed</i> | <i>As per the London Plan</i> |
| <i>Retirement Housing</i> | <i>Case by case basis but expected to meet standards for standard residential</i> | <i>As per the London Plan</i> |
| <i>Sheltered Housing</i> | <i>Case by case basis, the future tenure and age of prospective occupants to be taken into account</i> | <i>As per the London Plan</i> |
| <i>Places of Worship</i> | <i>1 space per 10 persons / seats</i> | <i>As per the London Plan</i> |

3.5 The development site is located in a PTAL score of 3, and as such Richmond Council prescribes for residential dwellings that up to one parking space could be provided per one or two bedroom dwellings, and that up to two parking spaces could be provided per three or more bedroom dwelling. Richmond does not prescribe any specific parking standards for independent living (with a level of care provided), the closest land use is considered to be retirement housing, which prescribes the standards for residential parking should be met. Cycle parking should be provided in accordance with the London Plan for both residential and retirement land uses.

3.6 In accordance with Richmond Council's parking standards as extracted above the proposed development at the following addresses could be provided with:

- *Orione House, 12-14 Station Road, KT1 4HG* – parking provision to be applied on a case by case basis, but expected to meet the standards for residential developments. Based upon the residential parking standards the proposed new Independent Senior Living Extra Care scheme could be provided with 29 parking spaces for residents;
- *13 Lower Teddington Road, KT1 4HG* – the proposed three one-bedroom and three two-bedroom flats could be provided with six parking spaces;
- *27-29 Lower Teddington Road, KT1 4HG* – the proposal of six two-bedroom flats could be provided with six parking spaces;

3.7 The London Plan parking standards have been researched to provide a comparison to the parking standards, and to provide the prescribed cycle parking standards. The maximum residential parking standards for new development in London as set out in The London Plan (March 2016) is extracted as follows:

Parking for residential development

Table 6.2 Car parking standards

| | PTAL 0 to 1 | | PTAL 2 to 4 | | PTAL 5 to 6 | |
|-----------------|-----------------|-------------------|---------------|---------------------------|----------------|--------------------------|
| | 150-200 hr/ha | Parking provision | 150-250 hr/ha | Parking provision | 200-350 hr/ha | Parking provision |
| Suburban | 3.8-4.6 hr/unit | 35-55 u/ha | 35-65 u/ha | Up to 1.5 spaces per unit | 45-90 u/ha | Up to one space per unit |
| | 3.1-3.7 hr/unit | 40-65 u/ha | 40-80 u/ha | Up to 1.5 spaces per unit | 55-115 u/ha | Up to one space per unit |
| | 2.7-3.0 hr/unit | 50-75 u/ha | 50-95 u/ha | Up to 1.5 spaces per unit | 70-130 u/ha | Up to one space per unit |
| Urban | 150-250 hr/ha | | 200-450 hr/ha | | 200-700 hr/ha | |
| | 3.8-4.6 hr/unit | 35-65 u/ha | 45-120 u/ha | Up to 1.5 spaces per unit | 45-185 u/ha | Up to one space per unit |
| | 3.1-3.7 hr/unit | 40-80 u/ha | 55-145 u/ha | Up to 1.5 spaces per unit | 55-225 u/ha | Up to one space per unit |
| | 2.7-3.0 hr/unit | 50-95 u/ha | 70-170 u/ha | Up to one space per unit | 70-260 u/ha | Up to one space per unit |
| Central | 150-300 hr/ha | | 300-650 hr/ha | | 650-1100 hr/ha | |
| | 3.8-4.6 hr/unit | 35-80 u/ha | 65-170 u/ha | Up to one space per unit | 140-290 u/ha | Up to one space per unit |
| | 3.1-3.7 hr/unit | 40-100 u/ha | 80-210 u/ha | Up to one space per unit | 175-355 u/ha | Up to one space per unit |
| | 2.7-3.0 hr/unit | 50-110 u/hr | 100-240 u/ha | Up to one space per unit | 215-405 u/ha | Up to one space per unit |

| 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 |

Notes:

All developments in areas of good public transport accessibility in all parts of London should aim for significantly less than 1 space per unit

Adequate parking spaces for disabled people must be provided preferably on-site²⁰⁶

20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.

3.8 The London Plan does not prescribed specific parking standards for extra care accommodation (sui generis land use), it is typically the case therefore that parking requirements are assessed on a case by case basis through the preparation of a Transport Statement or Transport Assessment.

3.9 The London Plans cycle parking standards are detailed below:

Table 6.3 Cycle Parking minimum standards

| Land use | | Long-stay | Short-stay |
|-------------|--|---|----------------------------|
| C1 | hotels (bars, restaurants, gyms etc open to the public should be considered individually under relevant standards) | 1 space per 20 bedrooms | 1 space per 50 bedrooms |
| C2 | hospitals | 1 space per 5 staff | 1 space per 30 staff |
| C2 | care homes / secure accommodation | 1 space per 5 staff | 1 space per 20 bedrooms |
| C2 | student accommodation | 1 space per 2 beds | 1 space per 40 beds |
| C3-C4 | dwellings (all) | 1 space per studio and 1 bedroom unit 2 spaces per all other dwellings | 1 space per 40 units |
| D1 | nurseries/schools (primary and secondary) | 1 space per 8 staff + 1 space per 8 students | 1 space per 100 students |
| | universities and colleges | 1 space per 4 staff + 1 space per 20 FTE students | 1 space per 7 FTE students |
| | health centre, including dentists | 1 space per 5 staff | 1 space per 3 staff |
| | other (e.g. library, church, etc.) | 1 space per 8 staff | 1 space per 100 sqm |
| D2 | other (e.g. cinema, bingo, etc.) | 1 space per 8 staff | 1 per 30 seats |
| | sports (e.g. sports hall, swimming, gymnasium, etc.) | 1 space per 8 staff | 1 space per 100 sqm |
| Sui generis | | as per most relevant other standard e.g. casino and theatre = d2 | |
| Stations | | to be considered on a case-by-case basis through liaison with tfl | |

Notes:

in outer London town centres that are designated as 'mini-Hollands' or which have high PTALs, cycle parking standards are expected to match those of inner/central London.

where the size threshold has been met, for all land uses in all locations a minimum of 2 short-stay and 2 long-stay spaces must be provided.

Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles

3.10 In accordance with the London Plans parking and cycle parking standards the proposed developments could be provided with the following parking and cycle parking provision:

- *Orione House, 12-14 Station Road, KTI 4HG* – Parking provision assessed on a case by case basis. No specific cycle parking standards are prescribed for new Independent Senior Living Extra Care schemes. The closest land use class is considered to be C3 residential (and is also a worst case scenario assessment). On this basis the proposal should be provided with 51 long stay and one short stay cycle parking spaces.

- *13 Lower Teddington Road, KT1 4HB* – the proposed three one-bedroom and three two-bedroom flats could be provided with six parking spaces; and should be provided with nine cycle parking spaces;
- *27-29 Lower Teddington Road, KT1 4HB* – the proposal of six two-bedroom flats could be provided with six parking spaces; and should be provide with 12 cycle parking spaces;

4.0 EXISTING ON-STREET PARKING CONDITIONS

- 4.1 The development site is located to the east of Hampton Wick National Rail Station. The streets adjoining the site are in Richmond Council's Controlled Parking Zone (CPZ) 'X'.
- 4.2 The existing parking conditions on the adjoining road network have been assessed in accordance with Richmond Council's parking survey methodology.
- 4.3 The first stage of the parking assessment is to map out the parking survey area. All kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto OS mapping.
- 4.4 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The full extent of the area included within this parking study is presented in Figure 3.
- 4.5 The survey area has been split into individual streets as follows;
- Beckets Place;
 - Glamorgan Road;
 - Lower Teddington Road;
 - Seymour Road;
 - Station Road.
- 4.6 All vehicle crossovers, kerb space within 7.5 metres of junctions, and kerb space where it is too narrow to park on both sides of a road has been eliminated from the surveys.
- 4.7 The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of kerb space between crossovers,

junctions or other obstructions has been recorded and split into increments of 5 metres in accordance with the Richmond Council's parking survey methodology.

- 4.8 In some instances surveyor and consultant discretion has been applied when calculating the parking inventory. For example where a standalone parking bay is say 4.5 metres or 9/10 metres in length etc., and one/two cars have been observed to be comfortably and legally parked in the bay, we have calculated the bay to have a capacity for one/two cars respectively whereas strictly in accordance with the Richmond methodology the bay would have less capacity. Examples of this can be found within the parking study area.
- 4.9 If we did not base this study, to a degree, on observed parking practices and our own discretion then it would result in an inaccurate parking survey inventory and would distort the results of the surveys.
- 4.10 The parking survey inventory is presented in Table 3. A to-scale set of drawings presenting the parking survey inventory on an OS map base is shown in Figures 4a-e.

Table 3. Parking Survey Inventory

| Road | Kerbside Parking | | | | | |
|-----------------------|------------------|------------|-----------|-----------|------------|-----------|
| | PHO X | | P&D | | SYL | |
| | Metres | Spaces | Metres | Spaces | Metres | Spaces |
| Beckets Place | - | - | - | - | - | - |
| Glamorgan Road | 55 | 11 | 20 | 4 | 50 | 10 |
| Lower Teddington Road | 150 | 30 | 25 | 5 | 105 | 21 |
| Seymour Road | 330 | 66 | - | - | 40 | 8 |
| Station Road | 50 | 10 | 45 | 9 | 40 | 8 |
| Total | 585 | 117 | 90 | 18 | 235 | 47 |

Source: PMA Survey

Notes:

PHO X = Permit Holder Only X, Monday to Saturday 0830-1830

P&D = Pay at Machine, at all times

SYL = Single Yellow Line, Monday to Saturday 0830-1830 or 0930 to 1130

- 4.11 The parking survey inventory demonstrates that there are 117 Permit Holder Only (PHO) X kerb side parking opportunities within the study area, in addition to 18 Pay and Display (P&D) parking opportunities and 47 parking opportunities on single yellow lines.
- 4.12 In accordance with Richmond Council's Parking Survey Methodology, one overnight parking survey on two separate typical weekday mornings (Monday to Thursday) and one Sunday morning between the hours of 0100 and 0500 has been carried out to determine the current parking uptake on the streets within the study area.
- 4.13 The surveys are carried out at this time so as to capture the peak demand for parking by local residents as it is expected that the majority of people would be at home and parked for the night.
- 4.14 The surveys were carried out on Sunday 18th, Monday 19th, and Tuesday 20th November 2018 at 0130, 0330, and 0400 respectively.
- 4.15 Full details including the number of cars parked during each individual overnight survey is presented in Appendix E. In addition, a series of maps from the surveys detailing where cars have been observed to be parked (marked with an 'x') and

where there have been observed to be free spaces (marked with an 's') are presented in Appendix F.

4.16 The average results of the three overnight on-street parking surveys are presented in Table 4 for PHO X parking opportunities and in Table 5 for P&D parking opportunities:

Table 4. On-Street PHO X Parking Survey Results; Overnight Average

| Road | Kerbside Parking | | | |
|-----------------------|------------------|-----------------------|-----------------------|----------------|
| | PHO X | | | |
| | Number of Spaces | Number of Cars Parked | Number of Free Spaces | Parking Stress |
| Beckets Place | - | - | - | - |
| Glamorgan Road | 11 | 11 | 0 | 103% |
| Lower Teddington Road | 30 | 24 | 6 | 79% |
| Seymour Road | 66 | 50 | 16 | 76% |
| Station Road | 10 | 9 | 1 | 90% |
| Total | 117 | 94 | 23 | 81% |

Source: PMA Survey

Note: Some arithmetic errors due to rounding's

4.17 The results in Table 4 demonstrate that the average overnight parking 'stress' of PHO X kerb side parking space within the identified survey area 81%. An average of 94 cars have been observed to be parked leaving and 23 free spaces.

4.18 Importantly, looking specifically at Lower Teddington Road, which the majority of the development site fronts onto is host to 79% parking stress.

4.19 To put the observed parking stress into context, Richmond use an 85% stress as a threshold for 'heavily parked' conditions:

"LBRuT will consider appropriate extant planning permissions in the area and if stress levels are calculated at 85% stress or more LBRuT will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity." (Richmond Parking Survey Methodology, November 2016).

Table 5. On-Street P&D Parking Survey Results; Overnight Average

| Road | Kerbside Parking | | | |
|-----------------------|------------------|-----------------------|-----------------------|----------------|
| | P&D | | | |
| | Number of Spaces | Number of Cars Parked | Number of Free Spaces | Parking Stress |
| Beckets Place | - | - | - | - |
| Glamorgan Road | 4 | 2 | 2 | 50% |
| Lower Teddington Road | 5 | 2 | 3 | 40% |
| Seymour Road | - | - | - | - |
| Station Road | 9 | 5 | 4 | 56% |
| Total | 18 | 9 | 9 | 50% |

Source: PMA Survey

Note: Some arithmetic errors due to rounding's

4.20 The results in Table 5 demonstrate that on a typical weekday night the P&D parking opportunities are parked at 50% parking stress with an average of nine cars parked within the 18 total parking spaces.

4.21 The results of the parking surveys set out herein demonstrate that parking on the roads in proximity to the application site is within its maximum capacity. No parking problems were reported on any of the overnight surveys.

5.0 PARKING PROVISION & DEVELOPMENT IMPACT

Parking Provision

5.1 In accordance with Richmond Council's and London Plan's parking standards the proposed developments could be provided with the following parking provision:

- *Orione House, 12-14 Station Road, KT1 4HG* – parking provision to be applied on a case by case basis, but expected to meet the standards for residential developments. Based upon the residential parking standards the proposed Independent Senior Living Extra Care scheme could be provided with 29 parking spaces for residents;
- *13 Lower Teddington Road, KT1 4HB* – the proposed three one-bedroom and three two-bedroom flats could be provided with six parking spaces;
- *27-29 Lower Teddington Road, KT1 4HB* – the proposal of six two-bedroom flats could be provided with six parking spaces;

Orione House, 12-14 Station Road, KT1 4HG

5.2 The proposed Independent Senior Living Extra Care scheme at 12-14 Station Road is being provided with a total of 31 off-street parking spaces, eight of which are provided on ground level on the access drive to the basement car park ramp, and 23 parking spaces are provided in the basement parking area. Four of the 31 total parking spaces will be provided as disabled parking bays. Refer to the proposed plans presented in Appendix B.

5.3 The provision of 31 parking spaces complies with the parking standards for residential dwellings which prescribes that 29 car parking spaces can be provided. This leaves a two parking spaces to be utilised by the developments staff (of which there are expected to be between 1-5 staff on-site at any one time) and visitors. As referenced within Richmond Council's parking standards, parking will be judged on a case by case basis. The provision of 31 off-street parking spaces for the Independent Senior Living Extra Care scheme is therefore considered to be acceptable, as the proposed parking provision will

accommodate the residents parking demand (as prescribed by the residential parking standards) and provides a limited amount of on-site parking spaces for staff and visitors.

- 5.4 It is not yet known how staff will travel to and from the site. On a worst case scenario assessment it has been assumed that all will drive. Only two parking spaces would possibly be available to staff. The limited amount of on-site parking and the on-street parking restrictions would encourage staff to travel to and from the site by sustainable means.
- 5.5 Any overspill of visitors parking demand can be accommodated on-street in the P&D parking bays.
- 5.6 The London Plan prescribes that 20% of the total parking spaces should be provided as active electric vehicle charging points, and that 20% of the total parking spaces should be provided as passive electric vehicle charging points. On this basis the proposed development will be provided with a minimum of six active electric vehicle charging points and six passive electric vehicle charging points. Refer to the proposed site plans presented in Appendix B.

13 Lower Teddington Road, KT1 4HB

- 5.7 13 Lower Teddington Road is being provided with six off-street parking spaces (which have been retained from the existing eight on-site parking spaces provided for the office land use). Appendix G of this report presents a site plan showing the site's extant off-street parking provision and layout. The provision of six off-street parking spaces is in accordance with the adopted parking standards and is therefore considered to be acceptable.
- 5.8 Of note regarding the parking layout for 13 Lower Teddington Road two parking spaces are provided in tandem, accessed from the same drop kerb. As one parking space cannot be accessed while the other is parked in, both parking opportunities will be allocated to one flat. It will therefore be the responsibility of the residents of the flat to manage their own parking arrangement.

27-29 Lower Teddington Road, KT1 4HB

- 5.9 27-29 Lower Teddington Road is currently provided with seven off-street parking spaces (two parking spaces are provided as old-style garages and therefore are likely used for storage rather than parking a vehicle), and will retain under the proposal three off-street parking spaces – refer to the proposed site plans in Appendix B. The provision of three off-street parking spaces is in accordance with the adopted parking standards and therefore considered to be acceptable.
- 5.10 Two of the parking spaces are provided in tandem, and as such, as with 13 Lower Teddington Road, one of the flats will be allocated two tandem spaces, who will then manage parking arrangements within the flat as they wish.
- 5.11 In total the proposed change of land uses as extracted above are being provided with parking in accordance with the adopted standards which is considered to be acceptable.

Development Impact

- 5.12 The proposed development is being provided with parking in accordance with the Council's maximum car parking standards, as discussed above, it is therefore anticipated that there will not be any overspill parking arising from the proposed developments. The proposed developments will therefore not have an impact on the local highway.
- 5.13 Upon examining Richmond Council's website, specifically the 'Properties not allowed parking permits' webpage it has been confirmed that the following properties on Lower Teddington Road and Station Road are restricted from applying for on-street parking permits, as summarised below:

“Becketts Wharf, Lower Teddington Road, Hampton Wick,

Restriction: *No parking permits for B1 offices or 25 flats*

Planning reference: [05/1058/FUL](#)

Agreement date: *02/07/2008*

Burgoine House Burgoine Quay, 8 Lower Teddington Road, Hampton Wick,

Restriction: *No commercial parking permits to commercial occupiers of the development (three storey side extension to upper floors and additional 785m² B1 Office space). This does not affect the issue of Disabled Persons' Badges.*

Planning reference: [17/0189/FUL](#)

Agreement date: *26/10/2017*

Burgoine House Burgoine Quay, 8 Lower Teddington Road, Hampton Wick,

Restriction: *No parking permits or Council run season tickets to occupants of the units created. This does not affect the issue of Disabled Persons' Badges.*

Planning reference: [12/0427/FUL](#)

Agreement date: *12/02/2013*

Notes: *Applies to Flats 1 and 2, Anchor House, Lower Teddington Road, Hampton Wick KT1 4EU.”*

- 5.14 None of the addresses within the development site is listed in the above addresses, and as such are allowed and currently do apply as needed for on-street parking permits – this parking demand will have been captured in the parking stress surveys detailed in the previous chapter.
- 5.15 It is not proposed that under the proposal any of the developments site's addresses should be restricted from applying for on-street parking permits. As has been demonstrated through conducting the parking stress surveys, detailed within the previous chapter of this report, the permission of the existing dwellings to apply for an on-street parking permits is not resulting in unacceptable parking stress locally. Furthermore off-street parking is being provided in accordance with the adopted standards and as such it is not anticipated that there will be any additional overspill of parking onto the adjoining highway as a result of the development proposals.

- 5.16 In the instance that the proposal does result in a marginal increase in on-street parking, the results of the parking surveys in the preceding chapter demonstrates there is sufficient spare parking capacity on PHO X and P&D kerbside to accommodate this possible overspill.
- 5.17 As part of the proposed development at 12-14 Station Road the development site's current drop kerb will be relocated approximately three metres to the west of its current location. The relocation of the drop kerb will mean that one on-street P&D parking bay will need to be removed from Station Road.
- 5.18 The average overnight parking stress on P&D kerbside overnight is 50%, with an average of nine parking spaces free on a typical night. As can be seen from the parking survey results (refer to Appendix E and F) an average of five cars have been observed to be parked on P&D kerbside on Station Road, with a corresponding parking stress of 56%.
- 5.19 The loss of one P&D parking space on Station Road would increase the observed parking stress by 7% from 56% to 63%, with three parking spaces free. The loss of one on-street P&D parking space will therefore not result in a shortfall of P&D parking opportunities on Station Road.
- 5.20 If required the developer will re-provide the P&D parking bay on Station Road in the location of the site's current dropped kerb, adjacent to the PHO X parking opportunities.

Parking Layout

Orione House, 12-14 Station Road, KT1 4HG

- 5.21 The proposed development at Orione House will be provided with a total of 31 off-street parking spaces, accessed from a relocated drop kerb as discussed.
- 5.22 A total of eight parking bays will be provided on the ground floor of the development, with the remaining 23 parking spaces provided in the basement of

the development. Of the eight parking spaces on the ground floor level one will be a disabled parking bay, and of the basement parking provision three will be disabled parking bays.

- 5.23 Swept path analysis has been conducted on a selection of the parking spaces to ensure that all of the new proposed parking spaces are accessible. The results of the swept path analysis are presented in Figures 5a-d of this report and demonstrates that cars are able to enter and exit any parking bay with a minimum number of manoeuvres, and can enter and leave the site in forward gear.
- 5.24 The basement car park will be accessed via a ramp with a gradient of 1:10 / 10% over a distance of 30m down the centre line of the ramp. The Design Recommendations for Multi-Story and Underground Car Parks (2011) as published by the Institution of Structural Engineers, in Table 4.4 – Maximum gradients for vehicle ramps, prescribes 1:10 is the maximum gradient for a curved ramp (gradient is measured down the centreline).
- 5.25 Section 4.3.8 – Ramp and accessway gradients of The Design Recommendations for Multi-Story and Underground Car Parks prescribes that if the gradient of a ramp is greater than 1:10 transitions are required. As the gradient of the ramp will not exceed 1:10 transitions do not need to be provided.
- 5.26 The layout of the ramp conforms to guidance as detailed within The Design Recommendations for Multi-Story and Underground Car Parks, is therefore considered to be acceptable.

13 Lower Teddington Road, KT1 4HB

- 5.27 The proposal at 13 Lower Teddington Road is retaining a total of six on-site parking spaces. As the proposed parking spaces are already in existence the proposal of retaining six in their current layout is considered to be acceptable.

27-29 Lower Teddington Road, KT1 4HB

- 5.28 The proposal at 27-29 Lower Teddington Road is retaining a total of three on-site parking spaces. As the proposed parking spaces are already in existence the proposal of retaining three in their current layout is considered to be acceptable.

Trip Generation Assessment

Orione House, 12-14 Station Road, KT1 4HG

- 5.29 The proposed development at Orione House will see a change of land use from C2 care home which is currently host to 34 (one-bedroom) dwellings / residents provided with seven off-street parking spaces, to D2 Sui Generis (closest land use C3) with the creation of 28 flats, consisting of three one-bedroom, 24 two-bedroom and one three-bedroom flat provided with 31 off-street parking spaces, of which will form an Independent Senior Living Extra Care scheme.
- 5.30 To assess the impact of the proposed change in land use on the local highway network a TRICS trip rate assessment has been undertaken for the existing and proposed land uses at 12-14 Station Road. This assessment will also feed into other consultant's analysis – for example it will be useful to the air quality consultant's analysis.
- 5.31 As a note it is not considered necessary that a trip rate assessment is undertaken for the proposed development at 13 or 27-29 Lower Teddington Road, owing to the small scale of the development and as less car parking is being provided on-site than existing, meaning the impact on the local highway will reduce.
- 5.32 The TRICS (Trip Rate Information Computer System) traffic database is the industry standard system for trip generation analysis. The TRICS database has been interrogated to project the number of trips likely to be generated by the sites extant and proposed use.

- 5.33 The development site currently comprises of a 34 resident / bedroom care home. The TRICS land use class 05 Health, and subcategory F Care Home (elderly residential) is considered to be the most applicable dataset within the TRICS database. There are only a handful of sites within TRICS database for elderly residential care homes, and as such sites have been selected from within England which are considered to be in a comparable location in terms of accessibility to local amenities and public transport compared to the development site.
- 5.34 The results of the TRICS vehicle trip projections for the existing 34 resident / bedroom care home is presented in Table 6 below. Full details of the TRICS assessment including the predicted trips by all modes of transportation are provided in Appendix H of this report.

Table 6: TRICS Vehicle Trip Projections: Exiting 34 Resident / Bedroom Care Home

| Time Range | TRICS Vehicle Trip Projections | | | Trip Generation Predictions | | |
|-------------------|--------------------------------|------------|--------|-----------------------------|------------|--------|
| | Trip Rate per Resident | | | Existing 34 Resident Scheme | | |
| | ARRIVALS | DEPARTURES | TOTALS | ARRIVALS | DEPARTURES | TOTALS |
| 07:00-08:00 | 0.078 | 0.072 | 0.15 | 3 | 2 | 5 |
| 08:00-09:00 | 0.06 | 0.078 | 0.138 | 2 | 3 | 5 |
| 09:00-10:00 | 0.078 | 0.042 | 0.12 | 3 | 1 | 4 |
| 10:00-11:00 | 0.114 | 0.108 | 0.222 | 4 | 4 | 8 |
| 11:00-12:00 | 0.09 | 0.096 | 0.186 | 3 | 3 | 6 |
| 12:00-13:00 | 0.102 | 0.054 | 0.156 | 3 | 2 | 5 |
| 13:00-14:00 | 0.133 | 0.066 | 0.199 | 5 | 2 | 7 |
| 14:00-15:00 | 0.066 | 0.066 | 0.132 | 2 | 2 | 4 |
| 15:00-16:00 | 0.06 | 0.09 | 0.15 | 2 | 3 | 5 |
| 16:00-17:00 | 0.054 | 0.078 | 0.132 | 2 | 3 | 4 |
| 17:00-18:00 | 0.048 | 0.09 | 0.138 | 2 | 3 | 5 |
| 18:00-19:00 | 0.048 | 0.06 | 0.108 | 2 | 2 | 4 |
| 19:00-20:00 | 0.024 | 0.048 | 0.072 | 1 | 2 | 2 |
| 20:00-21:00 | 0.024 | 0.024 | 0.048 | 1 | 1 | 2 |
| Daily Trip Rates: | 0.979 | 0.972 | 1.951 | 33 | 33 | 66 |

Source: TRICS 7.5.3

5.35 The results in Table 6 demonstrate that the existing land use can reasonably be expected to generate 66 vehicle trips per day, comprising of 33 vehicle arrivals and 33 vehicle departures spread reasonably evenly throughout the day.

5.36 The TRICS database has also been interrogated to generate a vehicle trip generation for the proposed land use on site, 28 Independent Senior Living Extra Care flats. The TRICS database does not host any sites which are standard residential dwellings provided with an element of care. The land use class 03 – Residential, with subcategory C flats privately owned has therefore been assessed as it is considered to be the closest land use, and will present a worst case scenario assessment in terms of vehicle trips.

5.37 Comparable sites for the Independent Senior Living Extra Care Scheme have been based upon being located in London with a similar accessibility to public transport (the sites selected have a PTAL score of 2, 3, or 5), having comparable access to local amenities, and being provided with a comparable parking ratio.

5.38 The results of the TRICS vehicle trip projections for the proposed 28 Independent Senior Living Extra Care flats presented in Table 7 below. Full details of the TRICS assessment including the predicted trips by all modes of transportation are provided in Appendix H of this report.

Table 7: TRICS Vehicle Trip Projections: Proposed 28 Independent Senior Living Extra Care flats

| Time Range | TRICS Vehicle Trip Projections | | | Trip Generation Predictions | | |
|-------------------|--------------------------------|------------|--------|-----------------------------|------------|--------|
| | Trip Rate per Dwelling | | | Proposed 28 Dwelling Scheme | | |
| | ARRIVALS | DEPARTURES | TOTALS | ARRIVALS | DEPARTURES | TOTALS |
| 07:00-08:00 | 0.023 | 0.068 | 0.091 | 1 | 2 | 3 |
| 08:00-09:00 | 0.036 | 0.118 | 0.154 | 1 | 3 | 4 |
| 09:00-10:00 | 0.023 | 0.05 | 0.073 | 1 | 1 | 2 |
| 10:00-11:00 | 0.018 | 0.023 | 0.041 | 1 | 1 | 1 |
| 11:00-12:00 | 0.036 | 0.027 | 0.063 | 1 | 1 | 2 |
| 12:00-13:00 | 0.05 | 0.027 | 0.077 | 1 | 1 | 2 |
| 13:00-14:00 | 0.023 | 0.032 | 0.055 | 1 | 1 | 2 |
| 14:00-15:00 | 0.036 | 0.059 | 0.095 | 1 | 2 | 3 |
| 15:00-16:00 | 0.068 | 0.045 | 0.113 | 2 | 1 | 3 |
| 16:00-17:00 | 0.068 | 0.032 | 0.1 | 2 | 1 | 3 |
| 17:00-18:00 | 0.073 | 0.023 | 0.096 | 2 | 1 | 3 |
| 18:00-19:00 | 0.055 | 0.018 | 0.073 | 2 | 1 | 2 |
| 19:00-20:00 | 0.25 | 0.2 | 0.45 | 7 | 6 | 13 |
| 20:00-21:00 | 0.15 | 0.2 | 0.35 | 4 | 6 | 10 |
| Daily Trip Rates: | 0.909 | 0.922 | 1.831 | 25 | 26 | 51 |

Source: TRICS 7.5.3

5.39 The proposed development is therefore expected to result in a total of 51 vehicle trips to and from the site over a typical weekday, comprising of 25 vehicles arrivals and 26 vehicle departures. As can be seen in Table 7 there is a morning and evening peak of vehicle trips from 0800-0900 and 1900-2000.

5.40 Table 8 below presents a comparison of the predicted trip rates for the existing and proposed land use:

Table 8: TRICS Vehicle Trip Projections: Change in vehicle Trip Rate

| Time Range | Trip Generation Predictions | | | | | | | | |
|-------------------|-------------------------------|------------|--------|-----------------------------|------------|--------|-------------------------|------------|--------|
| | Existing Land Use - Care Home | | | Proposed 28 Dwelling Scheme | | | Change in Vehicle Trips | | |
| | ARRIVALS | DEPARTURES | TOTALS | ARRIVALS | DEPARTURES | TOTALS | ARRIVALS | DEPARTURES | TOTALS |
| 07:00-08:00 | 3 | 2 | 5 | 1 | 2 | 3 | -2 | -1 | -3 |
| 08:00-09:00 | 2 | 3 | 5 | 1 | 3 | 4 | -1 | +1 | 0 |
| 09:00-10:00 | 3 | 1 | 4 | 1 | 1 | 2 | -2 | 0 | -2 |
| 10:00-11:00 | 4 | 4 | 8 | 1 | 1 | 1 | -3 | -3 | -6 |
| 11:00-12:00 | 3 | 3 | 6 | 1 | 1 | 2 | -2 | -3 | -5 |
| 12:00-13:00 | 3 | 2 | 5 | 1 | 1 | 2 | -2 | -1 | -3 |
| 13:00-14:00 | 5 | 2 | 7 | 1 | 1 | 2 | -4 | -1 | -5 |
| 14:00-15:00 | 2 | 2 | 4 | 1 | 2 | 3 | -1 | -1 | -2 |
| 15:00-16:00 | 2 | 3 | 5 | 2 | 1 | 3 | 0 | -2 | -2 |
| 16:00-17:00 | 2 | 3 | 4 | 2 | 1 | 3 | 0 | -2 | -2 |
| 17:00-18:00 | 2 | 3 | 5 | 2 | 1 | 3 | 0 | -2 | -2 |
| 18:00-19:00 | 2 | 2 | 4 | 2 | 1 | 2 | 0 | -2 | -2 |
| 19:00-20:00 | 1 | 2 | 2 | 7 | 6 | 13 | +6 | +4 | +10 |
| 20:00-21:00 | 1 | 1 | 2 | 4 | 6 | 10 | +3 | +5 | +8 |
| Daily Trip Rates: | 33 | 33 | 66 | 25 | 26 | 51 | -8 | -7 | -15 |

Source: TRICS 7.5.3

5.41 As can be seen in Table 8, the proposed development of 28 Independent Senior Living Extra Care flats is predicted to generate 15 less vehicle movements per day compared to the existing care home land use. The distribution of vehicle trips will change throughout the day, there will be a slight increase in vehicle movements from 1900-2100 on a typical weekday (18 vehicles movements); however this is expected to be adequately absorbed on the local highway.

5.42 In summary the proposed development, from a worst case scenario assessment, using a trip rate data for private flats for the 28 Independent Senior Living Extra Care flats, is expected to result in 15 less vehicles movements to and from the site over the course of a typical weekday. As the proposal will reduce the number of vehicles trips on the local highway the proposed development is considered to be acceptable from a highways prescriptive, as it will reduce pressure on the local highway.

Cycle Parking Provision

5.43 In accordance with the London Plans cycle parking standards (which Richmond Council adhere to) the proposed developments could be provided with the following cycle parking provision:

- *Orione House, 12-14 Station Road, KTI 4HG* – No specific cycle parking standards are prescribed for new Independent Senior Living Extra Care schemes. The closest land use class is considered to be C3 residential (and is also a worst case scenario assessment). On this basis the proposal should be provided with 5 long stay and one short stay cycle parking spaces.
- *13 Lower Teddington Road, KTI 4HB* – the proposed three one-bedroom and three two-bedroom flats should be provided with nine cycle parking spaces;
- *27-29 Lower Teddington Road, KTI 4HB* – the proposal of six two-bedroom flats should be provide with 12 cycle parking spaces;

Orione House, 12-14 Station Road, KTI 4HG

5.44 The proposed development at Orione House is being provided with a total of 56 cycle parking spaces, provided in two stores in the basement of the development. This level of cycle parking provision exceeds the currently adopted London Plans cycle parking standards and is therefore considered to be acceptable.

5.45 The cycle stores in the basement will be accessible via two routes: 1) via the vehicle ramp, and 2) via an external lift located adjacent to the basement bin store and the larger cycle store – refer to the proposed plans presented in Appendix B. The lift will have the minimum dimensions of 1.2 by 2.3 metres, with a minimum door opening of one metre, which is in accordance with the guidance produced by TfL in Chapter 8 – Cycle Parking of the London Cycling Design Standards (2016), for a lift to accommodate a cycle.

13 Lower Teddington Road & 27-29 Lower Teddington Road, KT1 4HB

- 5.46 The proposals at 13 Lower Teddington Road and 27-29 Lower Teddington Road are being provided with nine and 12 cycle parking spaces respectively. This level of cycle parking in accordance with the minimum standards and is therefore considered to be acceptable.

6.0 SERVICING ARRANGEMENT

6.1 Richmond Council prescribe their requirements for refuse collections in new development in the 'Refuse and Recycling Storage Requirements Supplementary Planning Document (SPD)' (April 2015). The relevant extracts from the SPD are presented below:

"3. Bin areas

3.1. Individual waste and recycling storage areas

- *Household waste may be stored elsewhere but should be presented for collection at the front edge of and just inside the property boundary and visible from the street where possible.*
- *Kerbside recycling must be presented at the front edge of and within the property boundary and visible from the street on collection day.*
- *Crews will not collect waste or recycling from behind locked gates/doors at individual properties.*
- *Bin storage areas must be permanently ventilated.*
- *Binstore doors must not open outwards over a public highway or road. Recycling boxes will not be collected from shelving units. The boxes need to be present at ground level for collection.*

3.2. Communal waste and recycling storage areas

- *Residential and commercial waste must not be stored in the same binstore. If residential and commercial waste will be stored in close proximity, binstores will need to have separate locks.*
- *As a general rule every development should be provided with the minimum number of separate containers in which to store refuse and recycling.*
- *Bin storage areas must be permanently ventilated.*
- *Binstore doors must not open outwards over a public highway or road.*
- *It is advisable that waste storage areas accessible from the street are provided with a lockable door fitted either with FB1 or FB2 mortice lock (waste collection operatives carry these keys) or a key code lock.*
- *If access to bin areas is through doors or a gate, it is advisable to fit a trades button so crews can access during set hours.*
- *Doors must unlock from both the inside and out.*
- *Waste storage areas must be large enough to allow access to all containers. Containers should be located in a suitably designed chamber with the following features:*

- a) a suitable cover or roof (where appropriate)*
- b) walls should be constructed of impervious material.*
- c) a double door of minimum structural width 2m.*
- d) a water supply and a trapped gully to allow for regular cleansing.*
- e) adequate lighting.*
- f) means of natural ventilation (air bricks or louvers).*
- g) a minimum headroom of 2.2m.*
- h) sufficient space to allow access to all containers.*
- i) a floor surface incorporating an integral coving to facilitate cleaning.*
- j) a rubbing strip should be attached to the wall surfaces and doors to prevent scuffing.*
- k) the floor must be level with the adjacent path or highway.*

4. Access to bin areas

4.1. Operative access

- *In all instances consideration must be given to the sensitivity of location, the requirements for a vehicular crossover and the likely constraints of headroom and turning space.*
- *In the case of a Eurobin, or similar wheeled waste container, the path between the container housing or chamber and the nearest vehicular access should:*
 - a. be free of steps or kerbs (a dropped kerb may be required)*
 - b. have a solid foundation*
 - c. be rendered with a smooth continuous finish (a cobbled surface is unsuitable for any type of wheeled container)*
 - d. be level, unless the gradient falls away from the housing or chamber, in which case it should not exceed 1:14*
 - e. have a minimum width of 2 metres*
 - f. If it is proposed to locate bulk waste storage containers, such as Eurobins, in a basement area inaccessible to a standard waste collection vehicle, a suitable ground floor collection area must be indicated on drawings submitted for approval. In addition, a written statement must be attached describing the proposed method for transporting the containers to ground level, including parking arrangements for a tractor unit and trailer, if these are required.*
 - g. If waste containers are to be transported to ground level by a goods lift, it must be large enough to accommodate at least one waste container as well as the porter. In large schemes more than one waste container will need to be accommodated. The lift doors and adjacent lobby or corridor must be sized so that waste containers can be easily manoeuvred.*

4.2. Carry and push distances for the collection of refuse and recycling

- *Waste collection operatives should not be required to carry waste sacks, dustbins or move wheeled bins more than 20 metres in total.*
- *Storage areas for residential dwellings should be sited so that the occupiers are not required to carry refuse or recycling more than 30 metres from an external door.*
- *In residential dwellings, consideration should be given to access for disabled persons, where appropriate.*

4.3. Vehicle access

- *Reversing incidents account for a disproportionate number of accidents involving waste collection vehicles. As such, the need for reversing by vehicles should be avoided wherever possible.*
- *In the event that it is not possible to create permeable through routes for collection vehicles, British Standard (BS 5906: 2005) recommends a maximum reversing distance for vehicles of 12m.*
- *Greater distances may be acceptable within functional limits where this would allow for substantial gains in other aspects of design. Whatever the distance agreed, any reversing routes should be straight and free from obstacles and visual obstructions.*

5. Dimensions of refuse and recycling collection rear compaction vehicles (RCVs)

Please note that the following dimensions may be subject to change.

- (i) Vehicle type: Three Axle 21.2 - 26.00 tonnes GVW*
- (ii) Width: 2.5m*
- (iii) Overall length: 10.4m*
- (iv) Height (incl high level exhaust): 3.8m (min height required 4.5m)*
- (v) Kerb Turning Circle: 18.7m diameter*
- (vi) Swept Circle: 20.0m diameter*
- (vii) Axle weights: 1st 7.1 tonne; 2nd & 3rd 9.5 tonne each*

Note: any part of a building through which a waste collection vehicle passes must have a minimum clear height of 4.5m to allow for overhead fixtures and fittings."

Orione House, 12-14 Station Road, KT1 4HG

- 6.2 The proposed Independent Senior Living Extra Care scheme at Orione House will be provided with a refuse store located within the basement of the development. Refuse will be managed within the curtilage of the site, and will be transferred from the basement to close to on-street on Station Road by the site's management team close to the time of collection. This is in keeping with existing residential properties on Station Road.

6.3 A lift has been provided (refer to the proposed plans presented in Appendix B) to transfer the bins from the basement refuse store to on-street on Station Road.

6.4 In accordance with Richmond Council's refuse collection requirements, as detailed above, refuse will be collected from within 20 metres of the back of the refuse vehicle, with refuse vehicles parking adjacent to the drop kerb provided for the rear parking area for 29 Lower Teddington Road (which will not be provided with rear parking under the proposal). The refuse arrangement are in keeping with Richmond Council's requirements and therefore considered to be acceptable.

13 Lower Teddington Road, KT1 4HB

6.5 It is proposed that refuse collections will occur from on-street in the same manner as the existing residential properties on Lower Teddington Road. The proposed development will be provided with a refuse store within 20 metres of the highway / back of the refuse vehicle.

27-29 Lower Teddington Road, KT1 4HB

6.6 The development at 27-29 Lower Teddington Road is already host to residential land use, and as such already has refuse collected on current refuse rounds on Lower Teddington Road. It proposed that refuse is collected in the same manner as existing, with residents placing their bins on-street close to the time of collection. As the proposed method of refuse collection is not changing from existing it is considered to be acceptable.

7.0 SUMMARY

7.1 Paul Mew Associates is instructed by The Sons of Divine Providence Developments Ltd in relation to the proposed developments at Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG.

7.2 This Transport Statement has been prepared to assess the parking and highways impact of the proposed developments at the whole development site of which will have an impact on the local highways, namely for the proposals at Orione House, and 13 and 27- 29 Lower Teddington Road, of which will see a change or an increase of land use on-site.

7.3 A summary of the existing and proposed land uses is detailed below:

Existing Development

- *Orione House, 12-14 Station Road, KT1 4HG* – currently comprises of a 34 one-bedroom care home provided with seven off-street parking spaces accessed from Station Road;
- *13 Lower Teddington Road, KT1 4HB* – currently comprises of office land use provided with eight ad-hoc off-street parking spaces;
- *27-29 Lower Teddington Road, KT1 4HB* – currently comprises of two six bedroom HMOs provided with six off-street parking spaces;

Proposed Development

- *Orione House, 12-14 Station Road, KT1 4HG* – proposal to demolish existing building and create a new Independent Senior Living Extra Care scheme comprising of three one-bedroom units, 24 two-bedroom units; and one three bedroom unit. Once operational a total of 19 staff could be employed on site (but not all staff will be on-site at the same time, it is expected that there will be between one to five staff on-site at any one time); in total the proposed development will be provided with 31 off-street parking spaces, provided from a relocated vehicle access on Station Road.

- *13 Lower Teddington Road, KT1 4HB* – proposed conversion from office land use to provide three one-bedroom and three two-bedroom flats provided with a total of six off-street parking spaces;
- *27 -29 Lower Teddington Road, KT1 4HB* – Proposal to change from two six bedroom HMOs to six two-bedroom flats (the number of bedrooms on-site is staying the same). The proposal will be provided with a total of three (retained) off-street parking spaces.

7.4 The development site has a PTAL score of 3 which is a 'moderate' accessibility to public transport as defined by TfL. The site is within a short travel of Kingston town centre which is host to shopping complexes and supermarkets, and provides further access to public transport. The site is therefore considered to have a good access to public transport and local amenities.

7.5 A parking survey in accordance with Richmond Council's Parking Survey methodology has been undertaken. The results of the parking surveys have demonstrated that the average overnight parking 'stress' of PHO X kerb side parking opportunities within the identified survey area is 81%, with an average of 94 cars parked, leaving 23 free spaces.

7.6 The parking survey has also demonstrated that on a typical weekday night the P&D parking opportunities are parked at 50% parking stress with an average of nine cars parked within the 18 total parking spaces.

Orione House, 12-14 Station Road, KT1 4HG

7.7 The proposed Independent Senior Living Extra Care scheme at 12-14 Station Road is being provided with a total of 31 off-street parking spaces. The provision of 31 parking spaces complies with the parking standards for residential dwelling which prescribes that 29 car parking spaces can be provided for residents. This leaves two parking spaces to be utilised by the developments staff (of which there are expected to be between 1-5 staff on-site at any one time) and visitors. As referenced within Richmond Council's parking standards, parking will be judged on a case by case basis. The provision of 31 off-street parking spaces for

the Independent Senior Living Extra Care scheme is therefore considered to be acceptable, as the proposed parking provision will accommodate the residents parking demand (as prescribed by the residential parking standards) and provides a limited amount of on-site parking spaces for staff and visitors.

- 7.8 As part of the proposed development the site's current drop kerb will be relocated approximately three metres to the west of its current location. The relocation of the drop kerb will mean that one on-street P&D parking bay will need to be removed from Station Road.
- 7.9 The average overnight parking stress on P&D kerbside overnight is 50%, with an average of nine parking spaces free on a typical night. As can be seen from the parking survey results (refer to Appendix E and F) an average of five cars have been observed to be parked on P&D kerbside on Station Road, with a corresponding parking stress of 56%.
- 7.10 The loss of one P&D parking space on Station Road would increase the observed parking stress by 7% from 56% to 63%, with three parking spaces free. The loss of one on-street P&D parking space will therefore not result in a shortfall of P&D parking opportunities on Station Road.
- 7.11 If required the developer will re-provide the P&D parking bay on Station Road in the location of the site's current dropped kerb, adjacent to the PHO X parking opportunities.
- 7.12 Swept path analysis has been conducted on a selection of the proposed parking spaces to ensure that all of the new parking spaces are accessible. The results of the swept path analysis are presented in Figures 5a-d of this report and demonstrates that cars are able to enter and exit any parking bay with a minimum number of manoeuvres, and can enter and leave the site in forward gear.

- 7.13 The layout of the ramp to the basement car park conforms to guidance as detailed within The Design Recommendations for Multi-Story and Underground Car Parks (2011); and is therefore considered to be acceptable.
- 7.14 A TRICS trip rate assessment has been conducted on the existing and proposed land uses which has demonstrated that the proposed Independent Senior Living Extra Care Scheme is predicted to generate 15 less vehicle movements per day compared to the existing care home land use. The proposed development will therefore improve local highway conditions by reducing the number of vehicle trips in the locality.
- 7.15 The proposed development at Oriane House is being provided with a total of 56 cycle parking spaces, provided in two stores in the basement of the development. This level of cycle parking provision exceeds the currently adopted London Plans cycle parking standards and is therefore considered to be acceptable.
- 7.16 The proposed Independent Senior Living Extra Care scheme at Oriane House will be provided with a refuse store located within the basement of the development. Refuse will be managed within the curtilage of the site, and will be transferred from the basement to close to on-street on Station Road by the site's management team close to the time of collection. This is in keeping with existing residential properties on Station Road. Refuse will be collected from within 20 metres of the refuse vehicle, which is in keeping with the standards prescribed by Richmond Council and is therefore considered to be acceptable.

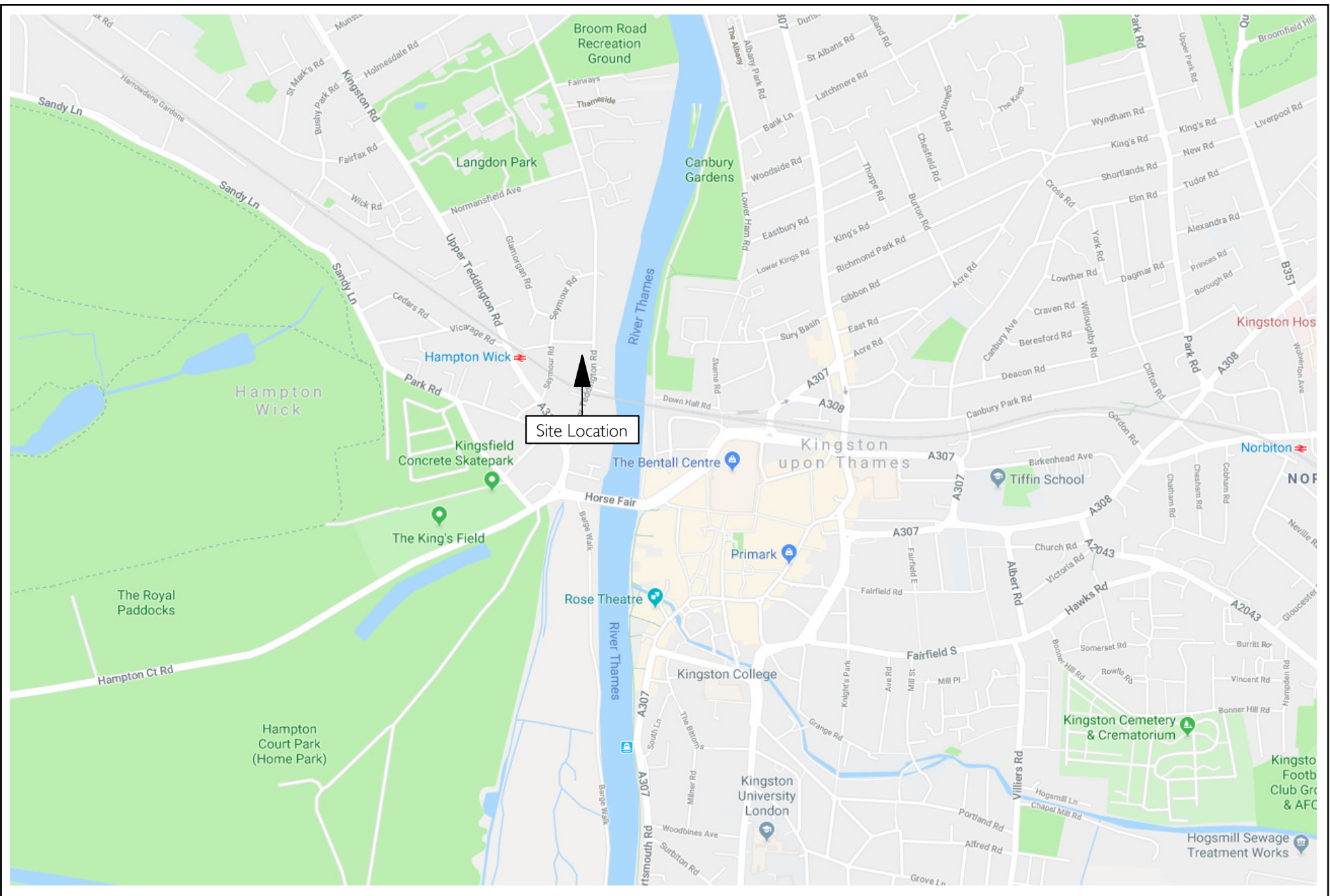
13 Lower Teddington Road & 27-29 Lower Teddington Road, KT1 4HB

- 7.17 13 Lower Teddington Road is being provided with six off-street parking spaces (which have been retained from the existing eight on-site parking spaces provided for the office land use). The provision of six off-street parking spaces is in accordance with the adopted parking standards and is therefore considered to be acceptable.

- 7.18 The proposal at 27-29 Lower Teddington Road is retaining a total of three on-site parking spaces. As the proposed parking spaces are already in existence the proposal of retaining three in their current layout is considered to be acceptable.
- 7.19 It is not proposed that under the proposal any of the developments site's addresses should be restricted from applying for on-street parking permits. As has been demonstrated through conducting the parking stress surveys, detailed within the previous chapter of this report, the permission of the existing dwellings to apply for an on-street parking permits is not resulting in unacceptable parking stress locally. Furthermore off-street parking is being provided in accordance with the adopted standards and as such it is not anticipated that there will be any additional overspill of parking onto the adjoining highway as a result of the development proposals.
- 7.20 The results of the parking surveys have also demonstrated that there is sufficient spare parking capacity on-street to accommodate (in the instance that there is) an overspill of parking demand.
- 7.21 The proposals at 13 Lower Teddington Road and 27-29 Lower Teddington Road are being provided with nine and 12 cycle parking spaces respectively. This level of cycle parking in accordance with the minimum standards and is therefore considered to be acceptable.
- 7.22 Refuse collections for 13 Lower Teddington Road will occur from on-street in the same manner as the existing residential properties on Lower Teddington Road. The proposed development will be provided with a refuse store within 20 metres of the highway / back of the refuse vehicle.
- 7.23 The development at 27-29 Lower Teddington Road is already host to residential land use, and as such already has refuse collected on current refuse rounds on Lower Teddington Road. It proposed that refuse is collected in the same manner as existing, with residents placing their bins on-street close to the time of collection. As the proposed method of refuse collection is not changing from existing it is considered to be acceptable.

7.24 In summary the proposed development is not expected to contribute to, and will most likely reduce the amount of traffic and parking on local roads. The proposed development is being provided with car parking in accordance with the adopted standards, and cycle parking in excess of the minimum standards. The proposed development is therefore considered to be acceptable from a highways perspective.

FIGURES



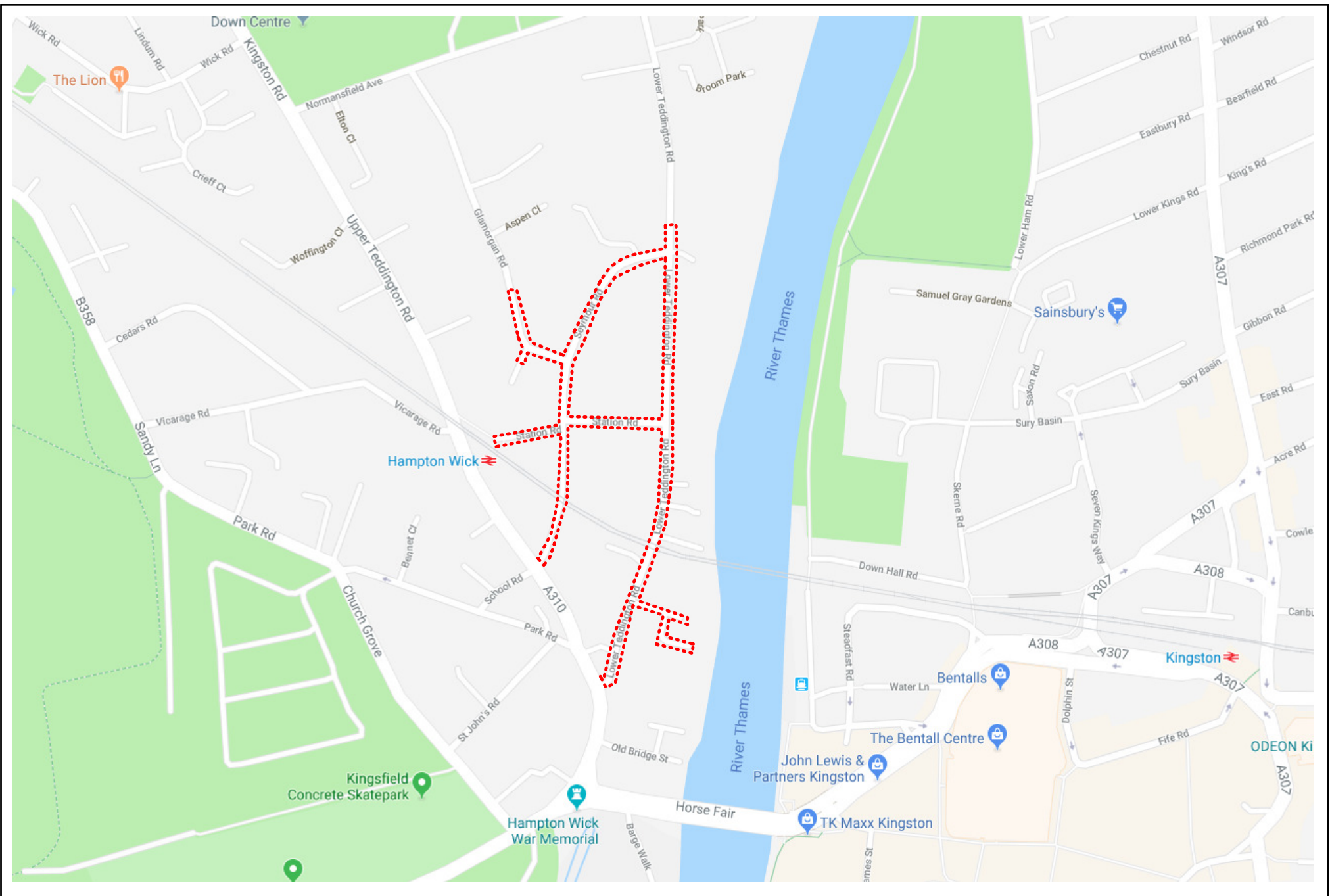
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 Drawing No: P2028/TS/01



P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 1.
 Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



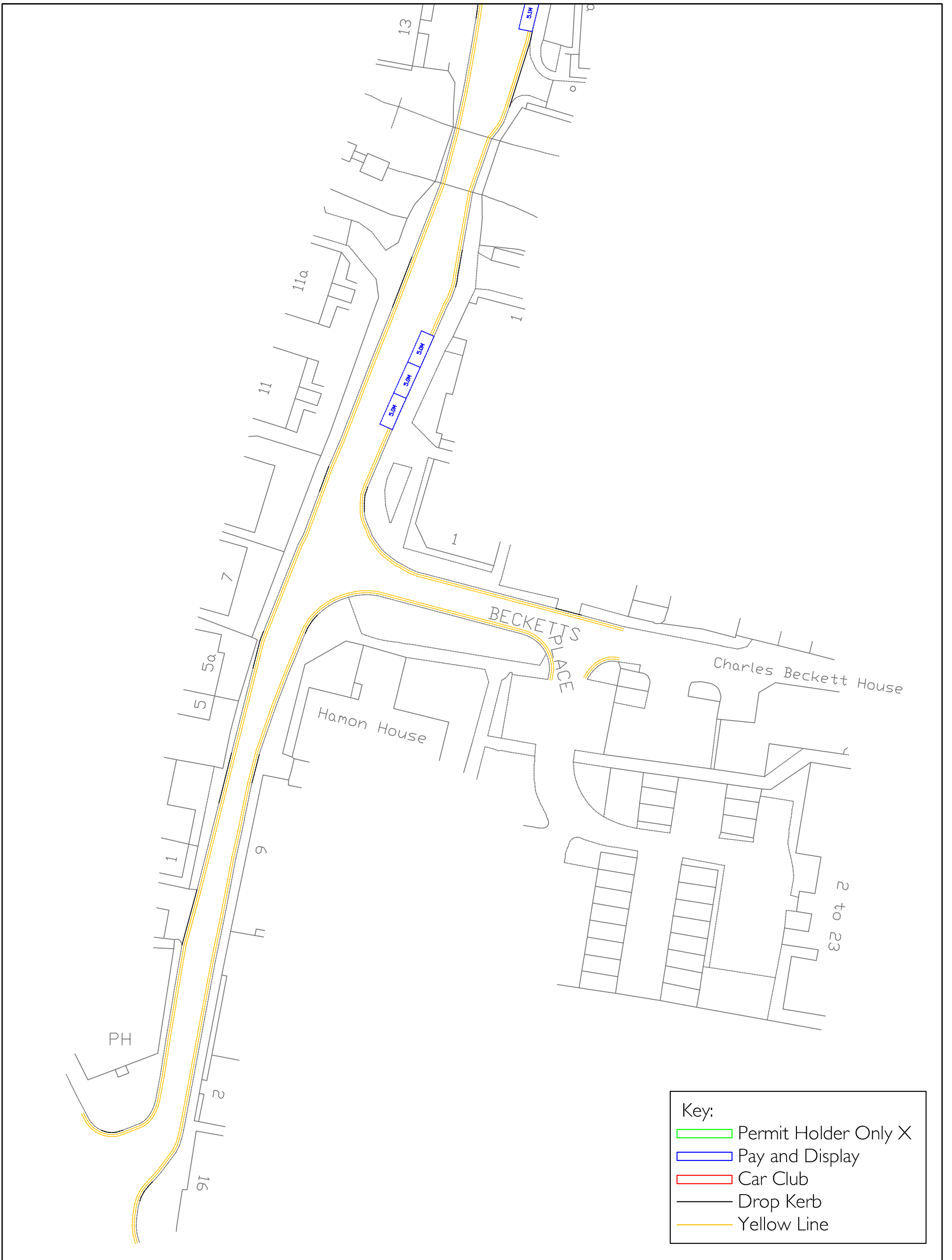
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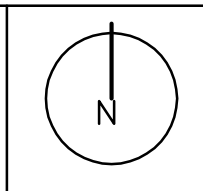
P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 3.
 Parking Survey Area



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

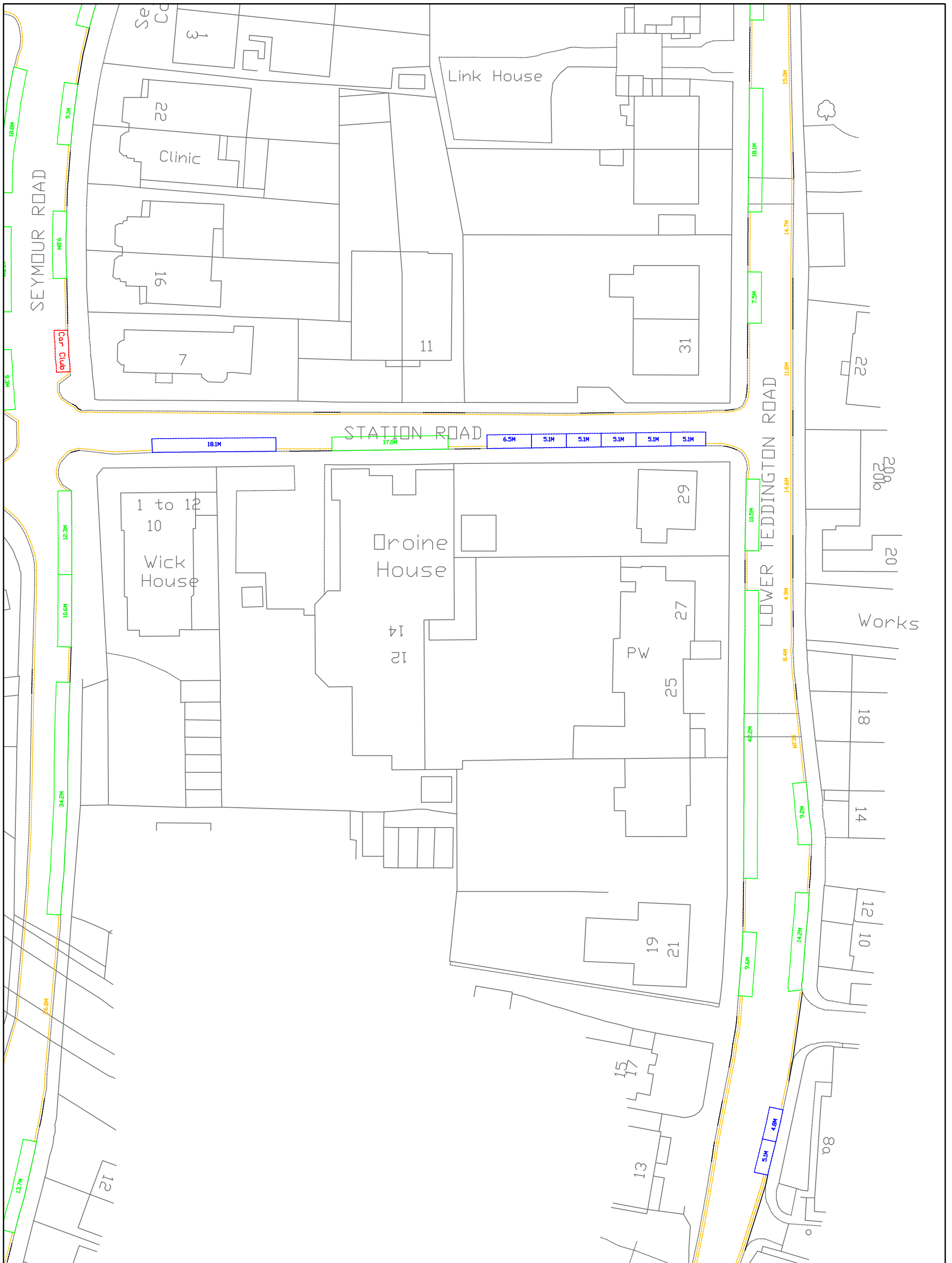


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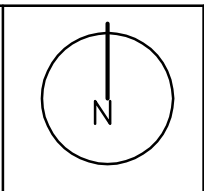


P2028: Lower Teddington Road & Station Road, KT1 4HG
 Figure 4a
 Parking Survey Inventory


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

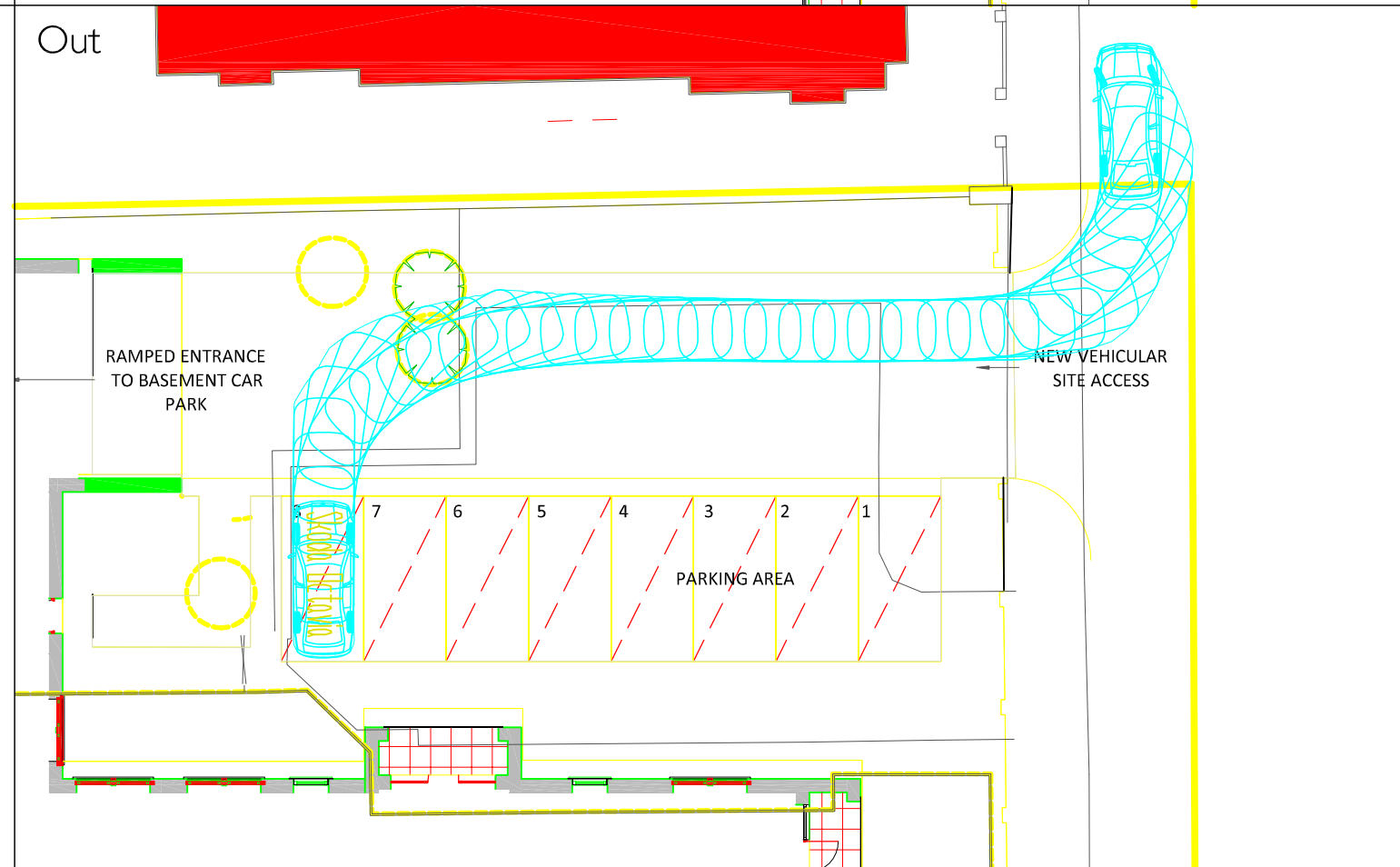
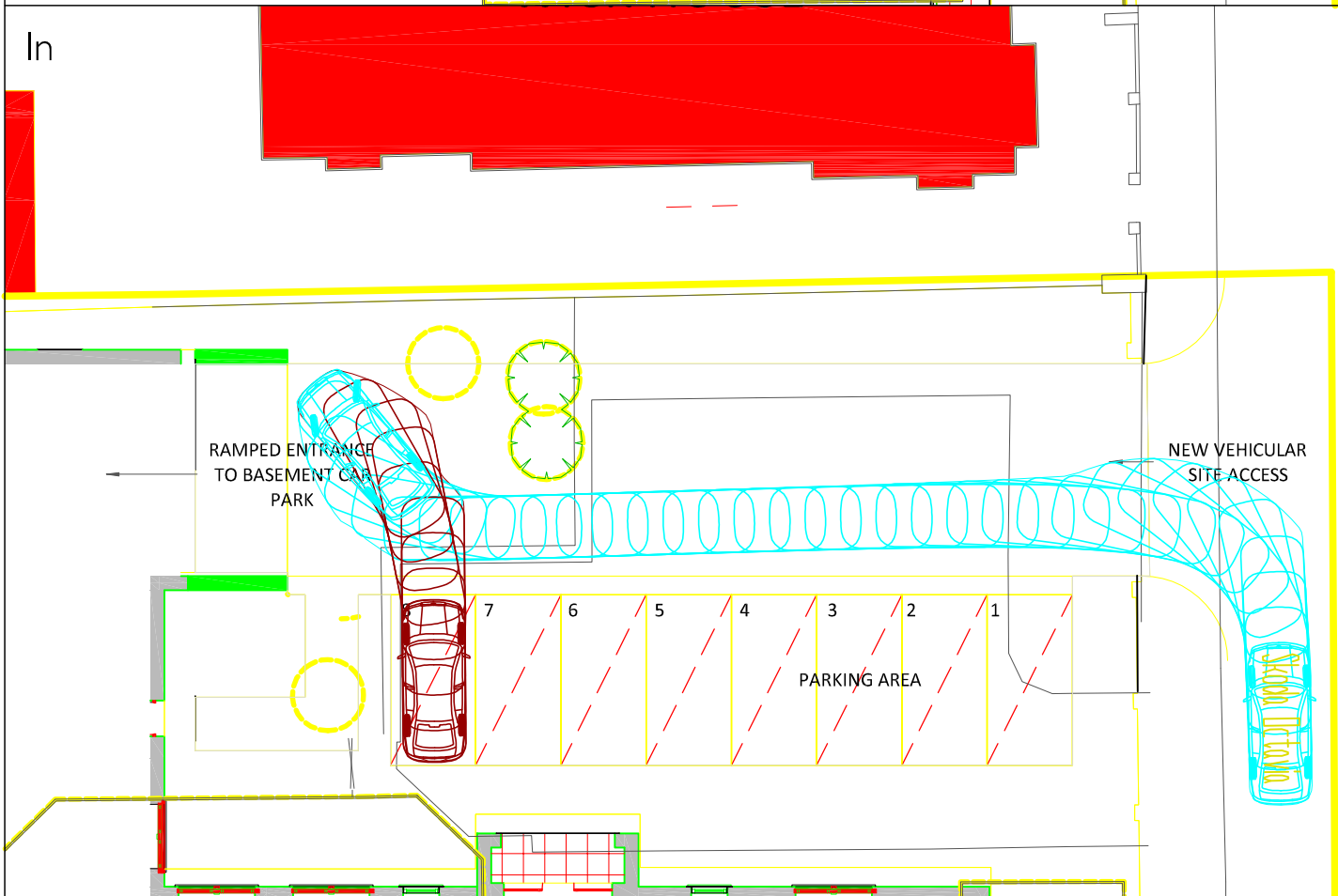
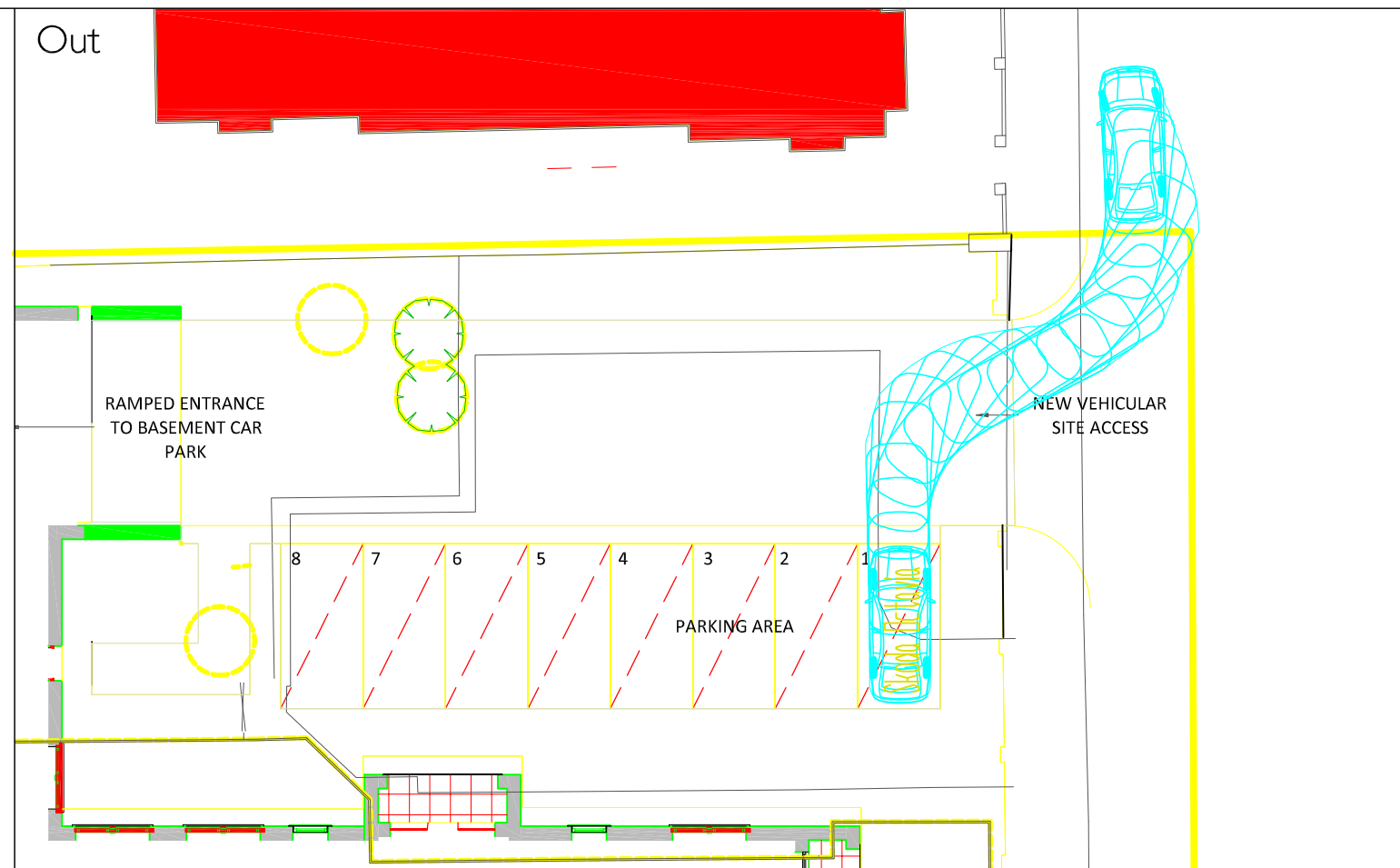
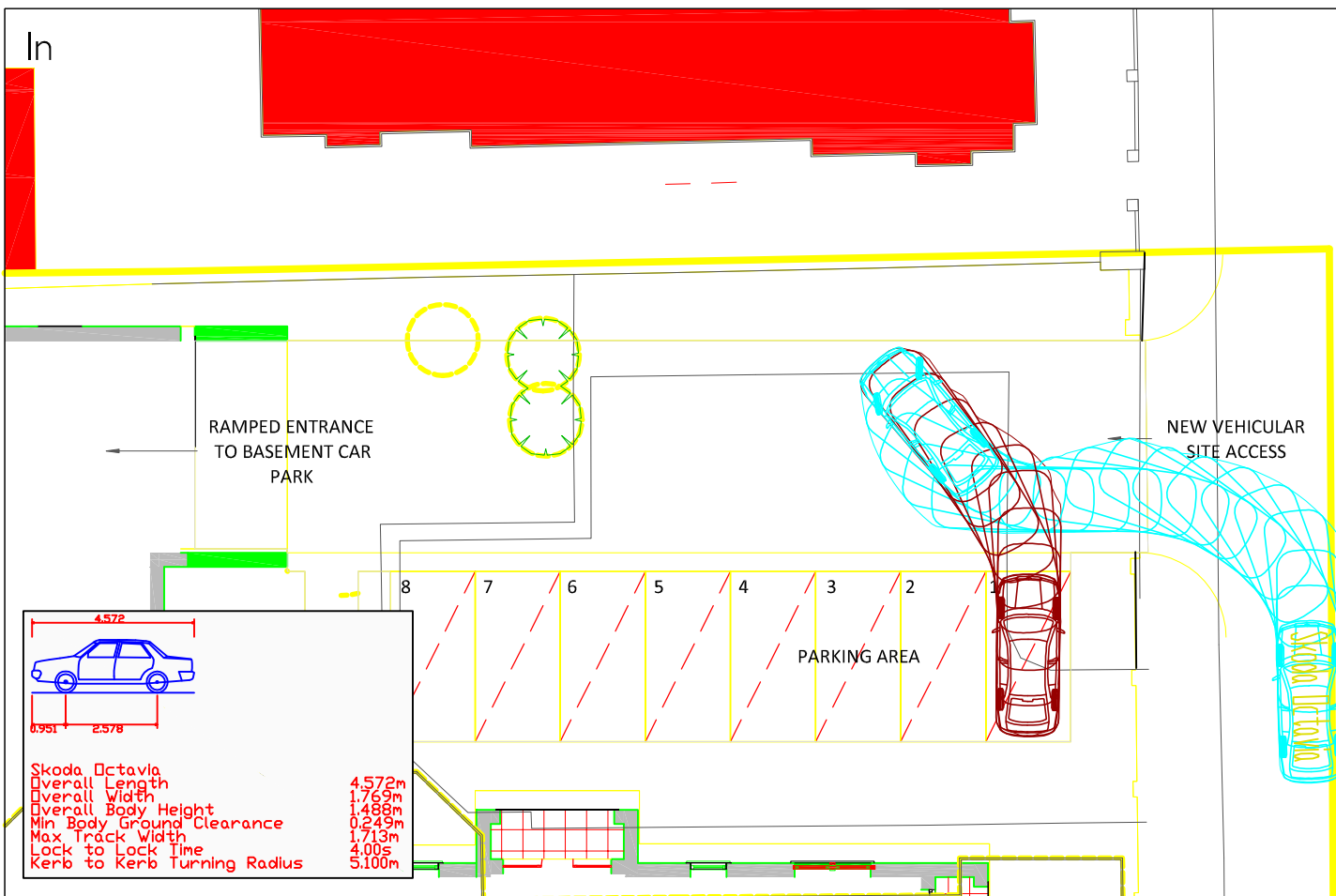


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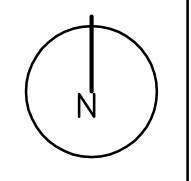


P2028: Lower Teddington Road & Station Road, KT1 4HG
 Figure 4b
 Parking Survey Inventory


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

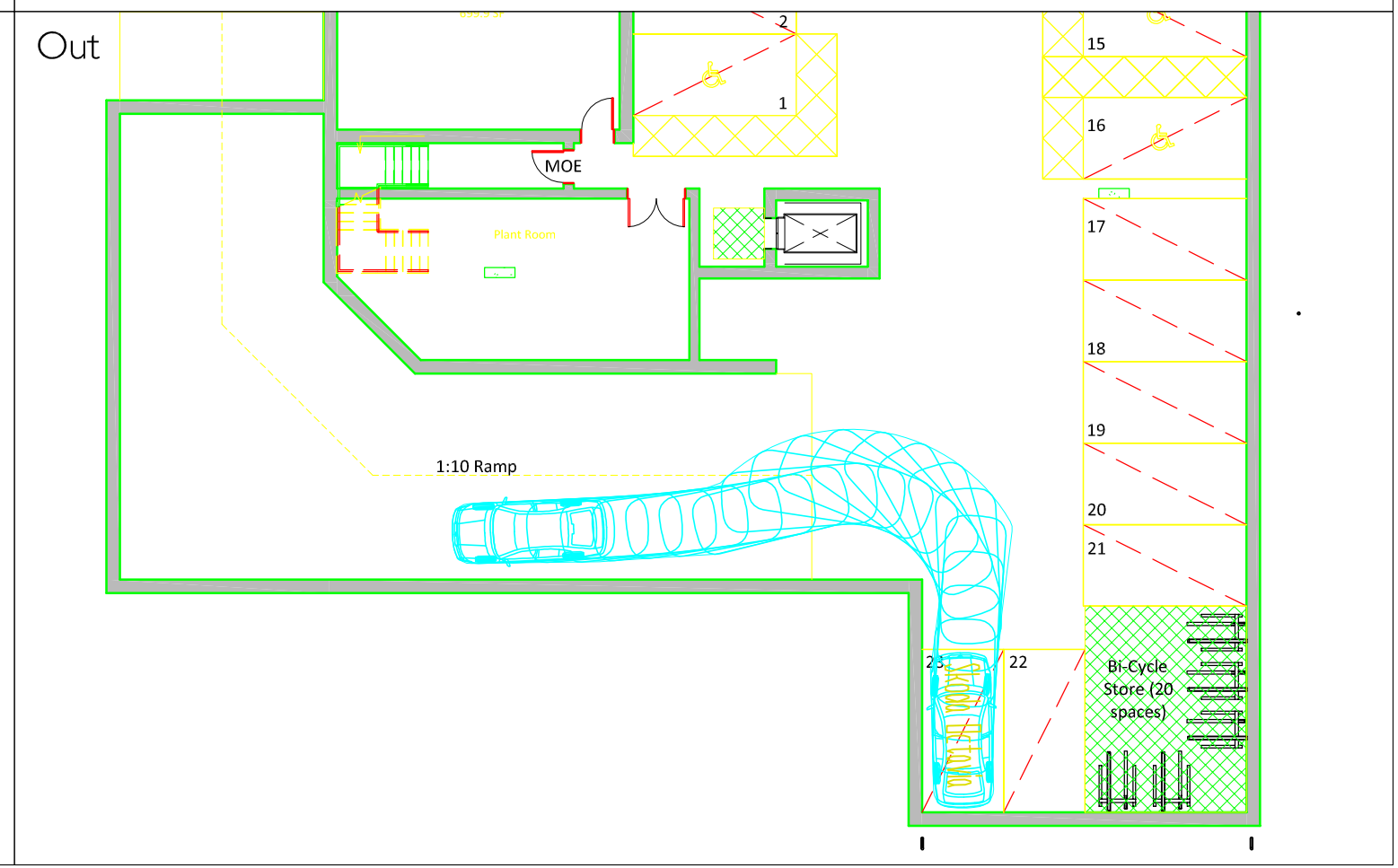
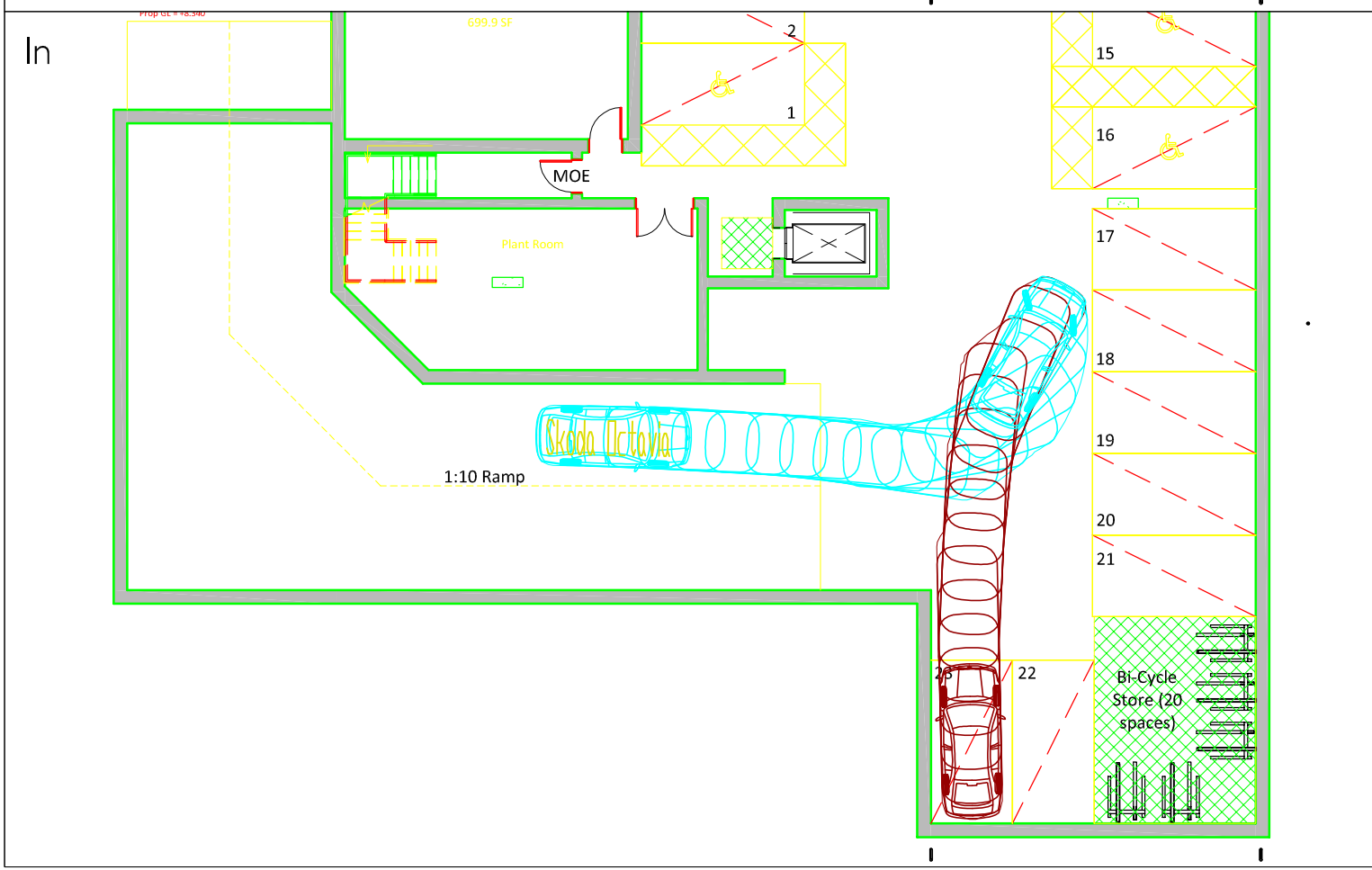
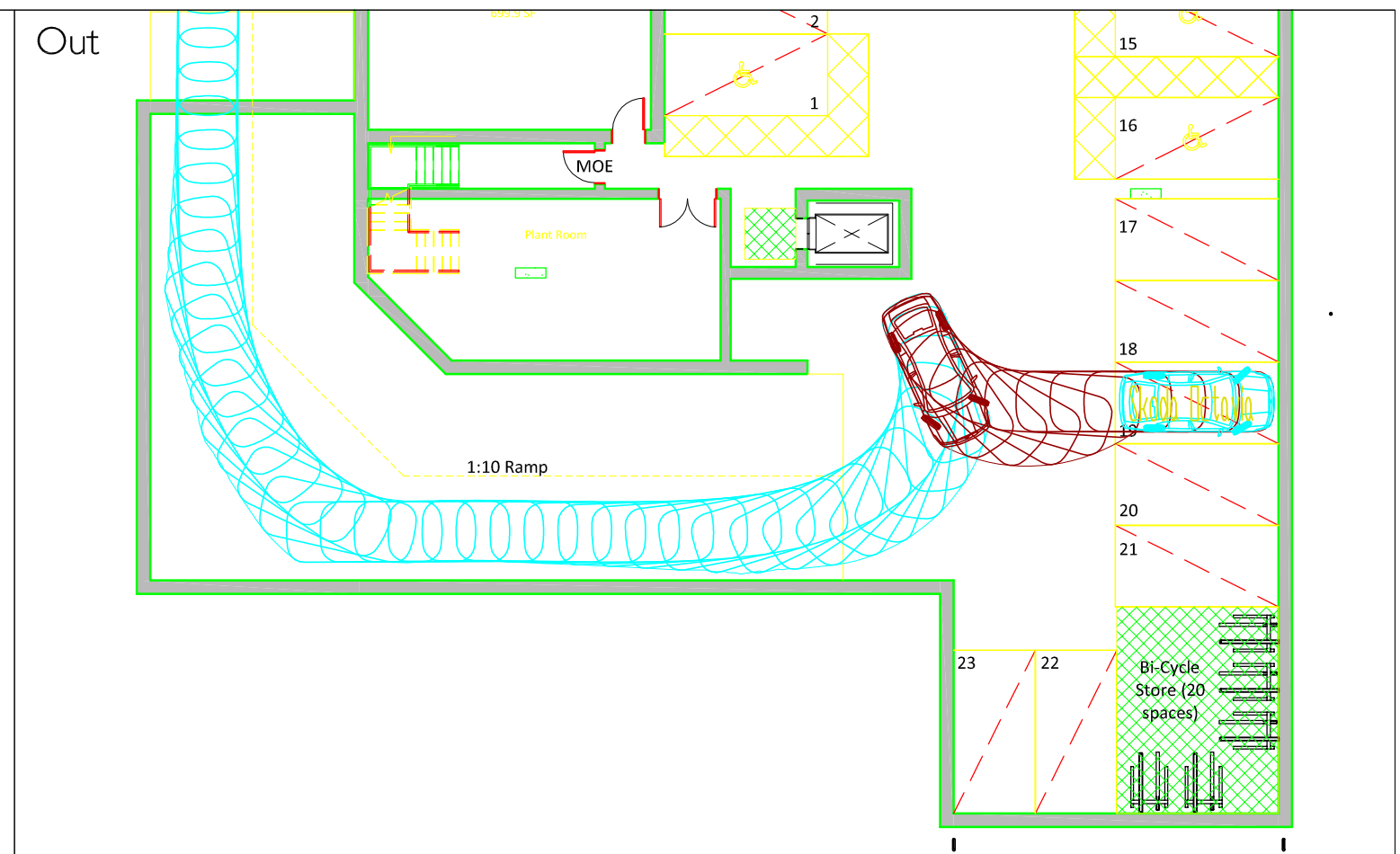
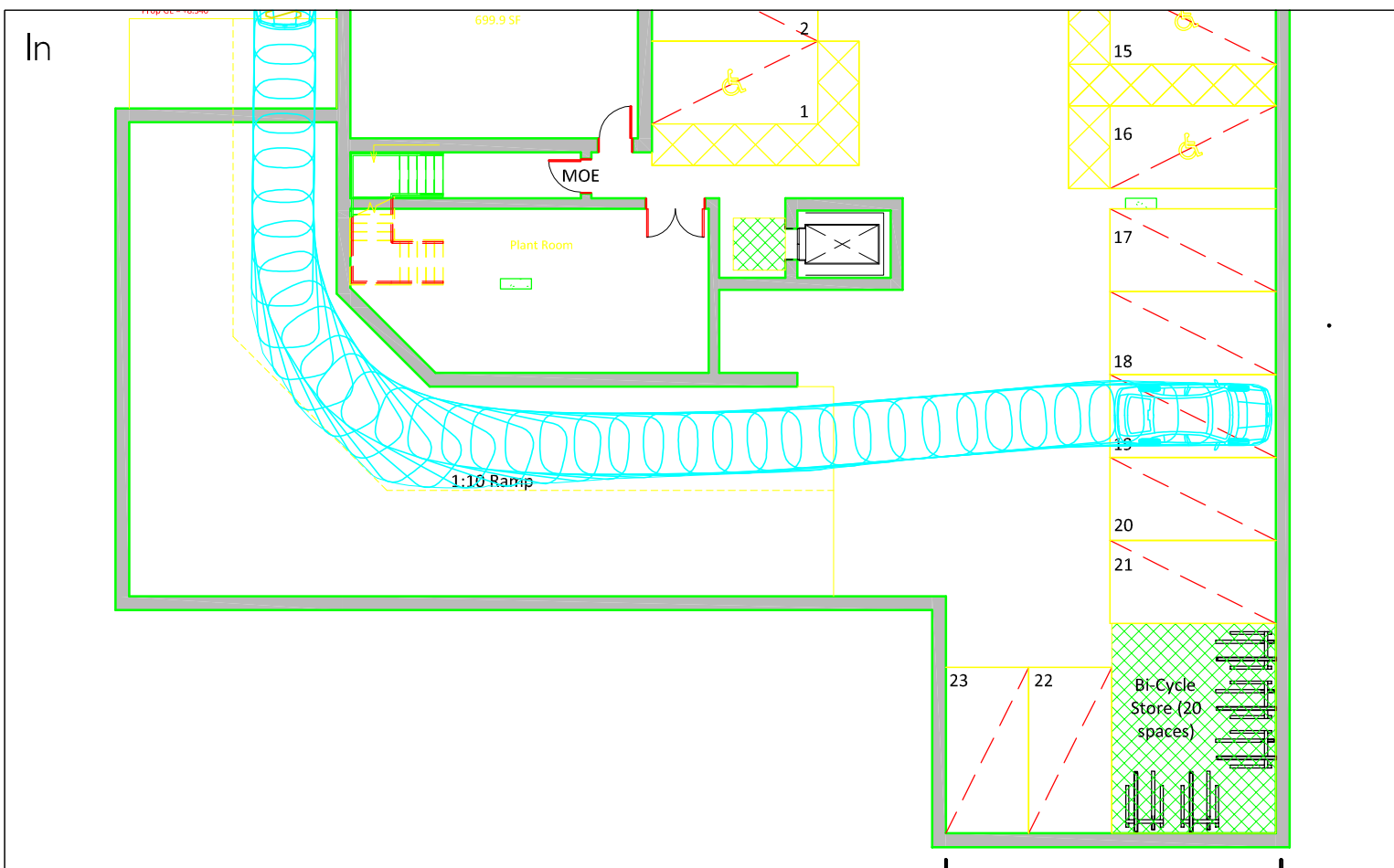


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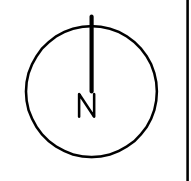


P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 5a.
 Swept Path Analysis - Car Park

PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

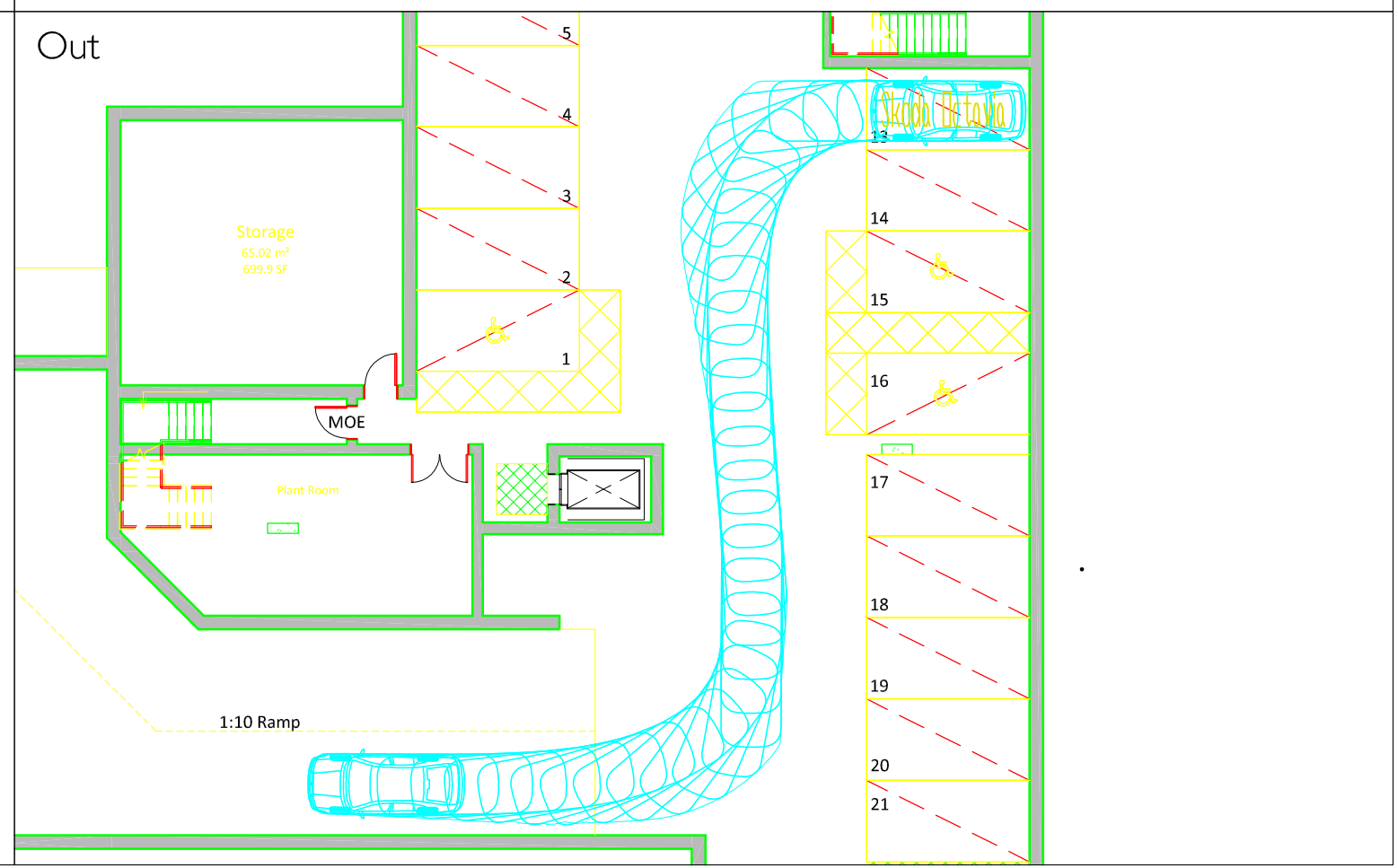
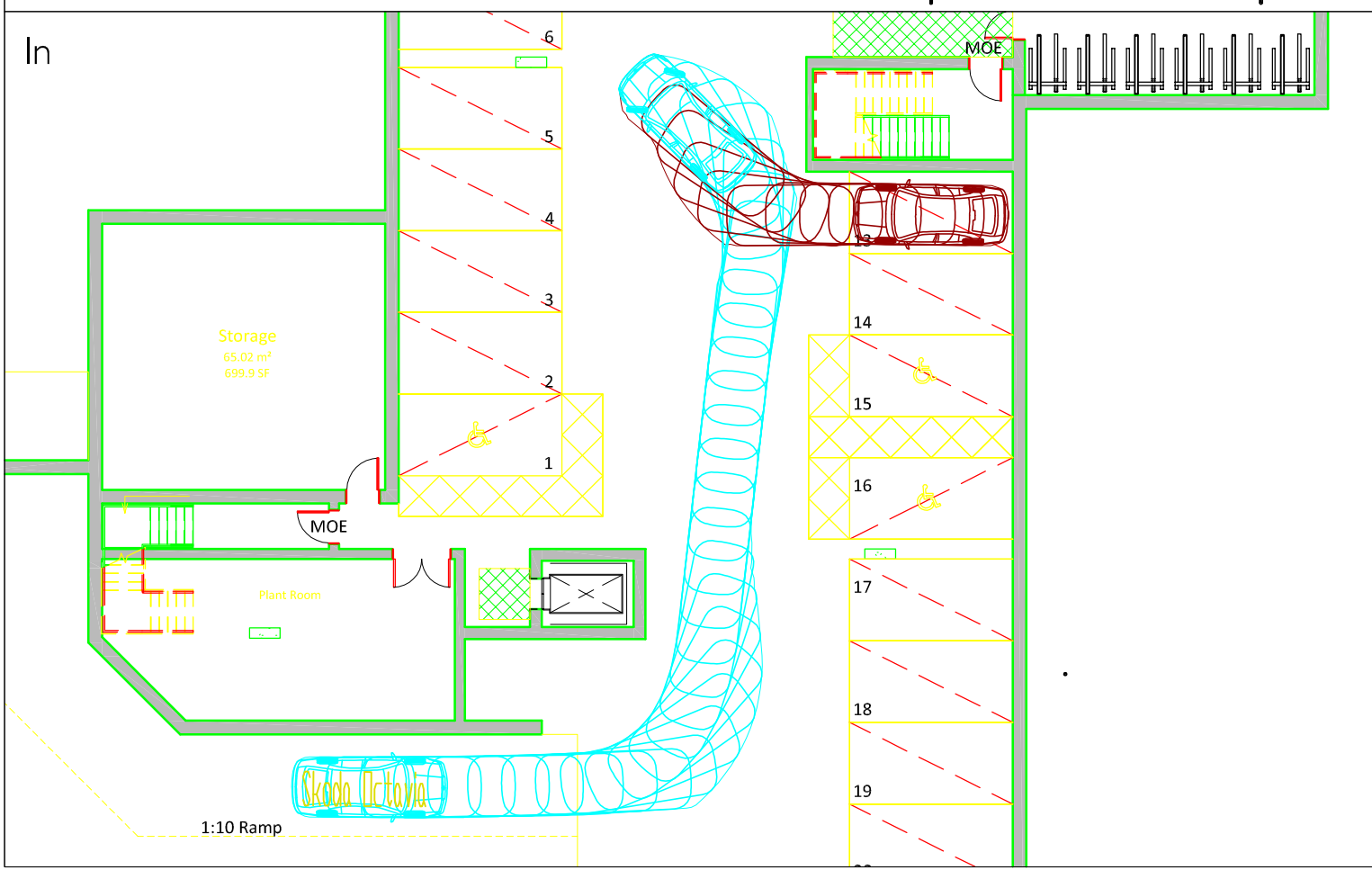
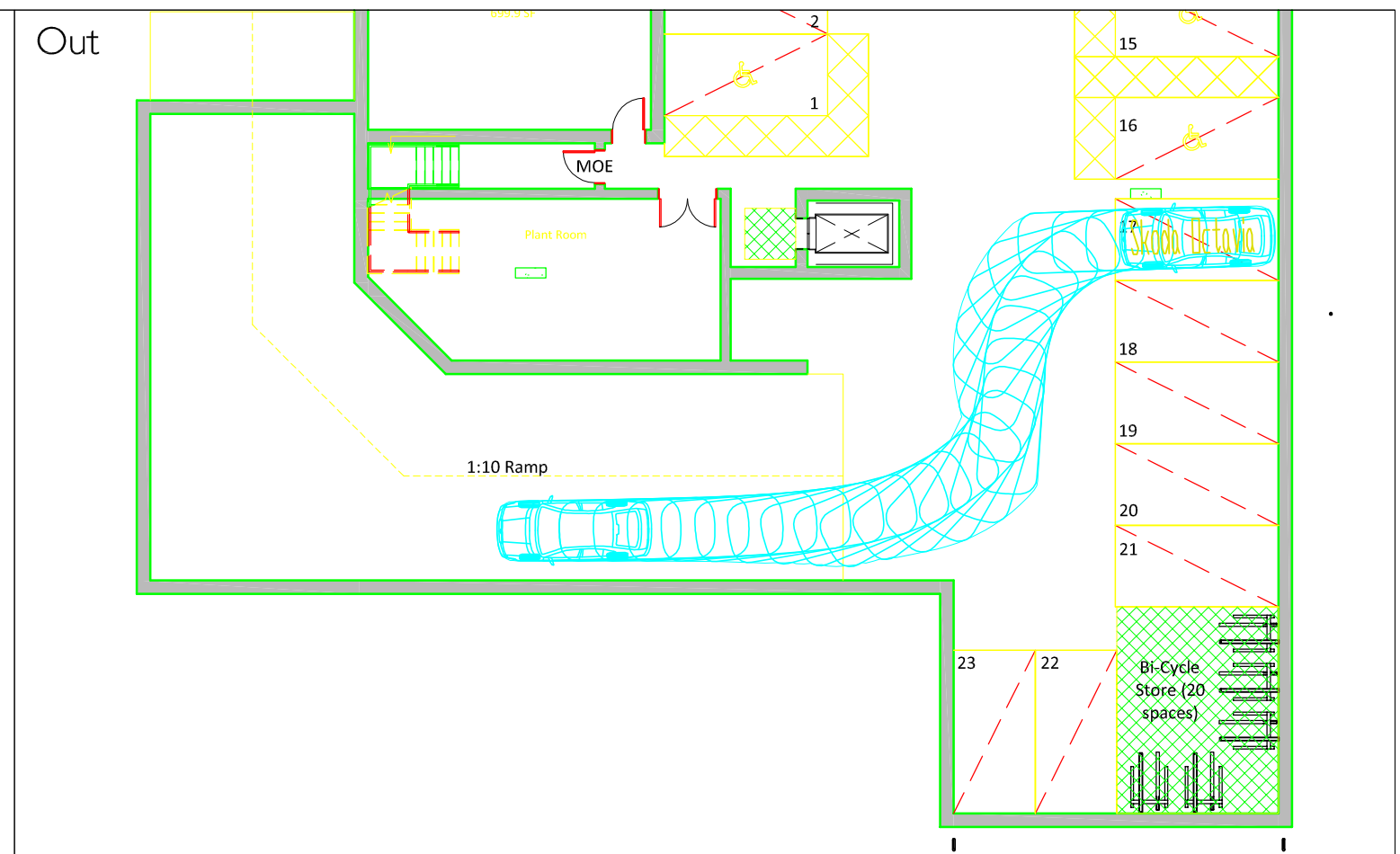
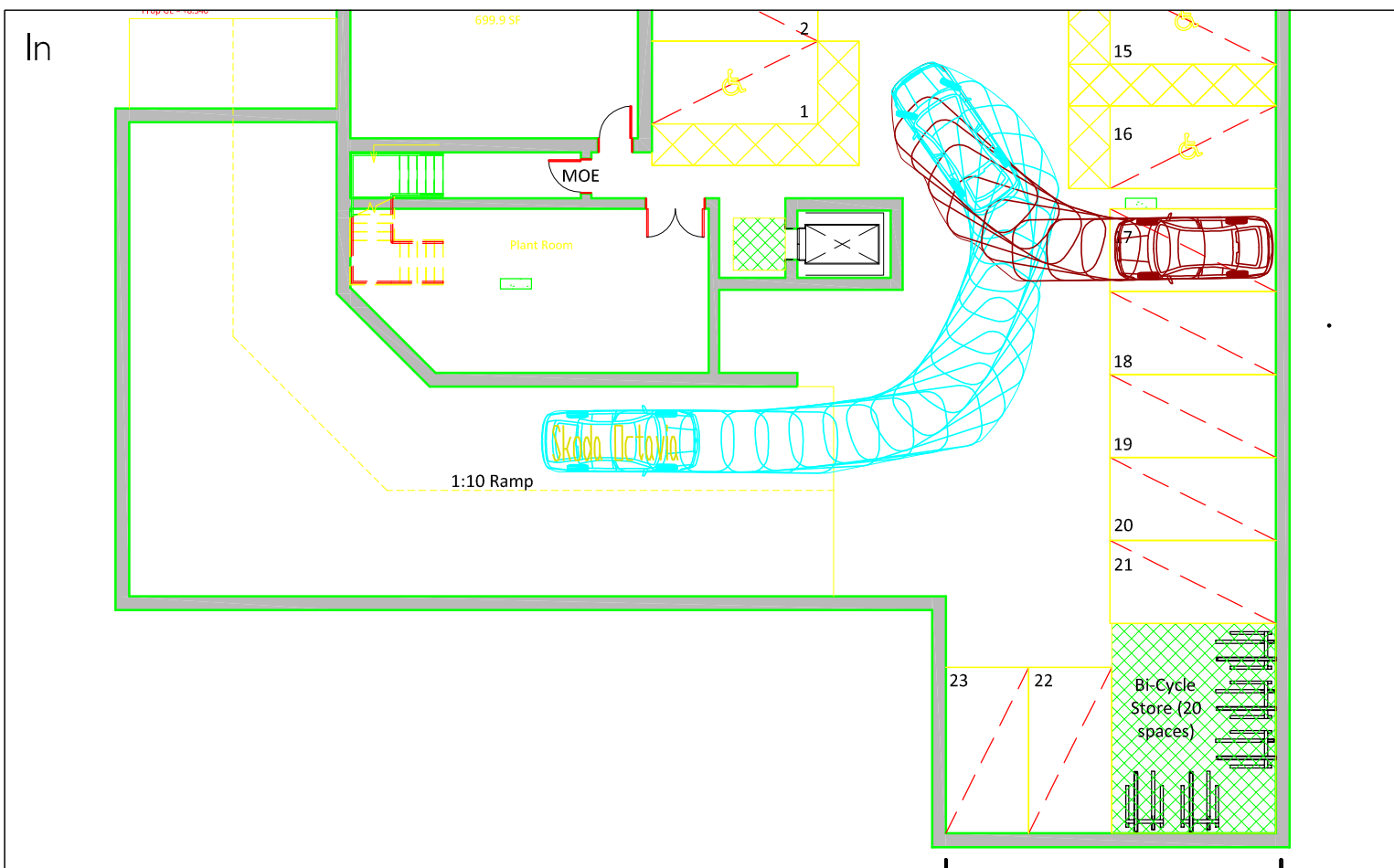


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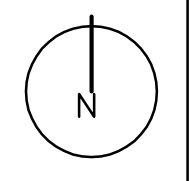


P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 5b.
 Swept Path Analysis - Car Park

PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

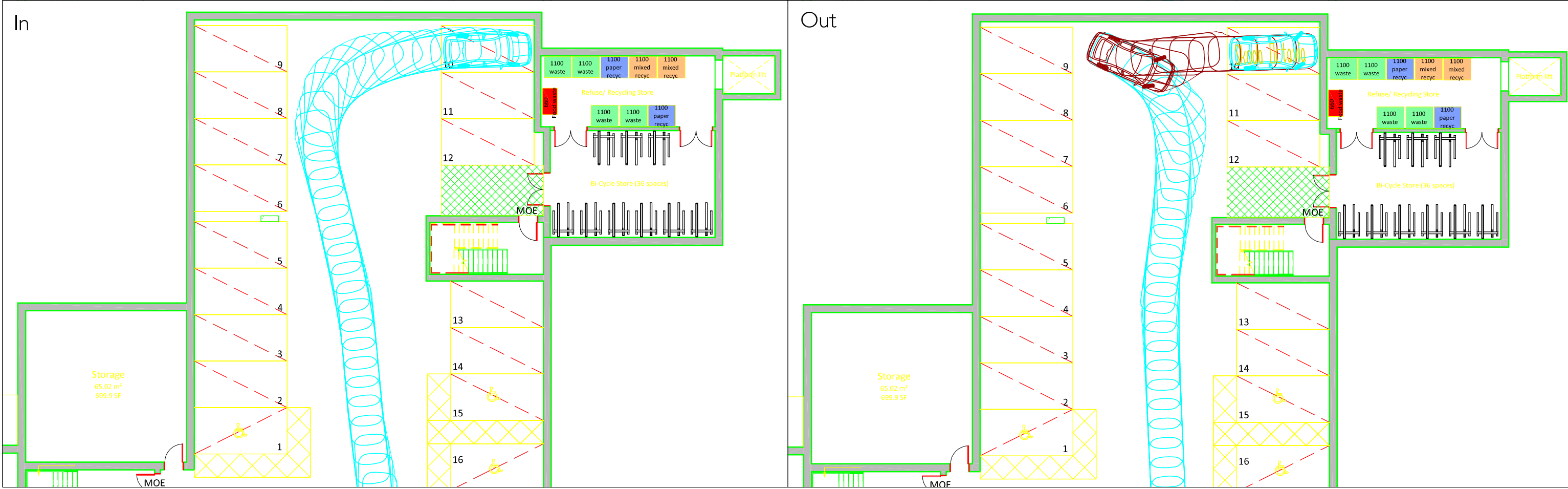
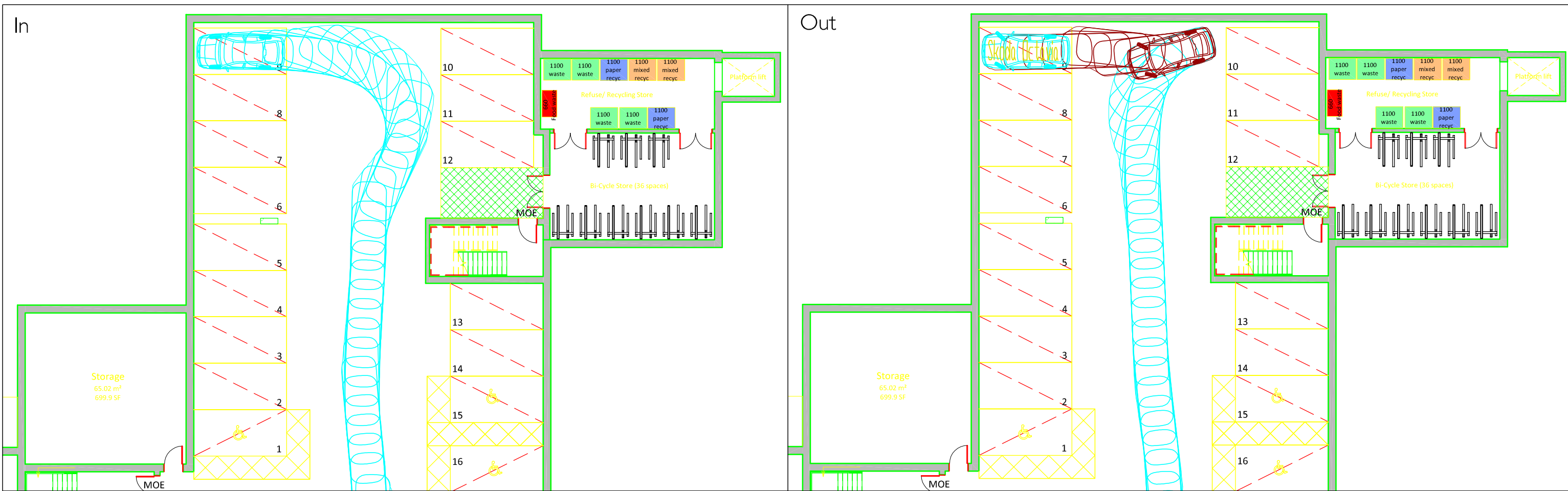


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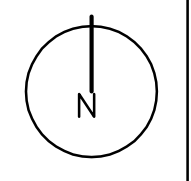


P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 5c.
 Swept Path Analysis - Car Park

PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



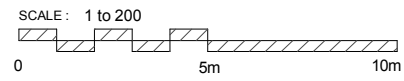
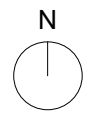
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 Drawing No. PI2028/TS/05



P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG
 Figure 5d.
 Swept Path Analysis - Car Park

PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX A
Site Boundary

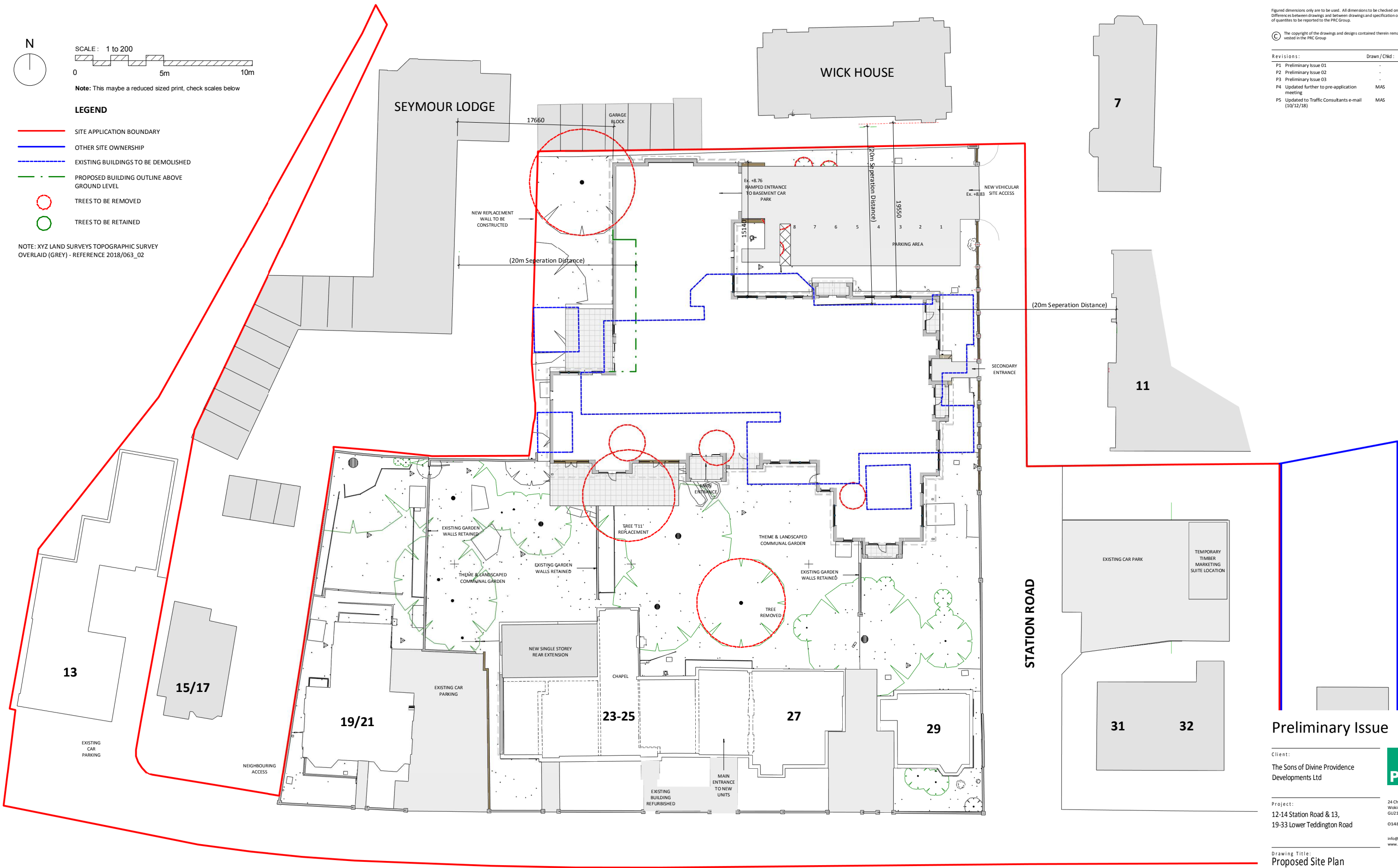


Note: This maybe a reduced sized print, check scales below

LEGEND

- SITE APPLICATION BOUNDARY
- OTHER SITE OWNERSHIP
- EXISTING BUILDINGS TO BE DEMOLISHED
- PROPOSED BUILDING OUTLINE ABOVE GROUND LEVEL
- TREES TO BE REMOVED
- TREES TO BE RETAINED

NOTE: XYZ LAND SURVEYS TOPOGRAPHIC SURVEY OVERLAID (GREY) - REFERENCE 2018/063_02



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| Revisions: | Drawn / Chkd: | Date: |
|---|---------------|----------|
| P1 Preliminary Issue 01 | - | 29/11/18 |
| P2 Preliminary Issue 02 | - | 29/11/18 |
| P3 Preliminary Issue 03 | - | 29/11/18 |
| P4 Updated further to pre-application meeting | MAS | 29/11/18 |
| P5 Updated to Traffic Consultants e-mail (10/12/18) | MAS | 12/12/18 |

Preliminary Issue

Client:
The Sons of Divine Providence
Developments Ltd



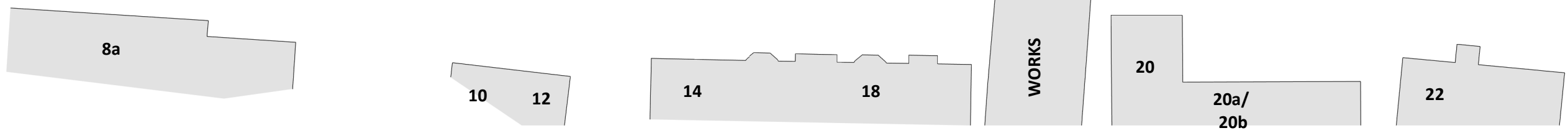
Project:
12-14 Station Road & 13,
19-33 Lower Teddington Road

24 Church St. West,
Woking, Surrey,
GU21 6HT
01483 494 350

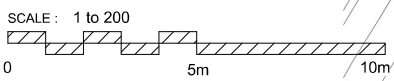
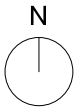
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Proposed Site Plan

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17/12/2018 12:55:13



APPENDIX B
Proposed Site Plans

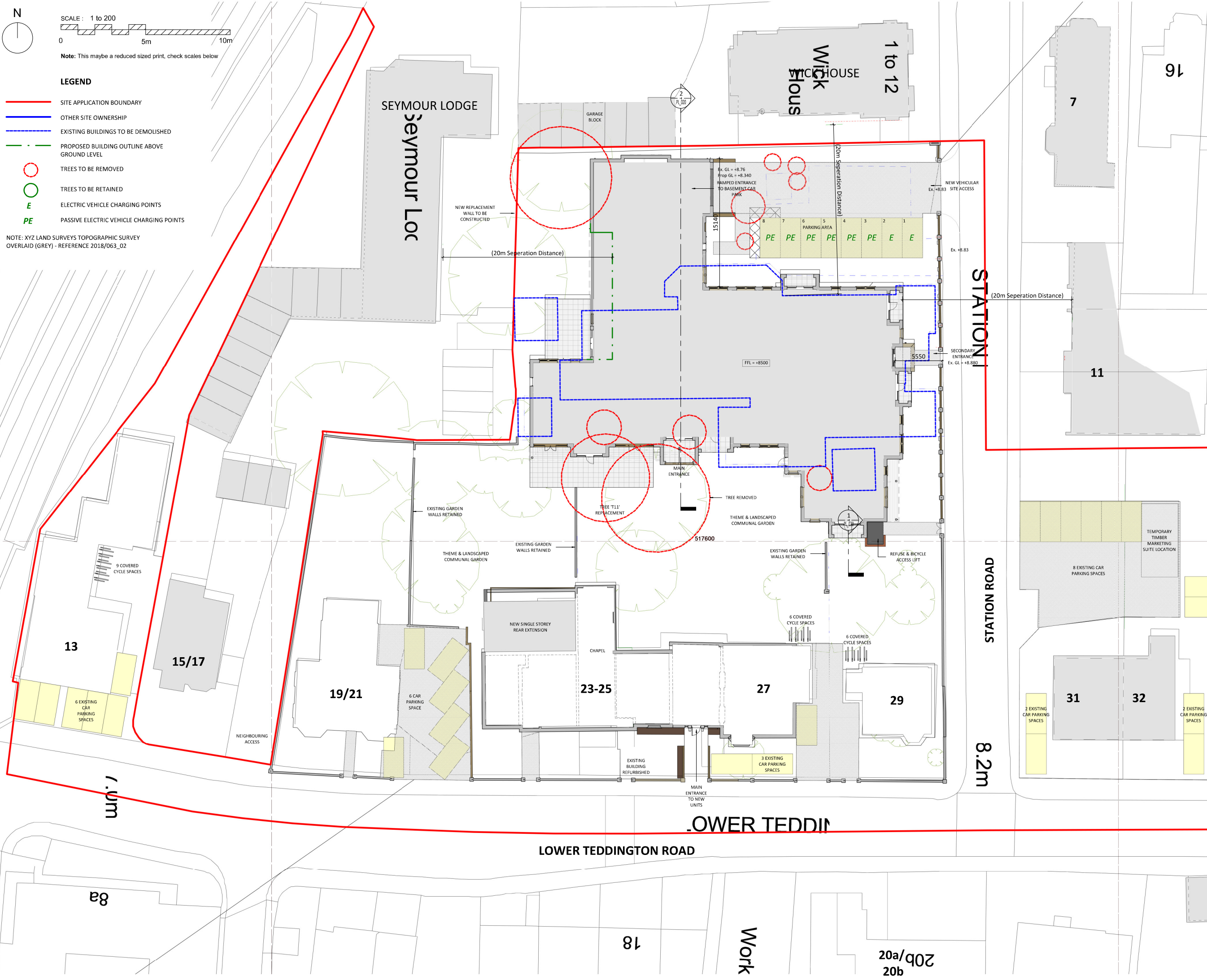


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- OTHER SITE OWNERSHIP
- EXISTING BUILDINGS TO BE DEMOLISHED
- PROPOSED BUILDING OUTLINE ABOVE GROUND LEVEL
- TREES TO BE REMOVED
- TREES TO BE RETAINED
- E ELECTRIC VEHICLE CHARGING POINTS
- PE PASSIVE ELECTRIC VEHICLE CHARGING POINTS

NOTE: XYZ LAND SURVEYS TOPOGRAPHIC SURVEY OVERLAID (GREY) - REFERENCE 2018/063_02



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| P2 Preliminary Issue 02 | - | 29/11/18 |
| P3 Preliminary Issue 03 | - | 29/11/18 |
| P4 Updated further to pre-application meeting | MAS | 29/11/18 |
| P5 Updated to Traffic Consultants e-mail (10/12/18) | MAS | 12/12/18 |
| P6 Updated to Council comments. Basement lift added as agreed with client. | MAS | 21/12/18 |
| P7 Parking Provision Updated | MAS | 08/01/19 |

Preliminary Issue

Client:
The Sons of Divine Providence Developments Ltd



Project:
12-14 Station Road & 13, 19-33 Lower Teddington Road

24 Church St. West, Woking, Surrey, GU21 6HT
01483 494 350

info@prc-group.com
www.prc-group.com

Drawing Title:
Proposed Site Plan

| Scale @ A1: | Checked by: | Date: |
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| 1:200 | MAS | May 2018 |

| Job No: | Stage_Drawing No: | Rev: |
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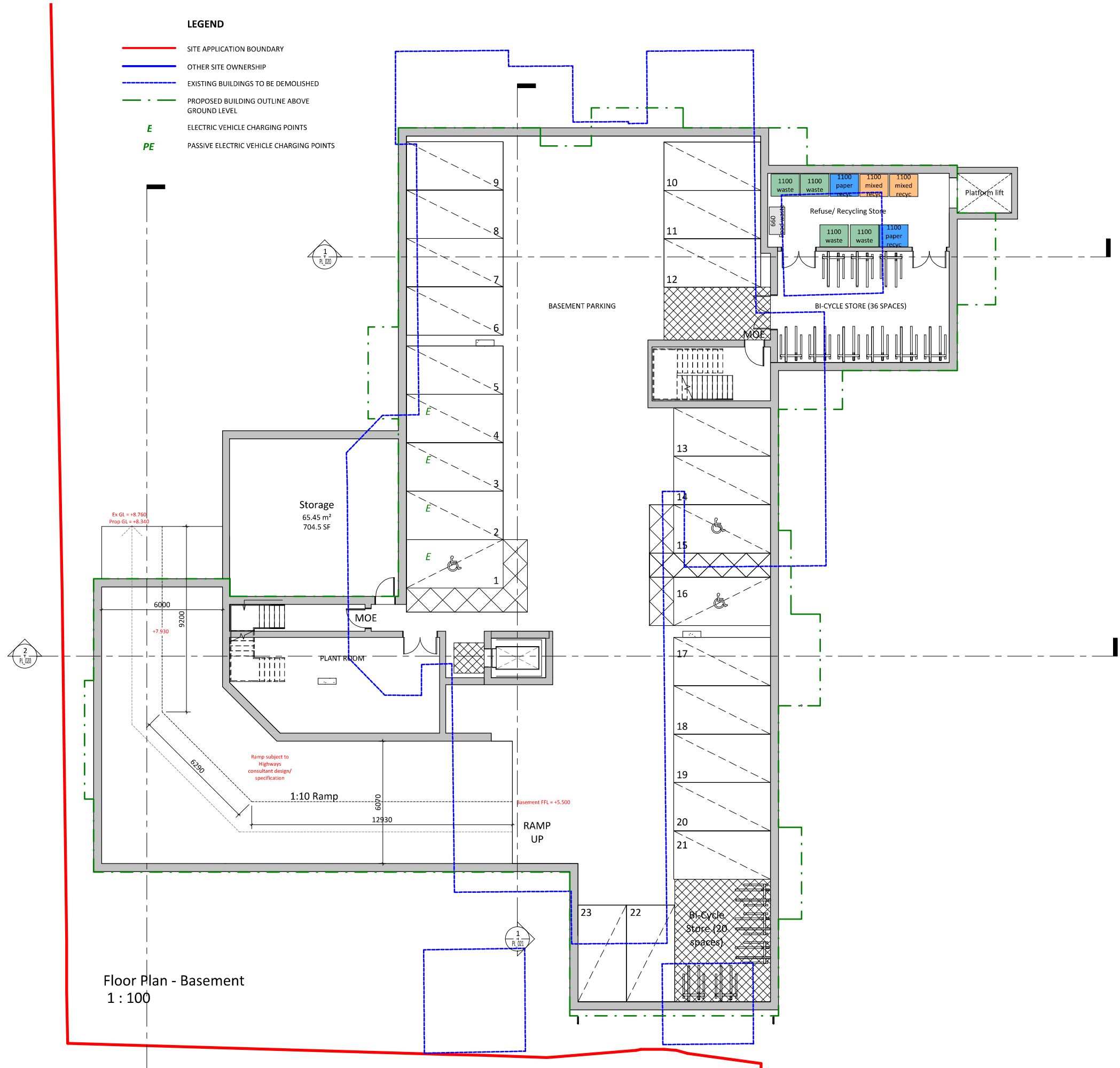
Offices:
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| Revisions: | Drawn / Chkd: | Date: |
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| P1 Revision 1 | | |
| P2 Layout amended | | 20/08/18 |
| P3 Scheme Development | MAS | 06/12/18 |
| P4 Updated to Traffic Consultants e-mail (10/12/18) | MAS | 12/12/18 |
| P5 Updated to Council comments. Basement lift added as agreed with client. | MAS | 21/12/18 |
| P6 Parking Provision Updated | MAS | 08/01/19 |

LEGEND

- SITE APPLICATION BOUNDARY
- OTHER SITE OWNERSHIP
- - - EXISTING BUILDINGS TO BE DEMOLISHED
- - - PROPOSED BUILDING OUTLINE ABOVE GROUND LEVEL
- E ELECTRIC VEHICLE CHARGING POINTS
- PE PASSIVE ELECTRIC VEHICLE CHARGING POINTS



Floor Plan - Basement
1 : 100

Preliminary Issue

Client:
The Sons of Divine Providence Developments Ltd

Project:
12-14 Station Road & 13, 19-33 Lower Teddington Road

24 Church St. West, Woking, Surrey, GU21 6HT
01483 494 350
info@prc-group.com
www.prc-group.com



Drawing Title:
Proposed Floor Plan - Basement Level

Scale @ A1: As indicated
Checked by: MAS
Date: 08/13/18

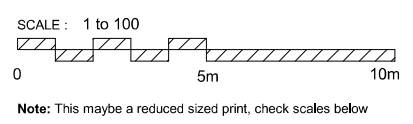
Job No: 10901
Stage_Drawing No: PL_010
Rev: P6

Issue Status:
Construction Preliminary
Information Approval
Tender

Architecture
Planning
Master Planning
Urban Design
Interiors
Landscape

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08/01/2019 15:01:05



APPENDIX C
Design and Access Statement Extract

ASSESSMENT

EXISTING SITE ANALYSIS

Use & Amount

The existing use of the site is mixed use. Refer to the table below for detail.

The application site measures 0.84 ha in area. There are currently six blocks of development on the site including 12-14 Station Road and its ancillary buildings, plus Nos. 13 and 19 to 33 Lower Teddington Road.

The existing building footprint of 12-14 Station Road is 1,670sqm GEA.

| Location | Use | Planning Category | Accommodation |
|---|--|--|--|
| Orione House, 12-14 House, Station Road | Care Home - linked to religious community | C2 (residential care home/ nursing home) | Vacant. Closed in 2017. Previously 34 single rooms. |
| No.13 Lower Teddington Road | Ancillary Office for The Sons of Divine Providence | B1a office & sui generis - meeting rooms | Ground floor & part 1st floor. All related to religious community and care use |
| Nos.19/21 Lower Teddington Road | Residential - linked to religious community | C3 (a) (dwelling house) | 8 apartments comprising 6 x 1b, 1 x 3b & studio flat |
| Nos.23 -27 Lower Teddington Road | Mixed use | | |
| | - place of worship (chapel) | - D1 (Non residential institution) | |
| | - residential for priests/ students & visitors | - sui generis (large House of more than 6 people in Multiple Occupation) | 23 bedroom spaces comprising 2x1 bed apartments, 6 bedsits, 2 additional bedrooms plus 4 priests rooms and 9 guest/ visitor bedrooms |
| No.29 Lower Teddington Road | House in multiple occupation - linked to religious community | C3 (c) (dwelling house for group of up to 6 people) | Single unit comprising 6 bedrooms |
| No.31 Lower Teddington Road | Residential - linked to religious community | C3 (a) (dwelling house) | 4 x 2b apartments |
| No.33 Lower Teddington Road | Residential - linked to religious community | C3 (a) (dwelling house) | 4 x 2b apartments |

Fig. 10: Table listing the existing uses of each building on the application site



Fig. 12: Diagram illustrating the location and use of the existing buildings within the application site



Fig. 11: Photographs of the existing buildings on the application site

PROPOSED DEVELOPMENT

USE & AMOUNT

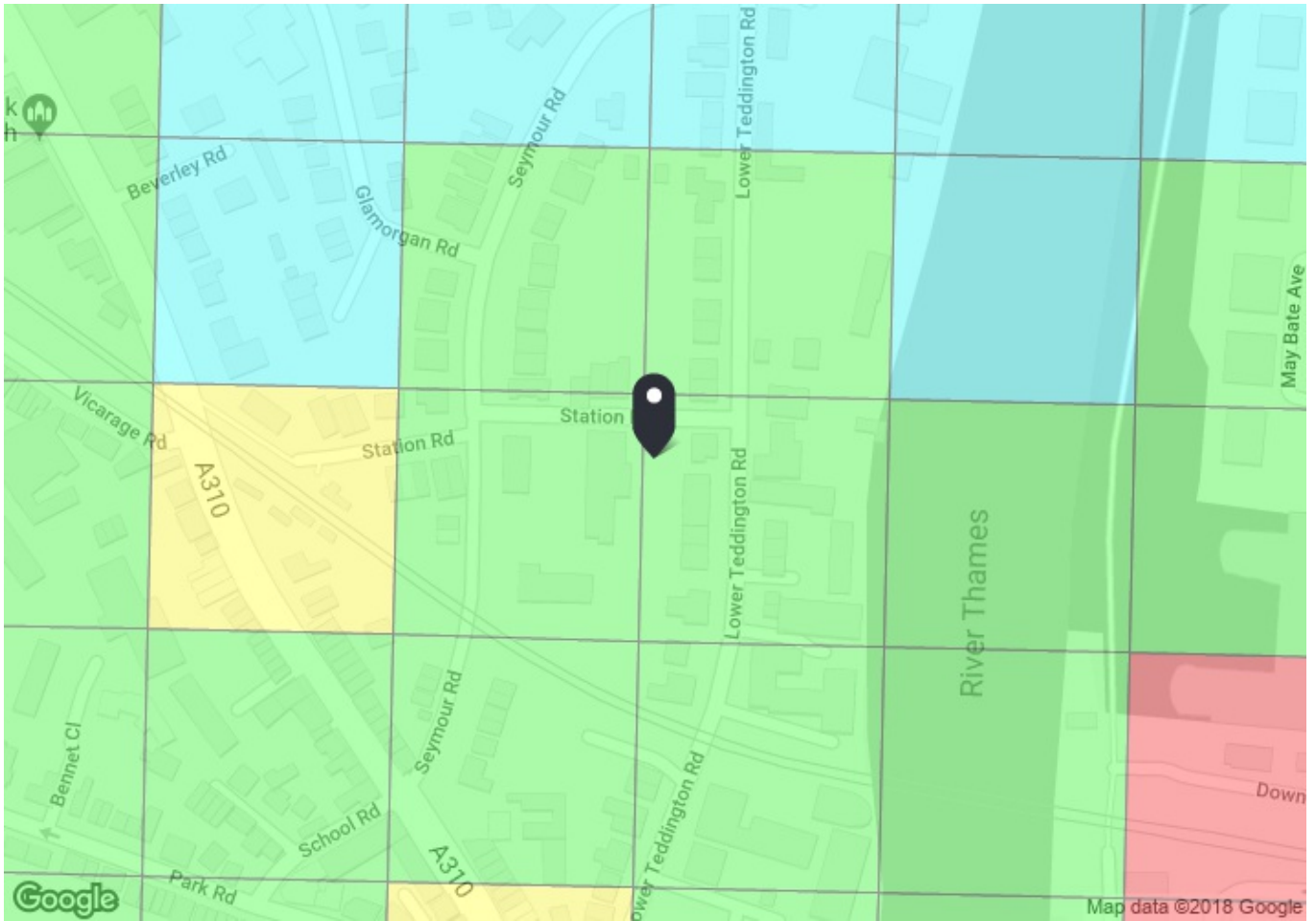
The proposed development will comprise the:

- demolition the existing care home;
- erection of 28 x 1 and 2 bed independent senior living extra care apartments with 31 car parking spaces (23 in the basement and 8 surface spaces) comprising 4,720sqm GEA
- provide comprehensive refurbishment and enhancement of the existing buildings and street frontage on Lower Teddington Road including;
 - » No.13 - change of use from ancillary office to 6 x 1 and 2 bed apartments and relocation of offices within the site
 - » Nos.19 & 21 - refurbishment to 5 x 1 and 2 bed apartments (being undertaken under current consent - LPA ref. 16/1145)
 - » Nos.23-25 - refurbishment of the existing building to incorporate 5 priests rooms and 6 bedrooms for guests and students, together with the erection of a single storey rear extension to incorporate a new kitchen and lounge to complement the internal changes providing a new dining area and office/ library for the religious community
 - » No.27 - change of use from the existing house in multiple occupation (used for the religious community) to 3 x 2 bed apartments
 - » No.29 - change of use from a house in multiple occupation to 3 x 1 and 2 bed apartments
 - » Nos.31 & 33 - retention and refurbishment of the 8 apartments
- enhance the built fabric and street frontage along Lower Teddington Road to improve the character and appearance of the Hampton Wick Conservation Area and Buildings of Townscape Merit to include a holistic approach to the landscape planting, defensible boundaries and vehicle and pedestrian access ways into the properties;
- create 'themed' gardens between the new and existing buildings retaining the garden walls creating a holistic and cohesive design approach to the site and a connectivity between the different uses on the site;
- retain the use and function of the chapel; and
- retain the existing parking spaces along Lower Teddington Road outside Nos.13, 19 & 21, 29 and 31 & 33.
- provide a temporary timber structure to act as a marketing suite to the rear of Nos. 31 & 33 during the construction process

| Location | Use | Planning Category | Accommodation |
|---|--|--|---|
| Orione House, 12-14 House, Station Road | Independent Senior Living Extra Care Units | C2 | 28 x 1-bed and 2-bed units plus communal rooms/ activities. Based on assessment of need and restrictions of occupancy (extra care). |
| No.13 Lower Teddington Road | Residential | C3 (a) (dwelling house) | 6 x 1-bed and 2-bed apartments. Change of use required. |
| Nos.19/21 Lower Teddington Road | Residential | C3 (a) (dwelling house) | 5 apartments comprising 2 x 2-bed, 2 x 1-bed and 1 x 3-bed apartments |
| Nos.23 -25 Lower Teddington Road | Mixed use: | | |
| | place of worship (chapel) | D1 (Non residential institution) | Single storey extension to rear requires consent. |
| | residential for priests/ students & visitors | Sui generis (large House of more that 6 people in Multiple Occupation) | 11 bedroom spaces comprising 5 x 1 bedroom for priests and 6 x 1 bedroom for guests/ students in Nos 23-25 only |
| No.27 Lower Teddington Road | Residential | C3 (a) (dwelling house) | 3 x 2b apartments. Change of use required |
| No.29 Lower Teddington Road | Residential | C3 (a) (dwelling house) | 3 x 2b apartments. Change of use required |
| No.31 Lower Teddington Road | Residential | C3 (a) (dwelling house) | 4 x 2b apartments. Internal refurbishment only. |
| No.33 Lower Teddington Road | Residential | C3 (a) (dwelling house) | 4 x 2b apartments. Internal refurbishment only. |
| To the rear of Nos. 31 & 33 Lower Teddington Road | Temporary Marketing Suite | Sui Generis | Temporary marketing suite for sales of the new units. |

Fig. 25: Table listing the proposed uses of each building on the application site

APPENDIX D
PTAL Report



PTAL output for Base Year
3

27 Lower Teddington Rd, Kingston upon Thames KT1 4EU, UK
Easting: 517602, Northing: 169768










Grid Cell: 31192

Report generated: 16/11/2018


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 WICK HIGH STREET | 281 | 272.78 | 7.5 | 3.41 | 6 | 9.41 | 3.19 | 1 | 3.19 |
| Bus | HAMPTON WICK HIGH STREET | 285 | 272.78 | 6 | 3.41 | 7 | 10.41 | 2.88 | 0.5 | 1.44 |
| Bus | HAMPTON WICK ROUNDABOUT | 481 | 460.56 | 1 | 5.76 | 32 | 37.76 | 0.79 | 0.5 | 0.4 |
| Bus | HAMPTON WICK ROUNDABOUT | 411 | 460.56 | 4 | 5.76 | 9.5 | 15.26 | 1.97 | 0.5 | 0.98 |
| Bus | HAMPTON WICK ROUNDABOUT | X26 | 460.56 | 2 | 5.76 | 17 | 22.76 | 1.32 | 0.5 | 0.66 |
| Bus | HAMPTON WICK ROUNDABOUT | 111 | 460.56 | 7 | 5.76 | 6.29 | 12.04 | 2.49 | 0.5 | 1.25 |
| Bus | HAMPTON WICK ROUNDABOUT | 216 | 460.56 | 3 | 5.76 | 12 | 17.76 | 1.69 | 0.5 | 0.84 |
| Rail | Hampton Wick | 'WATRLMN-SHEPRTN 2H09' | 446.45 | 2 | 5.58 | 15.75 | 21.33 | 1.41 | 1 | 1.41 |
| Rail | Hampton Wick | 'SHEPRTN-WATRLMN 2H10' | 446.45 | 2 | 5.58 | 15.75 | 21.33 | 1.41 | 0.5 | 0.7 |
| Rail | Hampton Wick | 'WDON-WATRLMN 2K03' | 446.45 | 0.33 | 5.58 | 91.66 | 97.24 | 0.31 | 0.5 | 0.15 |
| Rail | Hampton Wick | 'WATRLMN-WATRLMN 2K09' | 446.45 | 2 | 5.58 | 15.75 | 21.33 | 1.41 | 0.5 | 0.7 |
| Rail | Hampton Wick | 'WATRLMN-WATRLMN 2O09' | 446.45 | 2 | 5.58 | 15.75 | 21.33 | 1.41 | 0.5 | 0.7 |
| Rail | Hampton Wick | 'TEDNGTN-WATRLMN 2O90' | 446.45 | 0.33 | 5.58 | 91.66 | 97.24 | 0.31 | 0.5 | 0.15 |
| Rail | Hampton Wick | 'TWCKNIHM-WATRLMN 2O92' | 446.45 | 0.67 | 5.58 | 45.53 | 51.11 | 0.59 | 0.5 | 0.29 |

Total Grid Cell AI: 12.86

APPENDIX E

Overnight Parking Survey Results – Tables

P2028: Lower Teddington Road and Station Road, Kingston Upon Thames, KT1 4HG

Parking Survey Results

Overnight Survey 1: Sunday 18th November 2018 at 0130

| Road | Kerbside Parking | | | | | | | |
|-----------------------|------------------|-----------------------|-----------------------|----------------|------------------|-----------------------|-----------------------|----------------|
| | PHO X | | | | P&D | | | |
| | Number of Spaces | Number of Cars Parked | Number of Free Spaces | Parking Stress | Number of Spaces | Number of Cars Parked | Number of Free Spaces | Parking Stress |
| Beckets Place | - | - | - | - | - | - | - | - |
| Glamorgan Road | 11 | 11 | 0 | 100% | 4 | 3 | 1 | 75% |
| Lower Teddington Road | 30 | 23 | 7 | 77% | 5 | 2 | 3 | 40% |
| Seymour Road | 66 | 50 | 16 | 76% | - | - | - | - |
| Station Road | 10 | 9 | 1 | 90% | 9 | 9 | 0 | 100% |
| Total | 117 | 93 | 24 | 79% | 18 | 14 | 4 | 78% |

Source: PMA Survey

Overnight Survey 2: Monday 19th th November 2018 at 0330

| Road | Kerbside Parking | | | | | | | |
|-----------------------|------------------|-----------------------|-----------------------|----------------|------------------|-----------------------|-----------------------|----------------|
| | PHO X | | | | P&D | | | |
| | Number of Spaces | Number of Cars Parked | Number of Free Spaces | Parking Stress | Number of Spaces | Number of Cars Parked | Number of Free Spaces | Parking Stress |
| Beckets Place | - | - | - | - | - | - | - | - |
| Glamorgan Road | 11 | 11 | 0 | 100% | 4 | 1 | 3 | 25% |
| Lower Teddington Road | 30 | 24 | 6 | 80% | 5 | 2 | 3 | 40% |
| Seymour Road | 66 | 50 | 16 | 76% | - | - | - | - |
| Station Road | 10 | 9 | 1 | 90% | 9 | 3 | 6 | 33% |
| Total | 117 | 94 | 23 | 80% | 18 | 6 | 12 | 33% |

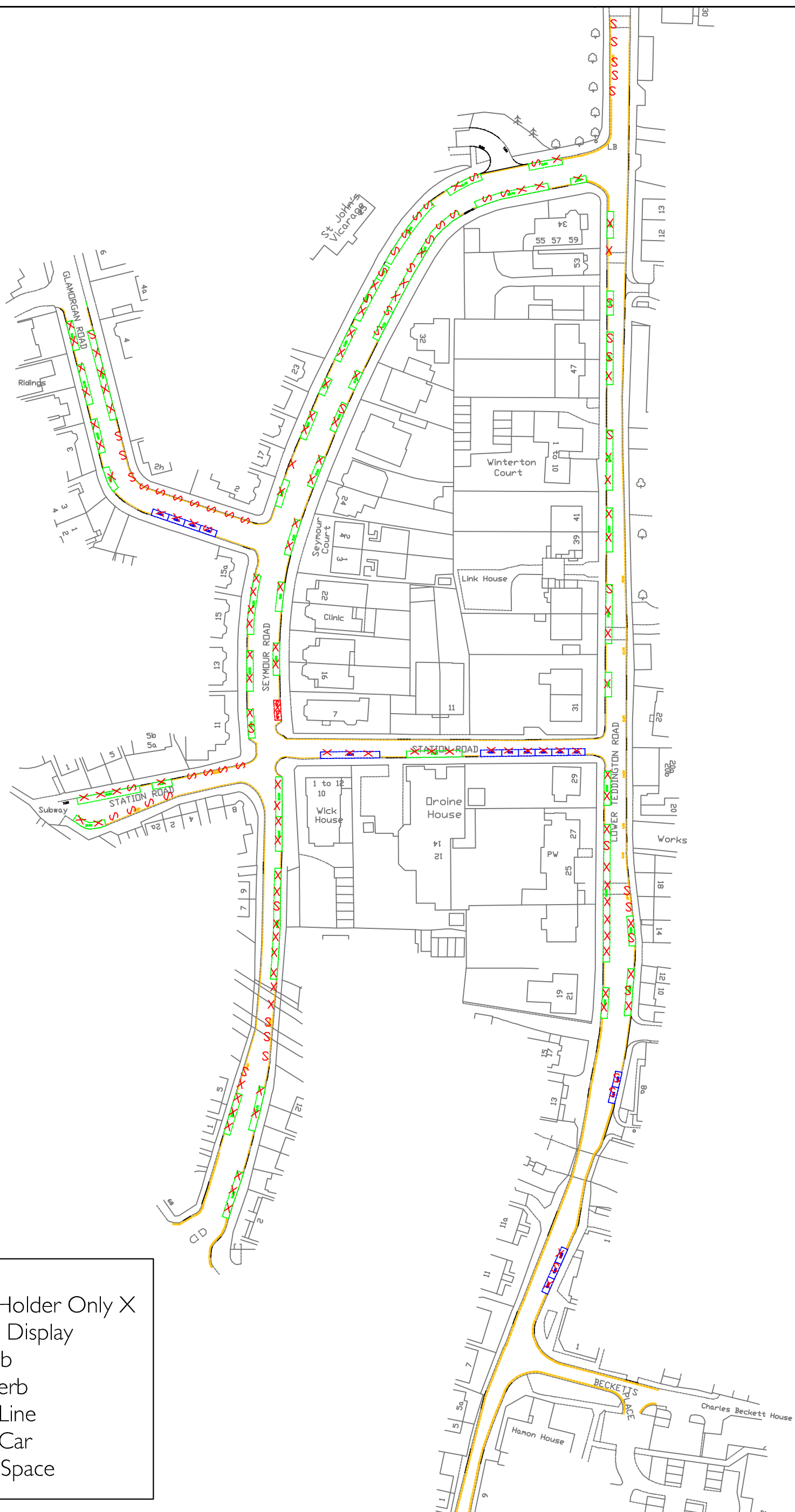
Source: PMA Survey

Overnight Survey 3: Tuesday 20th November 2018 at 0400

| Road | Kerbside Parking | | | | | | | |
|-----------------------|------------------|-----------------------|-----------------------|----------------|------------------|-----------------------|-----------------------|----------------|
| | PHO X | | | | P&D | | | |
| | Number of Spaces | Number of Cars Parked | Number of Free Spaces | Parking Stress | Number of Spaces | Number of Cars Parked | Number of Free Spaces | Parking Stress |
| Beckets Place | - | - | - | - | - | - | - | - |
| Glamorgan Road | 11 | 12 | -1 | 109% | 4 | 2 | 2 | 50% |
| Lower Teddington Road | 30 | 24 | 6 | 80% | 5 | 2 | 3 | 40% |
| Seymour Road | 66 | 51 | 15 | 77% | - | - | - | - |
| Station Road | 10 | 9 | 1 | 90% | 9 | 3 | 6 | 33% |
| Total | 117 | 96 | 21 | 82% | 18 | 7 | 11 | 39% |

Source: PMA Survey

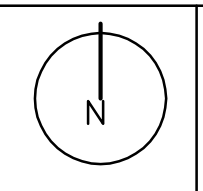
APPENDIX F Overnight Parking Survey Results – Maps



Key:

- Permit Holder Only X
- Pay and Display
- Car Club
- Drop Kerb
- Yellow Line
- X Parked Car
- S Parking Space

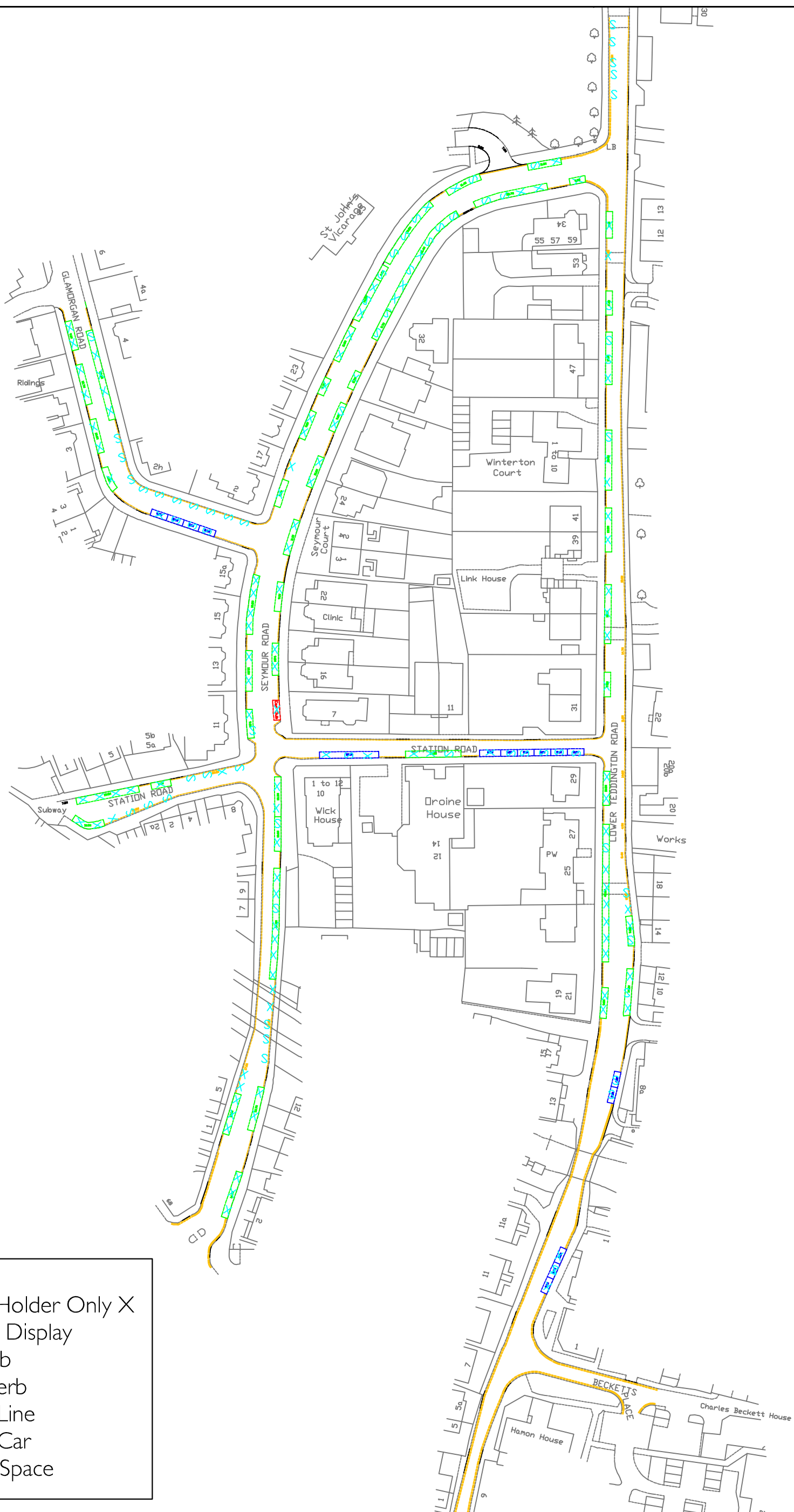
Date: November 2018
 Scale: 1:1250@A3
 Source: OS / PMA
 Drawing No. P2028/TS/04



P2028: Lower Teddington Road & Station Road, KT1 4HG
 Appendix F
 Parking Survey I: Sunday 18th November 2018 at 0130



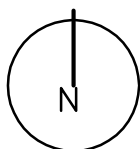
PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Key:

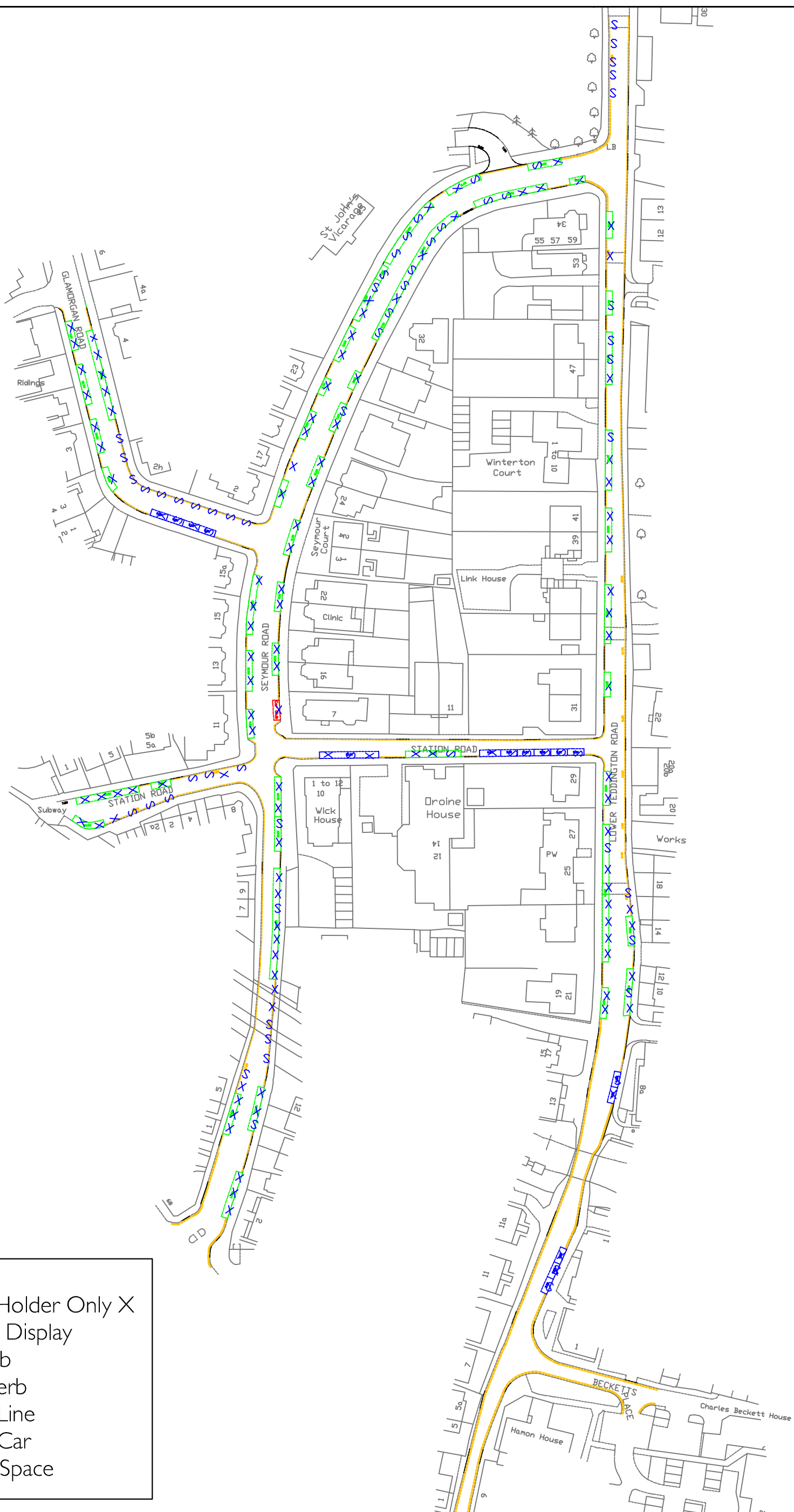
- Permit Holder Only X
- Pay and Display
- Car Club
- Drop Kerb
- Yellow Line
- X Parked Car
- S Parking Space

Date: November 2018
 Scale: 1:1250@A3
 Source: OS / PMA
 Drawing No. P2028/TS/04



P2028: Lower Teddington Road & Station Road, KT1 4HG
 Appendix F
 Parking Survey 2: Monday 19th November 2018 at 0330

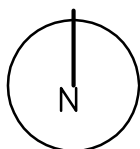

PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Key:

- Permit Holder Only X
- Pay and Display
- Car Club
- Drop Kerb
- Yellow Line
- X Parked Car
- S Parking Space

Date: November 2018
 Scale: 1:1250@A3
 Source: OS / PMA
 Drawing No. P2028/TS/04

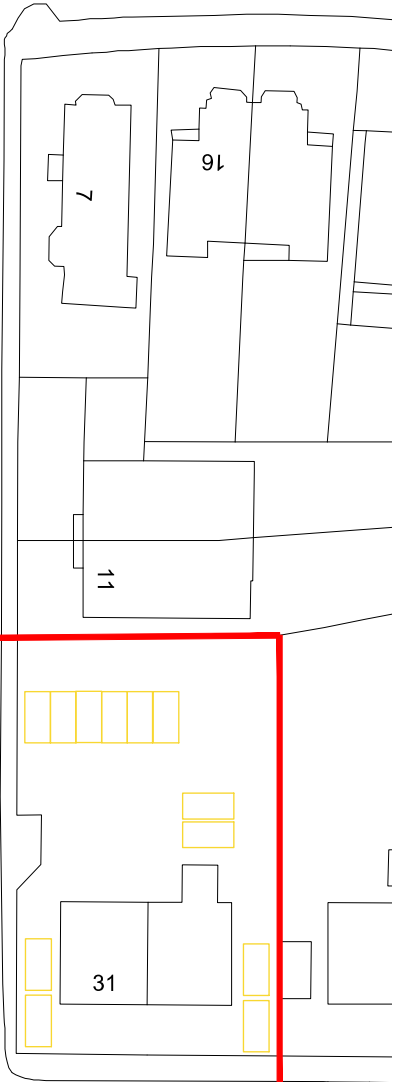


P2028: Lower Teddington Road & Station Road, KT1 4HG
 Appendix F
 Parking Survey 3: Tuesday 20th November 2018 at 0400

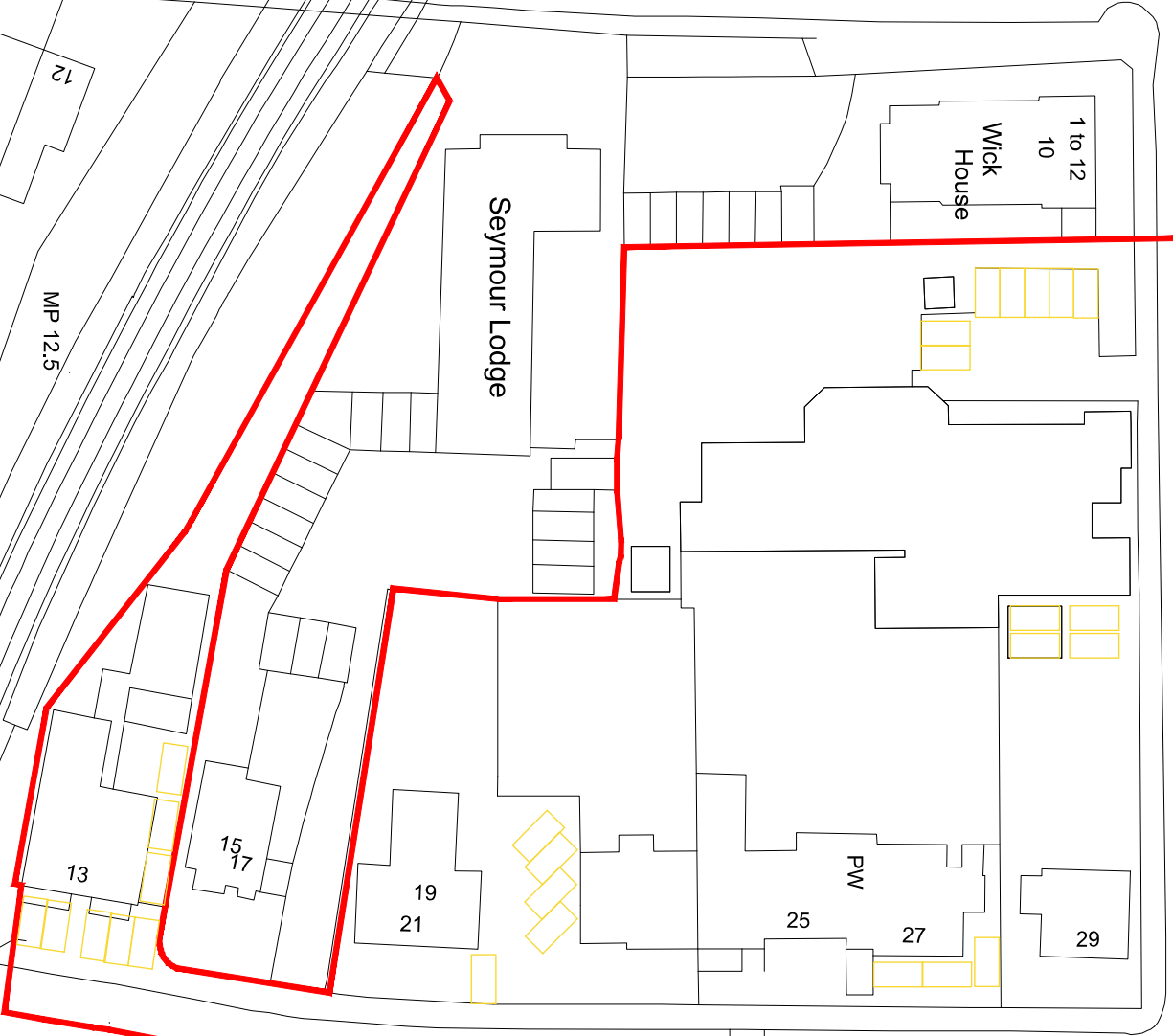

PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX G
Extant Off-street Parking Provision

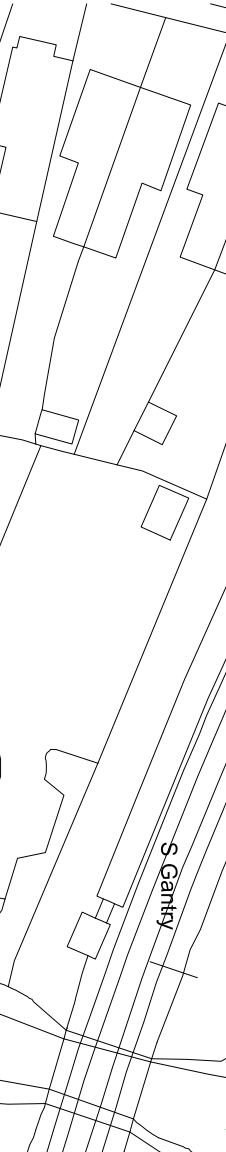
SEYMOUR ROAD



STATION ROAD



LOWER TEDDINGTON ROAD



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APPENDIX H
TRICS Data

Calculation Reference: AUDIT-711001-181219-1209

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|--------------------|--------|
| 02 | SOUTH EAST | |
| | EX ESSEX | 1 days |
| | HF HERTFORDSHIRE | 1 days |
| | WG WOKINGHAM | 1 days |
| 05 | EAST MIDLANDS | |
| | NT NOTTINGHAMSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | WK WARWICKSHIRE | 1 days |

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

Secondary 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: 17 to 58 (units:)
 Range Selected by User: 17 to 180 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 17/11/16

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:

| | |
|----------|--------|
| Monday | 1 days |
| Tuesday | 2 days |
| Thursday | 2 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 5 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 undertaken using machines.

Selected Locations:

| | |
|------------------------------------|---|
| Edge of Town Centre | 3 |
| Suburban Area (PPS6 Out of Centre) | 2 |

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 |
| No Sub Category | 2 |

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 5 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|------------------|--------|
| 5,001 to 10,000 | 2 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 2 days |

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

Population within 5 miles:

| | |
|--------------------|--------|
| 50,001 to 75,000 | 1 days |
| 75,001 to 100,000 | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 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 | 3 days |
| 1.1 to 1.5 | 1 days |
| 1.6 to 2.0 | 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:

| | |
|----|--------|
| No | 5 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:

| | |
|-----------------|--------|
| No PTAL Present | 5 days |
|-----------------|--------|

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 33 | 0.078 | 5 | 33 | 0.072 | 5 | 33 | 0.150 |
| 08:00 - 09:00 | 5 | 33 | 0.060 | 5 | 33 | 0.078 | 5 | 33 | 0.138 |
| 09:00 - 10:00 | 5 | 33 | 0.078 | 5 | 33 | 0.042 | 5 | 33 | 0.120 |
| 10:00 - 11:00 | 5 | 33 | 0.114 | 5 | 33 | 0.108 | 5 | 33 | 0.222 |
| 11:00 - 12:00 | 5 | 33 | 0.090 | 5 | 33 | 0.096 | 5 | 33 | 0.186 |
| 12:00 - 13:00 | 5 | 33 | 0.102 | 5 | 33 | 0.054 | 5 | 33 | 0.156 |
| 13:00 - 14:00 | 5 | 33 | 0.133 | 5 | 33 | 0.066 | 5 | 33 | 0.199 |
| 14:00 - 15:00 | 5 | 33 | 0.066 | 5 | 33 | 0.066 | 5 | 33 | 0.132 |
| 15:00 - 16:00 | 5 | 33 | 0.060 | 5 | 33 | 0.090 | 5 | 33 | 0.150 |
| 16:00 - 17:00 | 5 | 33 | 0.054 | 5 | 33 | 0.078 | 5 | 33 | 0.132 |
| 17:00 - 18:00 | 5 | 33 | 0.048 | 5 | 33 | 0.090 | 5 | 33 | 0.138 |
| 18:00 - 19:00 | 5 | 33 | 0.048 | 5 | 33 | 0.060 | 5 | 33 | 0.108 |
| 19:00 - 20:00 | 5 | 33 | 0.024 | 5 | 33 | 0.048 | 5 | 33 | 0.072 |
| 20:00 - 21:00 | 5 | 33 | 0.024 | 5 | 33 | 0.024 | 5 | 33 | 0.048 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.979 | | | 0.972 | | | 1.951 |

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.

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Parameter summary

| | |
|---|---------------------|
| Trip rate parameter range selected: | 17 - 58 (units:) |
| Survey date date range: | 01/01/10 - 17/11/16 |
| Number of weekdays (Monday-Friday): | 5 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 3 |

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TAXI S

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 33 | 0.006 | 5 | 33 | 0.006 | 5 | 33 | 0.012 |
| 08:00 - 09:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 09:00 - 10:00 | 5 | 33 | 0.006 | 5 | 33 | 0.006 | 5 | 33 | 0.012 |
| 10:00 - 11:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 11:00 - 12:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 12:00 - 13:00 | 5 | 33 | 0.006 | 5 | 33 | 0.000 | 5 | 33 | 0.006 |
| 13:00 - 14:00 | 5 | 33 | 0.006 | 5 | 33 | 0.012 | 5 | 33 | 0.018 |
| 14:00 - 15:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 15:00 - 16:00 | 5 | 33 | 0.006 | 5 | 33 | 0.006 | 5 | 33 | 0.012 |
| 16:00 - 17:00 | 5 | 33 | 0.006 | 5 | 33 | 0.006 | 5 | 33 | 0.012 |
| 17:00 - 18:00 | 5 | 33 | 0.006 | 5 | 33 | 0.006 | 5 | 33 | 0.012 |
| 18:00 - 19:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 19:00 - 20:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 20:00 - 21:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.042 | | | 0.042 | | | 0.084 |

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

PSVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 08:00 - 09:00 | 5 | 33 | 0.000 | 5 | 33 | 0.006 | 5 | 33 | 0.006 |
| 09:00 - 10:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 10:00 - 11:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 11:00 - 12:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 12:00 - 13:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 13:00 - 14:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 14:00 - 15:00 | 5 | 33 | 0.006 | 5 | 33 | 0.000 | 5 | 33 | 0.006 |
| 15:00 - 16:00 | 5 | 33 | 0.000 | 5 | 33 | 0.006 | 5 | 33 | 0.006 |
| 16:00 - 17:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 17:00 - 18:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 18:00 - 19:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 19:00 - 20:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 20:00 - 21:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.006 | | | 0.012 | | | 0.018 |

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | 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 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 08:00 - 09:00 | 5 | 33 | 0.012 | 5 | 33 | 0.000 | 5 | 33 | 0.012 |
| 09:00 - 10:00 | 5 | 33 | 0.006 | 5 | 33 | 0.006 | 5 | 33 | 0.012 |
| 10:00 - 11:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 11:00 - 12:00 | 5 | 33 | 0.012 | 5 | 33 | 0.006 | 5 | 33 | 0.018 |
| 12:00 - 13:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 13:00 - 14:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 14:00 - 15:00 | 5 | 33 | 0.006 | 5 | 33 | 0.012 | 5 | 33 | 0.018 |
| 15:00 - 16:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 16:00 - 17:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 17:00 - 18:00 | 5 | 33 | 0.000 | 5 | 33 | 0.012 | 5 | 33 | 0.012 |
| 18:00 - 19:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 19:00 - 20:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 20:00 - 21:00 | 5 | 33 | 0.000 | 5 | 33 | 0.000 | 5 | 33 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.036 | | | 0.036 | | | 0.072 |

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.

Calculation Reference: AUDIT-711001-181219-1228

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | |
|----|----------------|-------------------------------|
| 01 | GREATER LONDON | |
| | HM | HAMMERSMITH AND FULHAM 1 days |
| | HO | HOUNSLOW 1 days |
| | KI | KINGSTON 1 days |
| | KN | KENSINGTON AND CHELSEA 1 days |

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

Secondary 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 dwellings
 Actual Range: 20 to 86 (units:)
 Range Selected by User: 9 to 493 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 03/07/18

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:

| | |
|-----------|--------|
| Monday | 1 days |
| Wednesday | 2 days |
| Friday | 1 days |

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

Selected survey types:

| | |
|-----------------------|--------|
| Manual count | 4 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 undertaken using machines.

Selected Locations:

| | |
|---------------------|---|
| Town Centre | 2 |
| Edge of Town Centre | 2 |

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 | 2 |
| Built-Up Zone | 1 |
| High Street | 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 4 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|------------------|--------|
| 5,001 to 10,000 | 1 days |
| 25,001 to 50,000 | 2 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:

| | |
|--------------------|--------|
| 125,001 to 250,000 | 1 days |
| 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 |
| 1.1 to 1.5 | 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 |
| 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 |
| 5 Very Good | 2 days |

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

LIST OF SITES relevant to selection parameters

| | | | | |
|---|---|----------------|----------|------------------------|
| 1 | HM-03-C-01 VANSTON PLACE FULHAM | BLOCK OF FLATS | | HAMMERSMITH AND FULHAM |
| | Town Centre High Street | | | |
| | Total Number of dwellings: | | 42 | |
| | Survey date: WEDNESDAY | | 16/07/14 | Survey Type: MANUAL |
| 2 | HO-03-C-02 HIGH STREET BRENTFORD | BLOCK OF FLATS | | HOUNSLOW |
| | Town Centre Built-Up Zone | | | |
| | Total Number of dwellings: | | 86 | |
| | Survey date: WEDNESDAY | | 03/09/14 | Survey Type: MANUAL |
| 3 | KI-03-C-03 PORTSMOUTH ROAD SURBITON | BLOCK OF FLATS | | KINGSTON |
| | Edge of Town Centre Residential Zone | | | |
| | Total Number of dwellings: | | 20 | |
| | Survey date: MONDAY | | 11/07/16 | Survey Type: MANUAL |
| 4 | KN-03-C-03 ALLEN STREET KENSINGTON | BLOCK OF FLATS | | KENSINGTON AND CHELSEA |
| | Edge of Town Centre Residential Zone | | | |
| | Total Number of dwellings: | | 72 | |
| | Survey date: FRIDAY | | 11/05/12 | 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.

MANUALLY DESELECTED SITES

| Site Ref | Reason for Deselection |
|------------|------------------------|
| HO-03-C-03 | Parking Ratio |

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| 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 | 4 | 55 | 0.023 | 4 | 55 | 0.068 | 4 | 55 | 0.091 |
| 08:00 - 09:00 | 4 | 55 | 0.036 | 4 | 55 | 0.118 | 4 | 55 | 0.154 |
| 09:00 - 10:00 | 4 | 55 | 0.023 | 4 | 55 | 0.050 | 4 | 55 | 0.073 |
| 10:00 - 11:00 | 4 | 55 | 0.018 | 4 | 55 | 0.023 | 4 | 55 | 0.041 |
| 11:00 - 12:00 | 4 | 55 | 0.036 | 4 | 55 | 0.027 | 4 | 55 | 0.063 |
| 12:00 - 13:00 | 4 | 55 | 0.050 | 4 | 55 | 0.027 | 4 | 55 | 0.077 |
| 13:00 - 14:00 | 4 | 55 | 0.023 | 4 | 55 | 0.032 | 4 | 55 | 0.055 |
| 14:00 - 15:00 | 4 | 55 | 0.036 | 4 | 55 | 0.059 | 4 | 55 | 0.095 |
| 15:00 - 16:00 | 4 | 55 | 0.068 | 4 | 55 | 0.045 | 4 | 55 | 0.113 |
| 16:00 - 17:00 | 4 | 55 | 0.068 | 4 | 55 | 0.032 | 4 | 55 | 0.100 |
| 17:00 - 18:00 | 4 | 55 | 0.073 | 4 | 55 | 0.023 | 4 | 55 | 0.096 |
| 18:00 - 19:00 | 4 | 55 | 0.055 | 4 | 55 | 0.018 | 4 | 55 | 0.073 |
| 19:00 - 20:00 | 1 | 20 | 0.250 | 1 | 20 | 0.200 | 1 | 20 | 0.450 |
| 20:00 - 21:00 | 1 | 20 | 0.150 | 1 | 20 | 0.200 | 1 | 20 | 0.350 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.909 | | | 0.922 | | | 1.831 |

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.*

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Parameter summary

| | |
|---|---------------------|
| Trip rate parameter range selected: | 20 - 86 (units:) |
| Survey date date range: | 01/01/10 - 03/07/18 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 1 |

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.

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

TAXI S

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| 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 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 08:00 - 09:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 09:00 - 10:00 | 4 | 55 | 0.005 | 4 | 55 | 0.005 | 4 | 55 | 0.010 |
| 10:00 - 11:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 11:00 - 12:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 12:00 - 13:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 13:00 - 14:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 14:00 - 15:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 15:00 - 16:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 16:00 - 17:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 17:00 - 18:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 18:00 - 19:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 19:00 - 20:00 | 1 | 20 | 0.000 | 1 | 20 | 0.000 | 1 | 20 | 0.000 |
| 20:00 - 21:00 | 1 | 20 | 0.000 | 1 | 20 | 0.000 | 1 | 20 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.005 | | | 0.005 | | | 0.010 |

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.

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| 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 | 4 | 55 | 0.005 | 4 | 55 | 0.005 | 4 | 55 | 0.010 |
| 08:00 - 09:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 09:00 - 10:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 10:00 - 11:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 11:00 - 12:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 12:00 - 13:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 13:00 - 14:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 14:00 - 15:00 | 4 | 55 | 0.005 | 4 | 55 | 0.000 | 4 | 55 | 0.005 |
| 15:00 - 16:00 | 4 | 55 | 0.000 | 4 | 55 | 0.005 | 4 | 55 | 0.005 |
| 16:00 - 17:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 17:00 - 18:00 | 4 | 55 | 0.005 | 4 | 55 | 0.005 | 4 | 55 | 0.010 |
| 18:00 - 19:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 19:00 - 20:00 | 1 | 20 | 0.000 | 1 | 20 | 0.000 | 1 | 20 | 0.000 |
| 20:00 - 21:00 | 1 | 20 | 0.000 | 1 | 20 | 0.000 | 1 | 20 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.015 | | | 0.015 | | | 0.030 |

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.*

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| 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 | 4 | 55 | 0.000 | 4 | 55 | 0.009 | 4 | 55 | 0.009 |
| 08:00 - 09:00 | 4 | 55 | 0.009 | 4 | 55 | 0.018 | 4 | 55 | 0.027 |
| 09:00 - 10:00 | 4 | 55 | 0.005 | 4 | 55 | 0.009 | 4 | 55 | 0.014 |
| 10:00 - 11:00 | 4 | 55 | 0.005 | 4 | 55 | 0.005 | 4 | 55 | 0.010 |
| 11:00 - 12:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 12:00 - 13:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 13:00 - 14:00 | 4 | 55 | 0.018 | 4 | 55 | 0.000 | 4 | 55 | 0.018 |
| 14:00 - 15:00 | 4 | 55 | 0.000 | 4 | 55 | 0.005 | 4 | 55 | 0.005 |
| 15:00 - 16:00 | 4 | 55 | 0.000 | 4 | 55 | 0.000 | 4 | 55 | 0.000 |
| 16:00 - 17:00 | 4 | 55 | 0.000 | 4 | 55 | 0.005 | 4 | 55 | 0.005 |
| 17:00 - 18:00 | 4 | 55 | 0.009 | 4 | 55 | 0.000 | 4 | 55 | 0.009 |
| 18:00 - 19:00 | 4 | 55 | 0.014 | 4 | 55 | 0.014 | 4 | 55 | 0.028 |
| 19:00 - 20:00 | 1 | 20 | 0.050 | 1 | 20 | 0.000 | 1 | 20 | 0.050 |
| 20:00 - 21:00 | 1 | 20 | 0.000 | 1 | 20 | 0.000 | 1 | 20 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.110 | | | 0.065 | | | 0.175 |

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.