

APPENDIX B
Transport for London – Pre-Application Response



Our ref: 18/3586

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21st November 2018

Dear Karen

Manor Road Homebase, LB Richmond – TfL’s pre-application advice

Thank you for participating in Transport for London’s (TfL) pre-planning application process, the aim of which is to ensure that development is successful in transport terms and in accordance with relevant London Plan policies. This letter concerns the recent meeting regarding the proposed redevelopment of the Homebase site on Manor Road in the London Borough of Richmond upon Thames (LBRuT).

The following comments are made by Transport for London officers on a ‘without prejudice’ basis only and are intended to ensure that this development is successful in transport terms and in line with relevant London Plan policies. You should not interpret them as indicating any subsequent Mayoral decision on any planning application based on the proposed scheme. Furthermore, these comments also do not necessarily represent the views of the Greater London Authority.

Based on the information provided in the Transport Scoping Study (TSS) and meeting, it is understood that the proposal consists of:

- 414 residential units; and
- Two commercial units (482sqm floorspace).

A pre-planning application meeting was held with TfL on the 7th November 2018 regarding the development proposals. The meeting was attended by the following:

Karen Smith
Omer Weinburger

Sanderson Associates
Avanton

Chris Cobham
Tom Bennett

Avanton
ICG Longbow

Lucy Simpson
Claire Bartle
Mark Parker
Fergus McGhee

TfL Spatial Planning
TfL Network Sponsorship
TfL Bus Operations
TfL Bus Network Development

This pre-application response is based on the information provided to date including the TSS and summarises the key points discussed at our meeting.

Site context

The site is bound by railway lines to the south and west, Manor Road to the east and the North Sheen Bus Terminus is located to the north. The site is located immediately south of the A316 Manor Circus which forms part of the Transport for London Road Network (TLRN). A level crossing is located on Manor Road immediately south of the site's southern boundary.

The entrance to North Sheen rail station is located on the opposite side of Manor Road near the sites southern boundary; there are also 10 bus routes within an acceptable walk distance. Based on TfL's Webcat toolkit the application site has a public transport accessibility level (PTAL) of 5, on a scale of 1 to 6b where 6b is the most accessible.

Transport Assessment

TfL are due to release new Transport Assessment Guidance at the beginning of December. The Transport Assessment (TA) should be undertaken in accordance with this new guidance which should be available from: <https://tfl.gov.uk/info-for/urban-planning-and-construction/guidance-for-applicants>, further details on the specific requirements are set out below.

The draft London Plan was published on 29 November 2017 and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. We will be expecting all new planning applications to give material consideration to the policies set out within this document, noting that the decision-maker is to determine the balance of weight to be given to adopted and draft policies.

Trip generation and mode split

Surveys of the existing uses on site have been undertaken and will be used to establish the existing vehicle trip generation for the site.

The TRICS database will be used to determine total person trips for the proposed uses. TfL would recommend that only TRICS surveys from the Greater London area are used in this assessment. Census data should be

used to establish mode share, and adjusted to account for the car-free nature of the development.

Trip generation figures should be presented in the TA by mode, time, and directional flow, with the peak hour number of trips indicated separately.

Site access

There will be no direct vehicular access to the site from the TLRN.

It is proposed to maintain the existing site vehicular access which is shared with the bus terminus. The TA will need to demonstrate that the proposed development will not impact on the operation of the existing bus terminus.

Car parking

The development will be car free with the exception of 12 spaces reserved for disabled users, which accords with the draft London Plan and is welcomed by TfL.

A Parking Design and Management Plan should be submitted alongside the application which indicates how the car parking will be designed and managed, with reference to Transport for London guidance on car parking management and car park design. It will also need to demonstrate where the additional 7% of disabled car parking spaces will be provided on site should demand arise. Furthermore, parking spaces should be leased rather than sold to ensure the land they take up is used as efficiently as possible over the life of the development.

Electric Vehicle Charging Points (EVCP) including passive provision should also be provided in accordance with London Plan standards.

The applicant has indicated that they are currently discussing the viability of providing a car club space on site. TfL would recommend that three years free car club membership is secured for all new residents without a car parking space.

Highway impact

The extent of the highway modelling proposed is acceptable, assuming a net reduction in peak hour vehicle trips.

The models should be validated against on street data i.e. queue length surveys.

Buses

As stated above, there are currently 10 bus routes (65, 371, 493, 190, 419, H37, R68, R70, 391 and H22) within an acceptable walking distance of the site with stops on Manor Road and Lower Mortlake Road. As stated previously, the

TA will need to provide bus trip generation figures by time and by direction, with the peak hour indicated separately. The trip generation figures by direction should consider the existing bus network. TfL will use this information to assess the impact of development, considering the cumulative impact of the development and will be able to confirm if any bus capacity enhancements are required.

A bus stop assessment should be undertaken for the closest two stops to the application site. Should the assessment identify any necessary improvements, these will need to be funded by the applicant.

TfL are currently consulting on changes to bus services within the Richmond area. This would result in a slight reduction in the frequency of services between Manor Circus and Richmond.

North Sheen Bus Terminus

The feasibility of building over the existing North Sheen Bus Terminus was discussed. Any over station development would need to be designed in accordance with TfL guidance, which will be provided separately to this letter. The layout would also need to maintain standing for up to 5 buses including a bus driver facility. TfL suggest that the applicant produces a feasibility design for an over station development which could be used to inform more detailed discussions.

North Sheen Rail Station

North Sheen Station and the trains which serve it are operated by South Western Railway. TfL has no involvement with the operation of this station or the level crossing. TfL would suggest contacting South Western Railway directly to gain information on the capacity of the trains and the existing loads at North Sheen station, and Network Rail concerning the level crossing.

Cycle Parking

760 cycle parking spaces proposed within a secure cycle store with two tier racks located in the basement, which would be in accordance with both the London Plan and draft London Plan.

Cycle stores should be broken up into smaller areas for added security. Short-stay cycle parking should be located in close proximity to building entrances of all buildings to provide convenience and choice for all users. Cycle Parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. The TA should also take into consideration how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

TfL would also advise that shower and locker facilities are provided for members of staff of the commercial units wishing to cycle to work. All cycle

parking spaces should also be easily accessible from cycle routes and appropriate signage, should be provided.

Pedestrian and Cycle Access

The redevelopment will see an increase in pedestrian and cycle trips to / from the site and the local area, and it is noted that additional pedestrian and cycle access points are proposed along Manor Road. The applicant should ensure that the Healthy Streets approach is considered both throughout the site and within the local area, including routes to all transport nodes. In terms of Healthy Streets the development proposals should:

- Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>
- Reduce the dominance of vehicles on London's streets whether stationary or moving.
- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Any necessary improvements identified by this assessment will need to be funded by the applicant.

It is noted that the Quietway previously proposed along the A316 is no longer being progressed.

Manor Circus

TfL have a highway improvement scheme at Manor Circus which aims to improve pedestrian road safety and to improve the cycling and pedestrian environment. Given that the proposed development will increase pedestrian and cycle movements at Manor Circus TfL will request a contribution towards this scheme.

Travel planning

A residential travel plan will be submitted as part of the planning application. When preparing travel plans, reference should be made to TfL's travel plan guidance.

The Travel Plan should then be secured, delivered, monitored and funded through the Section 106 agreement.

Delivery and construction

In order to minimise the impacts of construction and delivery vehicles, a Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP) should be delivered in line with TfL's guidance. An indicative programme of construction should be included in the CLP.

Community Infrastructure Levy

In accordance with London Plan policy 8.3, Community Infrastructure Levy, the Mayor commenced CIL charging for developments on 1st April 2012. It is noted that the proposed development is within the London Borough of Richmond upon Thames, where the Mayoral charge is £50 per square metre Gross Internal Area (GIA). Further details can be found at:
<http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

Summary

As discussed at our meeting and recorded herein there are a number of issues which require further discussions and action. TfL will welcome further involvement and discussion with the applicant and Richmond Council in order to ensure agreement on as many issues as possible prior to the planning application being submitted.

I hope this provides a useful basis upon which to progress the preparation of the planning application and supporting TA and look forward to hearing from you shortly.

Should you wish to discuss any part of this letter, please contact myself or Lucy Simpson (lucysimpson@tfl.gov.uk - 020 3054 7039).

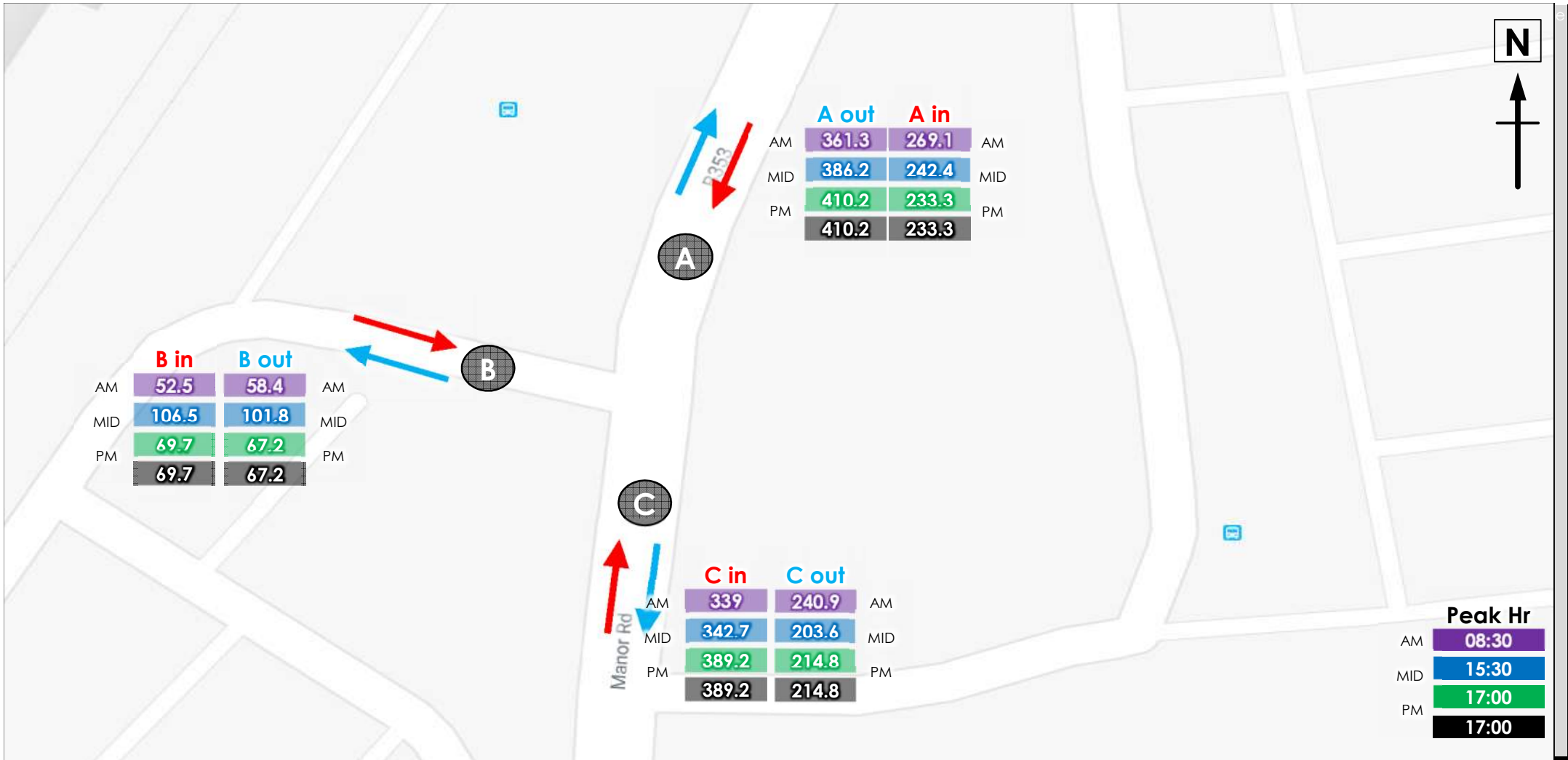
Yours sincerely



Lucinda Turner
Director of spatial Planning
Email: lucindaturner@tfl.gov.uk
Direct line: 020 3054 7133

APPENDIX C
Traffic Count Data





Arms: **A B C**

	Site / Location:	1	Manor Road / Retail Park Access	Project No:	9256	Drawing No:	9256 - 01	Drawn By:	MB
	Survey Date:	02/10/2018		Project Name:	MANOR ROAD, RICHMOND				
	Survey Times:	from:	07:30	15:00	Drawing Title:	Junction Labels and Peak Hr PCU's			
		to:	09:30	18:00					



SITE: **1**
 LOCATION: Manor Road / Retail Park Access
 TOTAL ARMS: A B C

from arm: **A**
 to arm: **A**

period I period II
 from: 07:30 15:00
 to: 09:30 18:00

DATE: 02/10/2018
 DAY: Tuesday

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU
PCU factor		1	1	1.5	2.3	2	0.4	0.2		
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
P/TOT		0	0	0	0	0	0	0	0	0
Period I Total:		0	0	0	0	0	0	0	0	0
Period II Total:		0	0	0	0	0	0	0	0	0

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h
PCU factor		1	1	1.5	2.3	2	0.4	0.2		
INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00
07:30	08:30	0	0	0	0	0	0	0	0	0
07:45	08:45	0	0	0	0	0	0	0	0	0
08:00	09:00	0	0	0	0	0	0	0	0	0
08:15	09:15	0	0	0	0	0	0	0	0	0
08:30	09:30	0	0	0	0	0	0	0	0	0
08:45	09:45	0	0	0	0	0	0	0	0	0
09:00	10:00	0	0	0	0	0	0	0	0	0
09:15	10:15	0	0	0	0	0	0	0	0	0
15:00	16:00	0	0	0	0	0	0	0	0	0
15:15	16:15	0	0	0	0	0	0	0	0	0
15:30	16:30	0	0	0	0	0	0	0	0	0
15:45	16:45	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0
P/TOT		0	0	0	0	0	0	0	0	0



SITE: 1
LOCATION: Manor Road / Retail Park Access
TOTAL ARMS: A B C

from arm: A
to arm: B

period I period II
from: 07:30 15:00
to: 09:30 18:00

DATE: 02/10/2018
DAY: Tuesday

SITE: 1
LOCATION: Manor Road /
TOTAL ARMS: A B

		per quarter of an hour							TOT	PCU
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
PCU factor		1	1	1.5	2.3	2	0.4	0.2		
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:30	07:45	1	0	1	0	1	0	0	3	4.5
07:45	08:00	3	1	0	0	3	0	0	7	10
08:00	08:15	2	1	0	0	2	0	0	5	7
08:15	08:30	8	1	0	0	3	0	0	12	15
08:30	08:45	4	0	0	0	2	0	0	6	8
08:45	09:00	4	1	0	0	0	0	1	6	5.2
09:00	09:15	6	0	0	0	2	0	0	8	10
09:15	09:30	6	5	0	0	2	0	1	14	15.2
15:00	15:15	10	0	0	0	2	0	0	12	14
15:15	15:30	12	0	0	0	3	1	0	16	18.4
15:30	15:45	15	1	0	0	3	1	1	21	22.6
15:45	16:00	9	0	0	0	3	0	1	13	15.2
16:00	16:15	16	0	0	0	1	0	0	17	18
16:15	16:30	2	2	0	0	4	0	0	8	12
16:30	16:45	9	2	1	0	3	0	0	15	18.5
16:45	17:00	5	1	0	0	0	0	0	6	6
17:00	17:15	7	0	0	0	3	0	0	10	13
17:15	17:30	6	0	0	0	2	0	0	8	10
17:30	17:45	6	0	0	0	1	0	0	7	8
17:45	18:00	8	0	0	0	2	0	0	10	12
P/TOT		139	15	2	0	42	2	4	204	242.6

Period I Total: 34 9 1 0 15 0 2 0 0 61 74.9
Period II Total: 105 6 1 0 27 2 2 0 0 143 167.7

		per hour							TOT	PCU.h	per quarter	
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			from	to
PCU factor		1	1	1.5	2.3	2	0.4	0.2			PCU factor	
INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	INTERVAL	
07:30	08:30	14	3	1	0	9	0	0	27	36.5	07:30	07:45
07:45	08:45	17	3	0	0	10	0	0	30	40	07:45	08:00
08:00	09:00	18	3	0	0	7	0	1	29	35.2	08:00	08:15
08:15	09:15	22	2	0	0	7	0	1	32	38.2	08:15	08:30
08:30	09:30	20	6	0	0	6	0	2	34	38.4	08:30	08:45
08:45	09:45	16	6	0	0	4	0	2	28	30.4	08:45	09:00
09:00	10:00	12	5	0	0	4	0	1	22	25.2	09:00	09:15
09:15	10:15	6	5	0	0	2	0	1	14	15.2	09:15	09:30
15:00	16:00	46	1	0	0	11	2	2	62	70.2	15:00	15:15
15:15	16:15	52	1	0	0	10	2	2	67	74.2	15:15	15:30
15:30	16:30	42	3	0	0	11	1	2	59	67.8	15:30	15:45
15:45	16:45	36	4	1	0	11	0	1	53	63.7	15:45	16:00
16:00	17:00	32	5	1	0	8	0	0	46	54.5	16:00	16:15
16:15	17:15	23	5	1	0	10	0	0	39	49.5	16:15	16:30
16:30	17:30	27	3	1	0	8	0	0	39	47.5	16:30	16:45
16:45	17:45	24	1	0	0	6	0	0	31	37	16:45	17:00
17:00	18:00	27	0	0	0	8	0	0	35	43	17:00	17:15
17:15	18:15	20	0	0	0	5	0	0	25	30	17:15	17:30
17:30	18:30	14	0	0	0	3	0	0	17	20	17:30	17:45
17:45	18:45	8	0	0	0	2	0	0	10	12	17:45	18:00
P/TOT		139	15	2	0	42	2	4	204	242.6	P/TOT	

Period I Total: 308 71
Period II Total: 441 72



Retail Park Access
 C

from arm: **A**
 to arm: **C**

period I period II
 from: 07:30 15:00
 to: 09:30 18:00

DATE: 02/10/2018
 DAY: Tuesday

SITE: **1**
 LOCATION: Manor Road / Retail Park Access
 TOTAL ARMS: A B C

of an hour

OGV1	OGV2	PSV	MCL	PCL	TOT	PCU
1.5	2.3	2	0.4	0.2		
00:15	00:15	00:15	00:15	00:15	00:15	00:15
4	0	2	0	2	53	55.4
3	1	0	0	1	55	57
4	0	1	1	3	44	44
2	0	0	2	4	52	48.6
3	0	0	1	3	71	69.5
2	0	1	1	0	71	72.4
5	0	0	0	3	42	42.1
3	0	1	0	1	45	46.7
1	0	1	3	2	62	60.1
3	0	1	0	1	38	39.7
2	0	0	2	3	53	50.4
0	0	0	0	1	42	41.2
1	0	1	1	1	41	41.1
1	0	0	3	1	44	41.9
1	0	1	1	0	44	44.9
0	0	0	0	1	44	43.2
2	0	1	2	1	52	52
1	0	0	3	4	53	48.5
0	0	0	1	4	49	45.2
0	0	0	2	4	49	44.6
38	1	10	23	40	1004	988.5

26	1	5	5	17	0	0	433	435.7
12	0	5	18	23	0	0	571	552.8

per hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h
PCU factor		1	1	1.5	2.3	2	0.4	0.2		
INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00
07:30	08:30	133	41	13	1	3	3	10	204	205
07:45	08:45	159	34	12	1	1	4	11	222	219.1
08:00	09:00	179	31	11	0	2	5	10	238	234.5
08:15	09:15	177	32	12	0	1	4	10	236	232.6
08:30	09:30	175	30	13	0	2	2	7	229	230.7
08:45	09:45	119	22	10	0	2	1	4	158	161.2
09:00	10:00	61	13	8	0	1	0	4	87	88.8
09:15	10:15	34	6	3	0	1	0	1	45	46.7
15:00	16:00	145	30	6	0	2	5	7	195	191.4
15:15	16:15	131	26	6	0	2	3	6	174	172.4
15:30	16:30	138	25	4	0	1	6	6	180	174.6
15:45	16:45	134	24	3	0	2	5	3	171	169.1
16:00	17:00	138	22	3	0	2	5	3	173	171.1
16:15	17:15	147	22	4	0	2	6	3	184	182
16:30	17:30	152	23	4	0	2	6	6	193	188.6
16:45	17:45	157	21	3	0	1	6	10	198	188.9
17:00	18:00	158	20	3	0	1	8	13	203	190.3
17:15	18:15	117	15	1	0	0	6	12	151	138.3
17:30	18:30	78	9	0	0	0	3	8	98	89.8
17:45	18:45	38	5	0	0	0	2	4	49	44.6
P/TOT		749	143	38	1	10	23	40	1004	988.5

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL
PCU factor		1	1	1.5	2.3	2	0.4
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15
07:30	07:45	31	15	5	0	3	0
07:45	08:00	41	13	3	1	3	0
08:00	08:15	31	7	4	0	3	1
08:15	08:30	44	9	2	0	3	2
08:30	08:45	60	8	3	0	2	1
08:45	09:00	62	10	2	0	1	1
09:00	09:15	33	7	5	0	2	0
09:15	09:30	40	11	3	0	3	0
15:00	15:15	56	9	1	0	3	3
15:15	15:30	39	6	3	0	4	1
15:30	15:45	54	8	2	0	3	3
15:45	16:00	42	8	0	0	3	0
16:00	16:15	48	5	1	0	2	1
16:15	16:30	36	7	1	0	4	3
16:30	16:45	44	8	2	0	4	1
16:45	17:00	42	7	0	0	0	0
17:00	17:15	48	5	2	0	4	2
17:15	17:30	45	6	1	0	2	3
17:30	17:45	46	4	0	0	1	1
17:45	18:00	46	5	0	0	2	2
P/TOT		888	158	40	1	52	25

Period I Total:	342	80	27	1	20	5
Period II Total:	546	78	13	0	32	20

9256 / MANOR ROAD, RICHMOND
 October 2018
 Classified Turning Count



from arm: **A**
 to arm: **all**

period I period II
 from: 07:30 15:00
 to: 09:30 18:00

DATE: 02/10/2018
 DAY: Tuesday

SITE: **1**
 LOCATION: Manor Road / Retail Park Access
 TOTAL ARMS: A B C

from arm:
 to arm:

PCL	TOT	PCU
0.2		
00:15	00:15	00:15
2	56	59.9
1	62	67
3	49	51
4	64	63.6
3	77	77.5
1	77	77.6
3	50	52.1
2	59	61.9
2	74	74.1
1	54	58.1
4	74	73
2	55	56.4
1	58	59.1
1	52	53.9
0	59	63.4
1	50	49.2
1	62	65
4	61	58.5
4	56	53.2
4	59	56.6
44	0	0
	1208	1231

		per hour							TOT	PCU.h
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
PCU factor		1	1	1.5	2.3	2	0.4	0.2		
INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00
07:30	08:30	147	44	14	1	12	3	10	231	241.5
07:45	08:45	176	37	12	1	11	4	11	252	259.1
08:00	09:00	197	34	11	0	9	5	11	267	269.7
08:15	09:15	199	34	12	0	8	4	11	268	270.8
08:30	09:30	195	36	13	0	8	2	9	263	269.1
08:45	09:45	135	28	10	0	6	1	6	186	191.6
09:00	10:00	73	18	8	0	5	0	5	109	114
09:15	10:15	40	11	3	0	3	0	2	59	61.9
15:00	16:00	191	31	6	0	13	7	9	257	261.6
15:15	16:15	183	27	6	0	12	5	8	241	246.6
15:30	16:30	180	28	4	0	12	7	8	239	242.4
15:45	16:45	170	28	4	0	13	5	4	224	232.8
16:00	17:00	170	27	4	0	10	5	3	219	225.6
16:15	17:15	170	27	5	0	12	6	3	223	231.5
16:30	17:30	179	26	5	0	10	6	6	232	236.1
16:45	17:45	181	22	3	0	7	6	10	229	225.9
17:00	18:00	185	20	3	0	9	8	13	238	233.3
17:15	18:15	137	15	1	0	5	6	12	176	168.3
17:30	18:30	92	9	0	0	3	3	8	115	109.8
17:45	18:45	46	5	0	0	2	2	4	59	56.6
P/TOT		888	158	40	1	52	25	44	0	0
									1208	1231

		per hour							TOT	PCU.h
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
PCU factor		1	1	1.5	2.3	2	0.4	0.2		
INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:30	07:45	79	13	4	0	7	4	2	109	
07:45	08:00	48	8	1	0	8	1	2	68	
08:00	08:15	63	11	1	1	3	5	5	89	
08:15	08:30	63	13	2	1	4	1	4	88	
08:30	08:45	64	11	1	0	3	4	3	86	
08:45	09:00	80	13	1	1	1	1	3	100	
09:00	09:15	65	6	2	0	2	1	1	77	
09:15	09:30	74	12	1	1	4	1	0	93	
15:00	15:15	64	8	3	0	3	1	4	83	
15:15	15:30	47	13	5	1	6	1	1	74	
15:30	15:45	87	11	1	2	4	3	2	110	
15:45	16:00	53	12	3	0	5	1	0	74	
16:00	16:15	70	12	3	1	4	1	1	92	
16:15	16:30	70	13	1	1	4	0	2	91	
16:30	16:45	69	10	3	0	5	1	4	92	
16:45	17:00	61	14	1	0	3	1	1	81	
17:00	17:15	62	19	0	0	6	1	3	91	
17:15	17:30	88	16	1	0	3	1	4	113	
17:30	17:45	81	9	5	0	3	4	2	104	
17:45	18:00	81	12	0	0	2	2	1	98	
P/TOT		1369	236	39	9	80	35	45	0	0
									1813	

19 0 0 **494** 510.6
 25 0 0 **714** 720.5

Period I Total: 536 87 13 4 32 18 20 0 0 **710**
 Period II Total: 833 149 26 5 48 17 25 0 0 **1103**



all
A

period I period II
 from: 07:30 15:00
 to: 09:30 18:00

DATE: 02/10/2018
 DAY: Tuesday

SITE: 1
 LOCATION: Manor Road / Retail Park Access
 TOTAL ARMS:

from arm: **B**
 to arm: **A**

from:
to:

PCU	from	to								TOT	PCU.h	per quarter of an hour										TOT	PCU	from	to	
			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			PCU factor	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	PCU factor	Interval					Interval
114	07:30	08:30	253	45	8	2	22	11	13	354	365.6	07:30	07:45	2	0	1	0	2	0	0	5	7.5	07:30	08:30		
74.3	07:45	08:45	238	43	5	2	18	11	14	331	336.3	07:45	08:00	1	0	0	0	3	0	0	4	7	07:45	08:45		
86.8	08:00	09:00	270	48	5	3	11	11	15	363	361.8	08:00	08:15	2	1	0	0	2	0	0	5	7	08:00	09:00		
90.5	08:15	09:15	272	43	6	2	10	7	11	351	353.6	08:15	08:30	5	3	0	0	2	0	0	10	12	08:15	09:15		
84.7	08:30	09:30	283	42	5	2	10	7	7	356	361.3	08:30	08:45	3	0	0	0	3	0	0	6	9	08:30	09:30		
99.8	08:45	09:45	219	31	4	2	7	3	4	270	276.6	08:45	09:00	2	0	0	0	1	0	0	3	4	08:45	09:45		
78.6	09:00	10:00	139	18	3	1	6	2	1	170	176.8	09:00	09:15	4	2	0	0	2	0	0	8	10	09:00	10:00		
98.2	09:15	10:15	74	12	1	1	4	1	0	93	98.2	09:15	09:30	11	2	0	1	2	0	0	16	19.3	09:15	10:15		
83.7	15:00	16:00	251	44	12	3	18	6	7	341	359.7	15:00	15:15	9	0	0	0	2	0	0	11	13	15:00	16:00		
82.4	15:15	16:15	257	48	12	4	19	6	4	350	373.4	15:15	15:30	8	2	0	0	3	0	0	13	16	15:15	16:15		
113.7	15:30	16:30	280	48	8	4	17	5	5	367	386.2	15:30	15:45	15	0	0	0	3	2	1	21	22	15:30	16:30		
79.9	15:45	16:45	262	47	10	2	18	3	7	349	367.2	15:45	16:00	7	1	0	0	2	0	0	10	12	15:45	16:45		
97.4	16:00	17:00	270	49	8	2	16	3	8	356	370.4	16:00	16:15	17	1	1	0	3	0	0	22	25.5	16:00	17:00		
95.2	16:15	17:15	262	56	5	1	18	3	10	355	367	16:15	16:30	13	1	0	0	2	0	0	16	18	16:15	17:15		
94.7	16:30	17:30	280	59	5	0	17	4	12	377	384.5	16:30	16:45	16	0	0	0	4	0	1	21	24.2	16:30	17:30		
83.1	16:45	17:45	292	58	7	0	15	7	10	389	395.3	16:45	17:00	7	1	0	0	1	0	0	9	10	16:45	17:45		
94	17:00	18:00	312	56	6	0	14	8	10	406	410.2	17:00	17:15	6	1	0	0	3	0	1	11	13.2	17:00	18:00		
112.7	17:15	18:15	250	37	6	0	8	7	7	315	316.2	17:15	17:30	8	1	0	0	2	0	0	11	13	17:15	18:15		
105.5	17:30	18:30	162	21	5	0	5	6	3	202	203.5	17:30	17:45	6	1	0	0	2	0	0	9	11	17:30	18:30		
98	17:45	18:45	81	12	0	0	2	2	1	98	98	17:45	18:00	8	0	0	0	0	0	0	8	8	17:45	18:45		
1867	P/TOT		1369	236	39	9	80	35	45	0	0	1813	1867	P/TOT	150	17	2	1	44	2	3	0	0	219	261.7	P/TOT
726.9	Period I Total:														30	8	1	1	17	0	0	0	0	57	75.8	
1140	Period II Total:														120	9	1	0	27	2	3	0	0	162	185.9	

9256 / MANOR ROAD, RICHMOND
 October 2018
 Classified Turning Count



period I period II
 07:30 15:00
 09:30 18:00

DATE: 02/10/2018
 DAY: Tuesday

SITE: 1
 LOCATION: Manor Road / Retail Park Access
 TOTAL ARMS: A B C

from arm: B
 to arm: B

period I period II
 from: 07:30 15:00
 to: 09:30 18:00

per hour

CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h
1	1	1.5	2.3	2	0.4	0.2		
01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00
10	4	1	0	9	0	0	24	33.5
11	4	0	0	10	0	0	25	35
12	4	0	0	8	0	0	24	32
14	5	0	0	8	0	0	27	35
20	4	0	1	8	0	0	33	42.3
17	4	0	1	5	0	0	27	33.3
15	4	0	1	4	0	0	24	29.3
11	2	0	1	2	0	0	16	19.3
39	3	0	0	10	2	1	55	63
47	4	1	0	11	2	1	66	75.5
52	3	1	0	10	2	1	69	77.5
53	3	1	0	11	0	1	69	79.7
53	3	1	0	10	0	1	68	77.7
42	3	0	0	10	0	2	57	65.4
37	3	0	0	10	0	2	52	60.4
27	4	0	0	8	0	1	40	47.2
28	3	0	0	7	0	1	39	45.2
22	2	0	0	4	0	0	28	32
14	1	0	0	2	0	0	17	19
8	0	0	0	0	0	0	8	8
150	17	2	1	44	2	3	219	261.7

per quarter of an hour

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU
		1	1	1.5	2.3	2	0.4	0.2		
00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
07:30	07:45	0	0	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
P/TOT		0	0	0	0	0	0	0	0	0

per hour

from	to	CAR	LGV	OGV1	OGV2
		1	1	1.5	2.3
01:00	01:00	01:00	01:00	01:00	01:00
07:30	08:30	0	0	0	0
07:45	08:45	0	0	0	0
08:00	09:00	0	0	0	0
08:15	09:15	0	0	0	0
08:30	09:30	0	0	0	0
08:45	09:45	0	0	0	0
09:00	10:00	0	0	0	0
09:15	10:15	0	0	0	0
15:00	16:00	0	0	0	0
15:15	16:15	0	0	0	0
15:30	16:30	0	0	0	0
15:45	16:45	0	0	0	0
16:00	17:00	0	0	0	0
16:15	17:15	0	0	0	0
16:30	17:30	0	0	0	0
16:45	17:45	0	0	0	0
17:00	18:00	0	0	0	0
17:15	18:15	0	0	0	0
17:30	18:30	0	0	0	0
17:45	18:45	0	0	0	0
P/TOT		0	0	0	0

Period I Total: 0 0 0 0 0 0 0 0 0 0 0
 Period II Total: 0 0 0 0 0 0 0 0 0 0 0



DATE: 02/10/2018
 DAY: Tuesday

SITE: 1
 LOCATION: Manor Road / Retail Park Access
 TOTAL ARMS: A B C

from arm: B
 to arm: C

period I period II
 from: 07:30 15:00
 to: 09:30 18:00

			TOT	PCU.h	per quarter of an hour							TOT	PCU		
PSV	MCL	PCL			from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
2	0.4	0.2					1	1	1.5	2.3	2	0.4	0.2		
01:00	01:00	01:00	01:00	01:00	INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15
0	0	0	0	0	07:30	07:45	0	0	0	0	0	0	0	0	0
0	0	0	0	0	07:45	08:00	1	0	0	0	0	0	0	1	1
0	0	0	0	0	08:00	08:15	0	0	0	0	0	0	0	0	0
0	0	0	0	0	08:15	08:30	2	0	0	0	0	0	0	2	2
0	0	0	0	0	08:30	08:45	0	0	0	0	0	0	0	0	0
0	0	0	0	0	08:45	09:00	1	0	0	0	0	0	1	2	1.2
0	0	0	0	0	09:00	09:15	3	0	0	0	0	0	0	3	3
0	0	0	0	0	09:15	09:30	4	0	0	0	1	0	0	5	6
0	0	0	0	0	15:00	15:15	6	1	0	0	0	0	0	7	7
0	0	0	0	0	15:15	15:30	9	1	0	0	0	0	0	10	10
0	0	0	0	0	15:30	15:45	7	1	0	0	0	0	0	8	8
0	0	0	0	0	15:45	16:00	8	0	0	0	0	0	0	8	8
0	0	0	0	0	16:00	16:15	6	0	0	0	0	0	0	6	6
0	0	0	0	0	16:15	16:30	6	1	0	0	0	0	0	7	7
0	0	0	0	0	16:30	16:45	7	2	0	0	0	0	0	9	9
0	0	0	0	0	16:45	17:00	6	1	0	0	0	0	0	7	7
0	0	0	0	0	17:00	17:15	7	1	0	0	0	0	0	8	8
0	0	0	0	0	17:15	17:30	6	0	1	0	0	0	0	7	7.5
0	0	0	0	0	17:30	17:45	4	0	0	0	0	0	0	4	4
0	0	0	0	0	17:45	18:00	5	0	0	0	0	0	0	5	5
0	0	0	0	0	P/TOT		88	8	1	0	1	0	1	99	99.7

Period I Total: 11 0 0 0 1 0 1 0 0 13 13.2
 Period II Total: 77 8 1 0 0 0 0 0 0 86 86.5

		per hour						
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL
		1	1	1.5	2.3	2	0.4	0.2
		01:00	01:00	01:00	01:00	01:00	01:00	01:00
07:30	08:30	3	0	0	0	0	0	0
07:45	08:45	3	0	0	0	0	0	0
08:00	09:00	3	0	0	0	0	0	1
08:15	09:15	6	0	0	0	0	0	1
08:30	09:30	8	0	0	0	1	0	1
08:45	09:45	8	0	0	0	1	0	1
09:00	10:00	7	0	0	0	1	0	0
09:15	10:15	4	0	0	0	1	0	0
15:00	16:00	30	3	0	0	0	0	0
15:15	16:15	30	2	0	0	0	0	0
15:30	16:30	27	2	0	0	0	0	0
15:45	16:45	27	3	0	0	0	0	0
16:00	17:00	25	4	0	0	0	0	0
16:15	17:15	26	5	0	0	0	0	0
16:30	17:30	26	4	1	0	0	0	0
16:45	17:45	23	2	1	0	0	0	0
17:00	18:00	22	1	1	0	0	0	0
17:15	18:15	15	0	1	0	0	0	0
17:30	18:30	9	0	0	0	0	0	0
17:45	18:45	5	0	0	0	0	0	0
P/TOT		88	8	1	0	1	0	1



DATE: 02/10/2018
DAY: Tuesday

SITE: 1
LOCATION: Manor Road / Retail Park Access
TOTAL ARMS: A B C

from arm: B
to arm: all

period I period II
from: 07:30 15:00
to: 09:30 18:00

DATE: 02/10/2018
DAY: Tuesday

LOC
TOTAL

		per quarter of an hour												
TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU		
				1	1	1.5	2.3	2	0.4	0.2				
		PCU factor		1	1	1.5	2.3	2	0.4	0.2				
		INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15		
3	3	07:30	07:45	2	0	1	0	2	0	0	5	7.5		
3	3	07:45	08:00	2	0	0	0	3	0	0	5	8		
4	3.2	08:00	08:15	2	1	0	0	2	0	0	5	7		
7	6.2	08:15	08:30	7	3	0	0	2	0	0	12	14		
10	10.2	08:30	08:45	3	0	0	0	3	0	0	6	9		
10	10.2	08:45	09:00	3	0	0	0	1	0	1	5	5.2		
8	9	09:00	09:15	7	2	0	0	2	0	0	11	13		
5	6	09:15	09:30	15	2	0	1	3	0	0	21	25.3		
33	33	15:00	15:15	15	1	0	0	2	0	0	18	20		
32	32	15:15	15:30	17	3	0	0	3	0	0	23	26		
29	29	15:30	15:45	22	1	0	0	3	2	1	29	30		
30	30	15:45	16:00	15	1	0	0	2	0	0	18	20		
29	29	16:00	16:15	23	1	1	0	3	0	0	28	31.5		
31	31	16:15	16:30	19	2	0	0	2	0	0	23	25		
31	31.5	16:30	16:45	23	2	0	0	4	0	1	30	33.2		
26	26.5	16:45	17:00	13	2	0	0	1	0	0	16	17		
24	24.5	17:00	17:15	13	2	0	0	3	0	1	19	21.2		
16	16.5	17:15	17:30	14	1	1	0	2	0	0	18	20.5		
9	9	17:30	17:45	10	1	0	0	2	0	0	13	15		
5	5	17:45	18:00	13	0	0	0	0	0	0	13	13		
0	99		P/TOT	238	25	3	1	45	2	4	0	0	318	361.4

Period I Total: 41 8 1 1 18 0 1 0 0 70 89
 Period II Total: 197 17 2 0 27 2 3 0 0 248 272.4

		per hour										
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h	from	
		1	1	1.5	2.3	2	0.4	0.2			PC	
		1	1	1.5	2.3	2	0.4	0.2			II	
		INTERVAL	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	
07:30	08:30	13	4	1	0	9	0	0	27	36.5	07:30	
07:45	08:45	14	4	0	0	10	0	0	28	38	07:45	
08:00	09:00	15	4	0	0	8	0	1	28	35.2	08:00	
08:15	09:15	20	5	0	0	8	0	1	34	41.2	08:15	
08:30	09:30	28	4	0	1	9	0	1	43	52.5	08:30	
08:45	09:45	25	4	0	1	6	0	1	37	43.5	08:45	
09:00	10:00	22	4	0	1	5	0	0	32	38.3	09:00	
09:15	10:15	15	2	0	1	3	0	0	21	25.3	09:15	
15:00	16:00	69	6	0	0	10	2	1	88	96	15:00	
15:15	16:15	77	6	1	0	11	2	1	98	107.5	15:15	
15:30	16:30	79	5	1	0	10	2	1	98	106.5	15:30	
15:45	16:45	80	6	1	0	11	0	1	99	109.7	15:45	
16:00	17:00	78	7	1	0	10	0	1	97	106.7	16:00	
16:15	17:15	68	8	0	0	10	0	2	88	96.4	16:15	
16:30	17:30	63	7	1	0	10	0	2	83	91.9	16:30	
16:45	17:45	50	6	1	0	8	0	1	66	73.7	16:45	
17:00	18:00	50	4	1	0	7	0	1	63	69.7	17:00	
17:15	18:15	37	2	1	0	4	0	0	44	48.5	17:15	
17:30	18:30	23	1	0	0	2	0	0	26	28	17:30	
17:45	18:45	13	0	0	0	0	0	0	13	13	17:45	
	P/TOT	238	25	3	1	45	2	4	0	0	318	361.4

Perio
Perioc

SITE: **1**
LOCATION: Manor Road / Retail Park Access
ARMS: A B C

from arm: **all**
to arm: **B**

period I period II
from: 07:30 15:00
to: 09:30 18:00

DATE: 02/10/2018
DAY: Tuesday

SITE: **1**
LOCATION: Manor Road / Retail Park Access
TOTAL ARMS: 3

to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU		
PCU factor	1	1	1.5	2.3	2	0.4	0.2				
INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15		
07:45	1	0	1	0	1	0	0	3	4.5		
08:00	4	1	0	0	3	0	0	8	11		
08:15	2	1	0	0	2	0	0	5	7		
08:30	9	1	0	0	3	0	0	13	16		
08:45	5	0	0	0	2	0	0	7	9		
09:00	8	2	0	0	0	0	1	11	10.2		
09:15	13	0	0	0	2	0	0	15	17		
09:30	11	5	0	0	3	0	1	20	22.2		
15:15	19	0	0	0	2	0	0	21	23		
15:30	18	1	0	0	3	1	0	23	25.4		
15:45	17	2	0	0	3	1	1	24	25.6		
16:00	16	0	0	0	3	0	1	20	22.2		
16:15	29	1	0	0	1	0	0	31	32		
16:30	11	3	0	0	4	0	0	18	22		
16:45	15	2	1	0	3	0	1	22	24.7		
17:00	13	2	0	0	0	0	0	15	15		
17:15	11	0	0	0	3	0	0	14	17		
17:30	15	1	0	0	2	0	0	18	20		
17:45	12	0	0	0	1	0	0	13	14		
18:00	12	0	0	0	2	0	1	15	16.2		
P/TOT	241	22	2	0	43	2	6	0	0	316	354

Period I Total: 53 10 1 0 16 0 2 0 0 **82** 96.9
 Period II Total: 188 12 1 0 27 2 4 0 0 **234** 257.1

from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h		
PCU factor		1	1	1.5	2.3	2	0.4	0.2				
INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00		
07:30	08:30	16	3	1	0	9	0	0	29	38.5		
07:45	08:45	20	3	0	0	10	0	0	33	43		
08:00	09:00	24	4	0	0	7	0	1	36	42.2		
08:15	09:15	35	3	0	0	7	0	1	46	52.2		
08:30	09:30	37	7	0	0	7	0	2	53	58.4		
08:45	09:45	32	7	0	0	5	0	2	46	49.4		
09:00	10:00	24	5	0	0	5	0	1	35	39.2		
09:15	10:15	11	5	0	0	3	0	1	20	22.2		
15:00	16:00	70	3	0	0	11	2	2	88	96.2		
15:15	16:15	80	4	0	0	10	2	2	98	105.2		
15:30	16:30	73	6	0	0	11	1	2	93	101.8		
15:45	16:45	71	6	1	0	11	0	2	91	100.9		
16:00	17:00	68	8	1	0	8	0	1	86	93.7		
16:15	17:15	50	7	1	0	10	0	1	69	78.7		
16:30	17:30	54	5	1	0	8	0	1	69	76.7		
16:45	17:45	51	3	0	0	6	0	0	60	66		
17:00	18:00	50	1	0	0	8	0	1	60	67.2		
17:15	18:15	39	1	0	0	5	0	1	46	50.2		
17:30	18:30	24	0	0	0	3	0	1	28	30.2		
17:45	18:45	12	0	0	0	2	0	1	15	16.2		
P/TOT		241	22	2	0	43	2	6	0	0	316	354

from	to	CAR	LGV	OGV1
PCU factor		1	1	1.5
INTERVAL		00:15	00:15	00:15
07:30	07:45	77	13	3
07:45	08:00	47	8	1
08:00	08:15	61	10	1
08:15	08:30	58	10	2
08:30	08:45	61	11	1
08:45	09:00	78	13	1
09:00	09:15	61	4	2
09:15	09:30	63	10	1
15:00	15:15	55	8	3
15:15	15:30	39	11	5
15:30	15:45	72	11	1
15:45	16:00	46	11	3
16:00	16:15	53	11	2
16:15	16:30	57	12	1
16:30	16:45	53	10	3
16:45	17:00	54	13	1
17:00	17:15	56	18	0
17:15	17:30	80	15	1
17:30	17:45	75	8	5
17:45	18:00	73	12	0
P/TOT		1219	219	37

Period I Total: 506 79 12
 Period II Total: 713 140 25



Park Access

from arm: **C**
 to arm: **A**

period I period II
 from: 07:30 15:00
 to: 09:30 18:00

DATE: 02/10/2018
 DAY: Tuesday

SITE: **1**
 LOCATION: Manor Road / Retail Park Access
 TOTAL ARMS: A B C

hour				TOT	PCU
OGV2	PSV	MCL	PCL		
2.3	2	0.4	0.2		
00:15	00:15	00:15	00:15	00:15	00:15
0	5	4	2	104	106.5
0	5	1	2	64	67.3
1	1	5	5	84	79.8
1	2	1	4	78	78.5
0	0	4	3	80	75.7
1	0	1	3	97	95.8
0	0	1	1	69	68.6
0	2	1	0	77	78.9
0	1	1	4	72	70.7
1	3	1	1	61	66.4
2	1	1	1	89	91.7
0	3	1	0	64	67.9
1	1	1	1	70	71.9
1	2	0	2	75	77.2
0	1	1	3	71	70.5
0	2	1	1	72	73.1
0	3	1	2	80	80.8
0	1	1	4	102	99.7
0	1	4	2	95	94.5
0	2	2	1	90	90
8	36	33	42	1594	1606
3	15	18	20	653	651.1
5	21	15	22	941	954.4

per hour		TOT	PCU.h
from	to		
PCU factor		1	1
INTERVAL		01:00	01:00
07:30	08:30	243	41
07:45	08:45	227	39
08:00	09:00	258	44
08:15	09:15	258	38
08:30	09:30	263	38
08:45	09:45	202	27
09:00	10:00	124	14
09:15	10:15	63	10
15:00	16:00	212	41
15:15	16:15	210	44
15:30	16:30	228	45
15:45	16:45	209	44
16:00	17:00	217	46
16:15	17:15	220	53
16:30	17:30	243	56
16:45	17:45	265	54
17:00	18:00	284	53
17:15	18:15	228	35
17:30	18:30	148	20
17:45	18:45	73	12
P/TOT		1219	219

per quarter of an hour		TOT	PCU
from	to		
PCU factor		1	1
INTERVAL		00:15	00:15
07:30	07:45	0	0
07:45	08:00	1	0
08:00	08:15	0	0
08:15	08:30	1	0
08:30	08:45	1	0
08:45	09:00	4	1
09:00	09:15	7	0
09:15	09:30	5	0
15:00	15:15	9	0
15:15	15:30	6	1
15:30	15:45	2	1
15:45	16:00	7	0
16:00	16:15	13	1
16:15	16:30	9	1
16:30	16:45	6	0
16:45	17:00	8	1
17:00	17:15	4	0
17:15	17:30	9	1
17:30	17:45	6	0
17:45	18:00	4	0
P/TOT		102	7
Period I Total:		19	1
Period II Total:		83	6

9256 / MANOR ROAD, RICHMOND
 October 2018
 Classified Turning Count



from arm: **C**
 to arm: **B**

period I period II
 from: 07:30 15:00
 to: 09:30 18:00

DATE: 02/10/2018
 DAY: Tuesday

SITE: **1**
 LOCATION: Manor Road / Retail Park Access
 TOTAL ARMS: A B C

from arm: **C**
 to arm: **C**

		per hour										per quarter of an hour												
TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	
		PCU factor		1	1	1.5	2.3	2	0.4	0.2			PCU factor		1	1	1.5	2.3	2	0.4	0.2			
		INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00			INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15		
0	0	07:30	08:30	2	0	0	0	0	0	0	2	2	07:30	07:45	0	0	0	0	0	0	0	0	0	0
1	1	07:45	08:45	3	0	0	0	0	0	0	3	3	07:45	08:00	0	0	0	0	0	0	0	0	0	0
0	0	08:00	09:00	6	1	0	0	0	0	0	7	7	08:00	08:15	0	0	0	0	0	0	0	0	0	0
1	1	08:15	09:15	13	1	0	0	0	0	0	14	14	08:15	08:30	0	0	0	0	0	0	0	0	0	0
1	1	08:30	09:30	17	1	0	0	1	0	0	19	20	08:30	08:45	0	0	0	0	0	0	0	0	0	0
5	5	08:45	09:45	16	1	0	0	1	0	0	18	19	08:45	09:00	0	0	0	0	0	0	0	0	0	0
7	7	09:00	10:00	12	0	0	0	1	0	0	13	14	09:00	09:15	0	0	0	0	0	0	0	0	0	0
6	7	09:15	10:15	5	0	0	0	1	0	0	6	7	09:15	09:30	0	0	0	0	0	0	0	0	0	0
9	9	15:00	16:00	24	2	0	0	0	0	0	26	26	15:00	15:15	0	0	0	0	0	0	0	0	0	0
7	7	15:15	16:15	28	3	0	0	0	0	0	31	31	15:15	15:30	0	0	0	0	0	0	0	0	0	0
3	3	15:30	16:30	31	3	0	0	0	0	0	34	34	15:30	15:45	0	0	0	0	0	0	0	0	0	0
7	7	15:45	16:45	35	2	0	0	0	0	1	38	37.2	15:45	16:00	0	0	0	0	0	0	0	0	0	0
14	14	16:00	17:00	36	3	0	0	0	0	1	40	39.2	16:00	16:15	0	0	0	0	0	0	0	0	0	0
10	10	16:15	17:15	27	2	0	0	0	0	1	30	29.2	16:15	16:30	0	0	0	0	0	0	0	0	0	0
7	6.2	16:30	17:30	27	2	0	0	0	0	1	30	29.2	16:30	16:45	0	0	0	0	0	0	0	0	0	0
9	9	16:45	17:45	27	2	0	0	0	0	0	29	29	16:45	17:00	0	0	0	0	0	0	0	0	0	0
4	4	17:00	18:00	23	1	0	0	0	0	1	25	24.2	17:00	17:15	0	0	0	0	0	0	0	0	0	0
10	10	17:15	18:15	19	1	0	0	0	0	1	21	20.2	17:15	17:30	0	0	0	0	0	0	0	0	0	0
6	6	17:30	18:30	10	0	0	0	0	0	1	11	10.2	17:30	17:45	0	0	0	0	0	0	0	0	0	0
5	4.2	17:45	18:45	4	0	0	0	0	0	1	5	4.2	17:45	18:00	0	0	0	0	0	0	0	0	0	0
0	0	P/TOT		102	7	0	0	1	0	2	112	111.4	P/TOT		0	0	0	0	0	0	0	0	0	0
0	0																							
0	0																							
21	22																							
91	89.4																							

9256 / MANOR ROAD, RICHMOND
October 2018
Classified Turning Count



period I period II
from: 07:30 15:00
to: 09:30 18:00

DATE: 02/10/2018
DAY: Tuesday

SITE: 1
LOCATION: Manor Road / Retail Park Access
TOTAL ARMS: A B C

from arm: C
to arm: all

period I
from: 07:30
to: 09:30

		per hour							TOT	PCU.h			per quarter of an hour							TOT	PCU			per hour		
from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			from	to	CAR		
PCU factor		1	1	1.5	2.3	2	0.4	0.2			PCU factor		1	1	1.5	2.3	2	0.4	0.2			PCU factor		1		
INTERVAL		01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	INTERVAL		00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	01:00		
07:30	08:30	0	0	0	0	0	0	0	0	0	07:30	07:45	77	13	3	0	5	4	2	104	106.5	07:30	08:30	245		
07:45	08:45	0	0	0	0	0	0	0	0	0	07:45	08:00	48	8	1	0	5	1	2	65	68.3	07:45	08:45	230		
08:00	09:00	0	0	0	0	0	0	0	0	0	08:00	08:15	61	10	1	1	1	5	5	84	79.8	08:00	09:00	264		
08:15	09:15	0	0	0	0	0	0	0	0	0	08:15	08:30	59	10	2	1	2	1	4	79	79.5	08:15	09:15	271		
08:30	09:30	0	0	0	0	0	0	0	0	0	08:30	08:45	62	11	1	0	0	4	3	81	76.7	08:30	09:30	280		
08:45	09:45	0	0	0	0	0	0	0	0	0	08:45	09:00	82	14	1	1	0	1	3	102	100.8	08:45	09:45	218		
09:00	10:00	0	0	0	0	0	0	0	0	0	09:00	09:15	68	4	2	0	0	1	1	76	75.6	09:00	10:00	136		
09:15	10:15	0	0	0	0	0	0	0	0	0	09:15	09:30	68	10	1	0	3	1	0	83	85.9	09:15	10:15	68		
15:00	16:00	0	0	0	0	0	0	0	0	0	15:00	15:15	64	8	3	0	1	1	4	81	79.7	15:00	16:00	236		
15:15	16:15	0	0	0	0	0	0	0	0	0	15:15	15:30	45	12	5	1	3	1	1	68	73.4	15:15	16:15	238		
15:30	16:30	0	0	0	0	0	0	0	0	0	15:30	15:45	74	12	1	2	1	1	1	92	94.7	15:30	16:30	259		
15:45	16:45	0	0	0	0	0	0	0	0	0	15:45	16:00	53	11	3	0	3	1	0	71	74.9	15:45	16:45	244		
16:00	17:00	0	0	0	0	0	0	0	0	0	16:00	16:15	66	12	2	1	1	1	1	84	85.9	16:00	17:00	253		
16:15	17:15	0	0	0	0	0	0	0	0	0	16:15	16:30	66	13	1	1	2	0	2	85	87.2	16:15	17:15	247		
16:30	17:30	0	0	0	0	0	0	0	0	0	16:30	16:45	59	10	3	0	1	1	4	78	76.7	16:30	17:30	270		
16:45	17:45	0	0	0	0	0	0	0	0	0	16:45	17:00	62	14	1	0	2	1	1	81	82.1	16:45	17:45	292		
17:00	18:00	0	0	0	0	0	0	0	0	0	17:00	17:15	60	18	0	0	3	1	2	84	84.8	17:00	18:00	307		
17:15	18:15	0	0	0	0	0	0	0	0	0	17:15	17:30	89	16	1	0	1	1	4	112	109.7	17:15	18:15	247		
17:30	18:30	0	0	0	0	0	0	0	0	0	17:30	17:45	81	8	5	0	1	4	2	101	100.5	17:30	18:30	158		
17:45	18:45	0	0	0	0	0	0	0	0	0	17:45	18:00	77	12	0	0	2	2	2	95	94.2	17:45	18:45	77		
P/TOT		0	0	0	0	0	0	0	0	0	P/TOT		1321	226	37	8	37	33	44	0	0	1706	1717	1321		

Period I Total: 525 80 12 3 16 18 20 0 0 674 673.1
Period II Total: 796 146 25 5 21 15 24 0 0 1032 1044

9256 / MANOR ROAD, RICHMOND
October 2018
Classified Turning Count



period II

15:00
18:00

DATE: 02/10/2018
DAY: Tuesday

SITE: 1

LOCATION: Manor Road / Retail Park Access
TOTAL ARMS: A B C

from arm: all
to arm: C

period I period II

from: 07:30 15:00
to: 09:30 18:00

DUR

LGV						OGV1						OGV2						PSV						MCL						PCL						TOT		PCU.h																																																																																											
1						1.5						2.3						2						0.4						0.2						01:00		01:00																																																																																											
01:00						01:00						01:00						01:00						01:00						01:00						01:00		01:00																																																																																											
41	7	2	13	11	13	39	5	2	8	11	14	45	5	3	3	11	15	39	6	2	2	7	11	39	5	1	3	7	7	28	4	1	3	3	4	14	3	0	3	2	1	10	1	0	3	1	0	43	12	3	8	4	6	47	11	4	8	4	3	48	7	4	7	3	4	46	9	2	7	3	7	49	7	2	6	3	8	55	5	1	8	3	9	58	5	0	7	4	11	56	7	0	7	7	9	54	6	0	7	8	10	36	6	0	4	7	8	20	5	0	3	6	4	12	0	0	2	2	2	226	37	8	37	33	44	0	0	1706	1717
P/TOT						837						151						39						1						11						23						41						0		0		1103		1088																																																																											

Period I Total: 319 71 26 1 6 5 18 0 0 446 448.9
 Period II Total: 518 80 13 0 5 18 23 0 0 657 639.3

from to		CAR		LGV		OGV1		OGV2		PSV	
PCU factor		1		1		1.5		2.3		2	
INTERVAL		01:00		01:00		01:00		01:00		01:00	
07:30	08:30	136	41	13	1	3	0	0	0	0	0
07:45	08:45	162	34	12	1	1	0	0	0	0	0
08:00	09:00	182	31	11	0	0	0	0	0	0	0
08:15	09:15	183	32	12	0	0	0	0	0	0	0
08:30	09:30	183	30	13	0	0	0	0	0	0	0
08:45	09:45	127	22	10	0	0	0	0	0	0	0
09:00	10:00	68	13	8	0	0	0	0	0	0	0
09:15	10:15	38	6	3	0	0	0	0	0	0	0
15:00	16:00	175	33	6	0	0	0	0	0	0	0
15:15	16:15	161	28	6	0	0	0	0	0	0	0
15:30	16:30	165	27	4	0	0	0	0	0	0	0
15:45	16:45	161	27	3	0	0	0	0	0	0	0
16:00	17:00	163	26	3	0	0	0	0	0	0	0
16:15	17:15	173	27	4	0	0	0	0	0	0	0
16:30	17:30	178	27	5	0	0	0	0	0	0	0
16:45	17:45	180	23	4	0	0	0	0	0	0	0
17:00	18:00	180	21	4	0	0	0	0	0	0	0
17:15	18:15	132	15	2	0	0	0	0	0	0	0
17:30	18:30	87	9	0	0	0	0	0	0	0	0
17:45	18:45	43	5	0	0	0	0	0	0	0	0
P/TOT		837	151	39	1	11	23	41	0	0	11



DATE: 02/10/2018
DAY: Tuesday

SITE: 1
LOCATION: Manor Road / Retail Park Access
TOTAL ARMS: A B C

from arm: all
to arm: all

period I period II
from: 07:30 15:00
to: 09:30 18:00

DATE:
DAY:

MCL	PCL	TOT	PCU.h	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU	from	to	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	PCU		
0.4	0.2					1	1	1.5	2.3	2	0.4	0.2					1	1	1.5	2.3	2	0.4	0.2				
01:00	01:00	01:00	01:00	PCU factor	INTERVAL	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	00:15	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00	01:00		
3	10	207	208	07:30	07:45	110	28	9	0	10	4	4	165	173.9	AM	07:30	08:30	405	89	22	3	34	14	23			
4	11	225	222.1	07:45	08:00	91	21	4	1	11	1	3	132	143.3	AM	07:45	08:45	420	80	17	3	29	15	25			
5	11	242	237.7	08:00	08:15	94	18	5	1	6	6	8	138	137.8	AM	08:00	09:00	476	83	16	3	20	16	27			
4	11	243	238.8	08:15	08:30	110	22	4	1	7	3	8	155	157.1	AM	08:15	09:15	490	78	18	2	18	11	23			
2	8	239	240.9	08:30	08:45	125	19	4	0	5	5	6	164	163.2	AM	08:30	09:30	503	79	18	2	20	9	17			
1	5	168	171.4	08:45	09:00	147	24	3	1	2	2	5	184	183.6	AM	08:45	09:45	378	60	14	2	15	4	11			
0	4	95	97.8	09:00	09:15	108	13	7	0	4	1	4	137	140.7	AM	09:00	10:00	231	36	11	1	13	2	6			
0	1	50	52.7	09:15	09:30	123	23	4	1	9	1	2	163	173.1	AM	09:15	10:15	123	23	4	1	9	1	2			
5	7	228	224.4	15:00	15:15	135	18	4	0	6	4	6	173	173.8	MID	15:00	16:00	496	80	18	3	31	13	16			
3	6	206	204.4	15:15	15:30	101	21	8	1	10	2	2	145	157.5	MID	15:15	16:15	498	80	18	4	31	11	12			
6	6	209	203.6	15:30	15:45	150	21	3	2	7	6	6	195	197.7	MID	15:30	16:30	518	81	12	4	29	12	13			
5	3	201	199.1	15:45	16:00	110	20	3	0	8	1	2	144	151.3	MID	15:45	16:45	494	80	14	2	31	8	12			
5	3	202	200.1	16:00	16:15	137	18	4	1	6	2	2	170	176.5	PM	16:00	17:00	501	83	12	2	26	8	12			
6	3	215	213	16:15	16:30	121	22	2	1	8	3	3	160	166.1	PM	16:15	17:15	485	90	10	1	30	9	14			
6	6	224	220.1	16:30	16:45	126	20	5	0	9	2	5	167	173.3	PM	16:30	17:30	512	91	11	0	27	10	19			
6	10	224	215.4	16:45	17:00	117	23	1	0	3	1	2	147	148.3	PM	16:45	17:45	523	84	11	0	22	13	20			
8	13	227	214.8	17:00	17:15	121	25	2	0	10	3	4	165	171	PM	17:00	18:00	542	78	10	0	23	16	24			
6	12	167	154.8	17:15	17:30	148	23	3	0	5	4	8	191	188.7	PM	17:15	18:15	421	53	8	0	13	13	20			
3	8	107	98.8	17:30	17:45	137	13	5	0	4	5	6	170	168.7	PM	17:30	18:30	273	30	5	0	8	9	12			
2	4	54	49.6	17:45	18:00	136	17	0	0	4	4	6	167	163.8	PM	17:45	18:45	136	17	0	0	4	4	6			
23	41	0	0	1103	1088	P/TOT	2447	409	80	10	134	60	92	0	0	3232	3309	P/TOT	2447	409	80	10	134	60	92	0	0

Period I Total: 908 168 40 5 54 23 40 0 0 1238 1273
 Period II Total: 1539 241 40 5 80 37 52 0 0 1994 2037

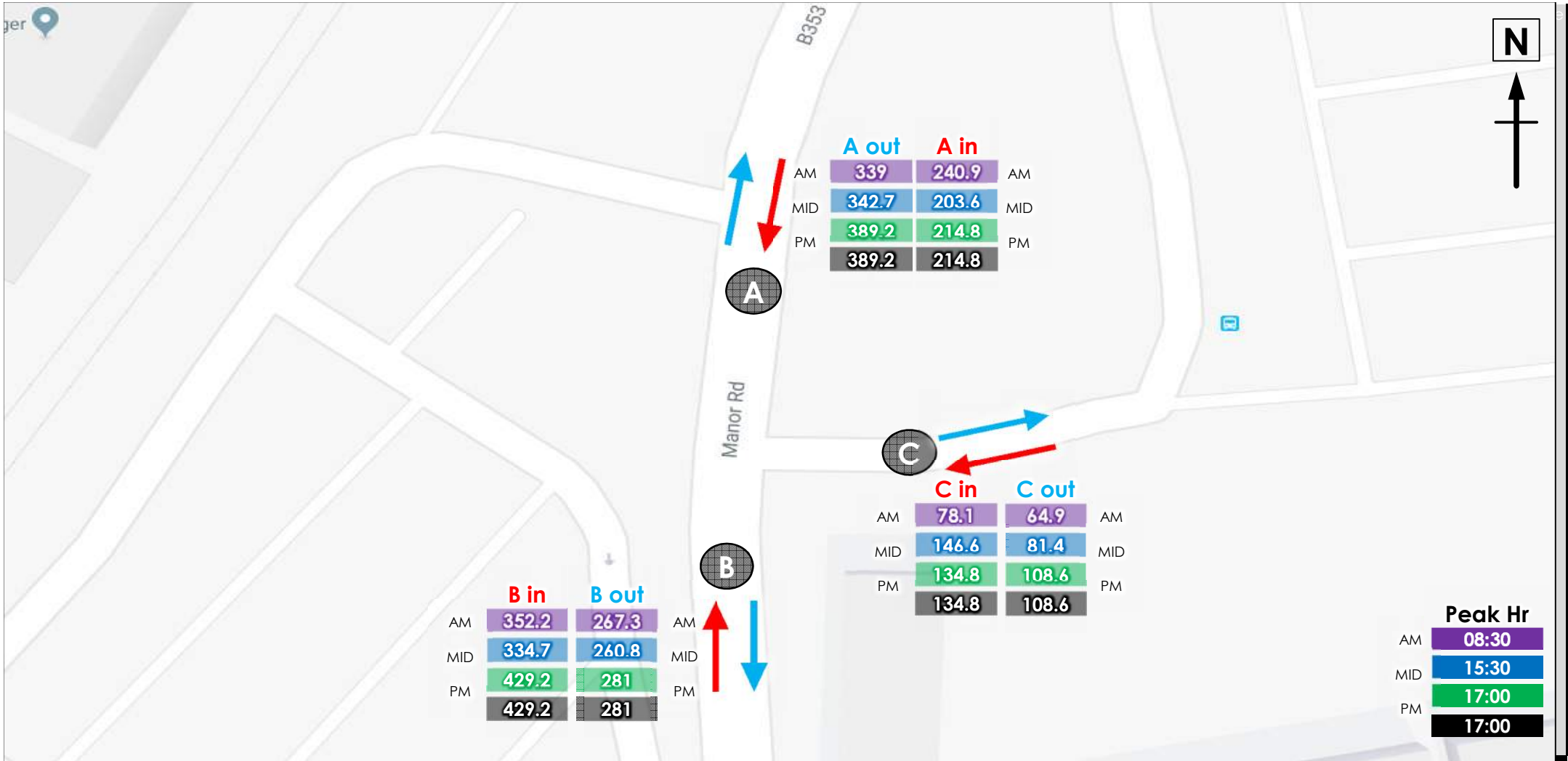
from: to:
 08:30 09:30 AM Peak Hour AM 07:00 10:00 AM Pec
 15:30 16:30 MID Peak Hour MID 10:00 16:00 MID Pec
 17:00 18:00 PM Peak Hour PM 16:00 19:00 PM Pec
 17:00 18:00 TOT Peak Hour

**D, RICHMOND
October 2018
Turning Count**

02/10/2018
Tuesday

TOT	PCU.h
01:00	01:00
590	612.1
589	601.4
641	641.7
640	644.6
648	660.6
484	497.4
300	313.8
163	173.1
657	680.3
654	683
669	691.6
641	667.2
644	664.2
639	658.7
670	681.3
673	676.7
693	692.2
528	521.2
337	332.5
167	163.8
3232	3309

ak PCU	660.6
ak PCU	691.6
ak PCU	692.2
ak PCU	692.2



Arms: **A B C**

	Site / Location:	2	Manor Road / Sainsbury's Access	Project No:	9256	Drawing No:	9256 - 02	Drawn By:	MB
	Survey Date:	02/10/2018		Project Name:	MANOR ROAD, RICHMOND				
	Survey Times:	from:	07:30	15:00	Drawing Title:	Junction Labels and Peak Hr PCU's			
		to:	09:30	18:00					

APPENDIX D
Parking Stress Survey Report



מחלקת רווחה, Richmond

מדידת מצב רווחה Survey Report

FOUNDATION STRESS SURVEY REPORT

Development: Manor Road, Richmond

Location: London Borough of Richmond

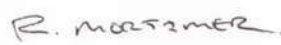
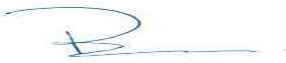
Client: Avanton Richmond Developments Limited

Project Manager: Roger Mortimer

Version No: v1

Date: 20/11/2018

Approvals:

Name	Signature	Title
Roger Mortimer		Project Manager
Renny Winder		Director

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1 INTRODUCTION

Avanton Richmond Developments Limited has commissioned Alpha Parking Ltd to undertake a parking stress survey around the development site known as Manor Road in Richmond.

The purpose of the survey is to examine the roads within 500 metres' walking distance of the site and establish the existing levels of "parking stress", meaning the percentage of the kerbside parking space occupied at peak periods. This information can be used to assess whether there would be sufficient spare capacity on the streets for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking space.

Further details of the survey project are given in the inception document shown in Appendix A and a plan of the development site and survey area is shown in Figure 1.

The idea of parking stress surveys arose following changes in government policy in the 1990s to address concerns about growth in car use. In order to limit the available parking spaces the previous requirements to provide parking within housing developments were dropped and, instead, planning authorities were given new powers to cap the number of spaces that developers might choose to provide. However, reducing the levels of parking space did not necessarily stop the new residents from wanting cars. This tended to put pressure on the parking facilities in surrounding roads and, in some cases, for parking demand to exceed the available capacity.

In response to this a number of local authorities, such as the The London Borough of Lambeth, realised the need to assess such problems at the planning stage and the concept of "planning/parking stress surveys" came into being. These allowed early identification of likely problems and meant that protective measures (often in the form of parking restrictions on the streets) could be brought in with, and funded by, the development. The London Borough of Lambeth produced what are recognised as the standard guidelines on how to approach these surveys the "Lambeth Methodology". This approach is used as the basis for this survey.

2 PROJECT APPROACH

Alpha Parking Ltd recognises that the parking stress survey method developed by Lambeth Council has become an unofficial standard for this type of work and we use this as a basis for our surveys. This standard approach has an added benefit in allowing the results to be readily understood by anyone familiar with previous surveys.

However, we recommend that survey times and technical standards (such as the nominal length of road occupied by a parked vehicle) are tailored to reflect the preferences of the particular local authority involved and we plan the surveys to reflect these requirements.

Every Planning Department will decide on the parking situation on a case by case basis. This means that it is not possible to predict the planning decision, therefore the surveys are providing an independent and professional set of results to facilitate the decision rather than a conclusion. As an indication of the message from the results we would suggest that 85% is an indicative level at which parking stress becomes a cause for concern after allowance has been made for parking generated by the development. At this point, residents will begin to have difficulty parking close to their homes. Anything over 95% represents a situation where full capacity has effectively been reached. The use of a 500 metre walking distance to define the roads affected by the development is accepted as standard practice.

3 METHODOLOGY

Background Assessment

An initial assessment was made taking into account the following factors:-

- The size and nature of the development
- Setting of development – residential/industrial etc, proximity to shopping centres, schools, railway stations etc
- Parking provisions within the development
- Other transport improvements linked to the development.

Surveys

The survey area and the times and days of the surveys were defined taking into account the results of the background assessment. Within each road, the lengths of each section of restricted or unrestricted parking were measured and recorded, together with the number of vehicles parked upon that section and the lengths of any dropped kerbs. The position of skips was also noted, as well as any other unexpected items on the roads.

Analysis

The lengths of restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5 metre length for each space. Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5 metres.

4 RESULTS

Surveys

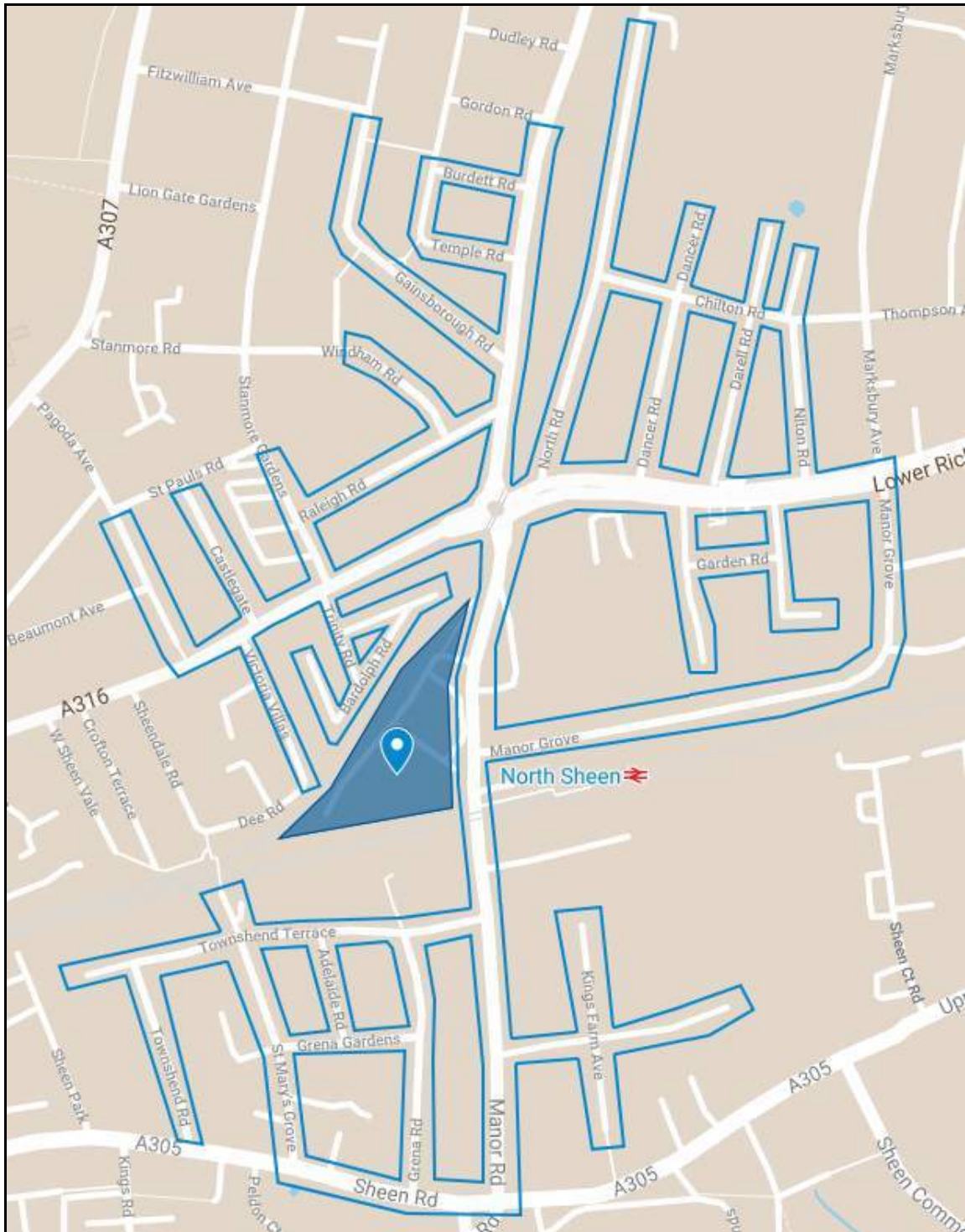
The area surveyed is shown on the plan in Figure 1 and the roads surveyed together with any additional comments are listed underneath each table.

The surveys took place between 01:00 – 05:30, 09:00 – 10:00 and 13:00 – 14:00 on Monday 12th and Tuesday 13th November 2018.

The tables show a detailed breakdown of the results for both days and beats and what restrictions are in place on the streets within the survey area.

Avanton Richmond Dr
Manor Road

Figure 1 – Survey Area



- The shaded area/pin drop shows the site location

Adelaide Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2				
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %		
Disabled	1	1	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%
Resident Permit Holder	11	11	8 72.73%	9 81.82%	8 72.73%	8 72.73%	8 72.73%	8 72.73%	8 72.73%	8 72.73%
Resident Permit Holder & Limited Waiting	5	5	3 60.00%	3 60.00%	4 80.00%	4 80.00%	4 80.00%	4 80.00%	4 80.00%	4 80.00%
Single Yellow/Red Lines	0	17	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Total	17	34	12 70.59%	13 76.47%	13 38.24%	13 76.47%	13 76.47%	13 76.47%	13 38.24%	13 38.24%

Bardolph Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2				
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %		
Pay & Display	3	3	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Resident Permit Holders	17	17	10 58.82%	10 58.82%	12 70.59%	10 58.82%	10 58.82%	12 70.59%	10 58.82%	12 70.59%
Single Yellow/Red Lines	0	3	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Total	20	23	10 50.00%	10 50.00%	12 52.17%	10 50.00%	10 50.00%	10 50.00%	12 52.17%	12 52.17%

Burdett Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2				
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %		
Disabled	1	1	1 100.00%	0 0.00%	1 100.00%	1 100.00%	0 0.00%	1 100.00%	1 100.00%	0 0.00%
Limited Waiting	2	2	2 100.00%	1 50.00%	0 0.00%	2 100.00%	2 100.00%	0 0.00%	2 100.00%	0 0.00%
Resident Permit Holder	21	21	13 61.90%	14 66.67%	17 80.95%	12 57.14%	14 66.67%	17 80.95%	12 57.14%	14 66.67%
Total	24	24	16 66.67%	15 62.50%	18 75.00%	15 62.50%	16 66.67%	18 75.00%	15 62.50%	18 75.00%

Carrington Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2				
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %		
Disabled	2	2	1 50.00%	1 50.00%	2 100.00%	2 100.00%	2 100.00%	2 100.00%	2 100.00%	2 100.00%
Unrestricted	53	53	32 60.38%	30 56.60%	40 75.47%	28 52.83%	28 52.83%	41 77.36%	28 52.83%	41 77.36%
Total	55	55	33 60.00%	31 56.36%	42 76.36%	30 54.55%	30 54.55%	43 78.18%	30 54.55%	43 78.18%

Castlegate

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2				
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %		
Disabled	1	1	0 0.00%	1 100.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Resident Permit Holder	29	29	23 79.31%	22 75.86%	26 89.66%	20 68.97%	21 72.41%	24 82.76%	20 68.97%	21 72.41%
Resident Permit Holder & Limited Waiting	4	4	4 100.00%	4 100.00%	3 75.00%	4 100.00%	4 100.00%	3 75.00%	4 100.00%	4 100.00%
Single Yellow/Red Lines	0	13	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Total	34	47	27 79.41%	27 79.41%	29 61.70%	24 70.59%	25 73.53%	27 57.45%	24 70.59%	27 57.45%

Chilton Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2				
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %		
Resident Permit Holder	21	21	14 66.67%	14 66.67%	17 80.95%	14 66.67%	13 61.90%	17 80.95%	14 66.67%	13 61.90%
Unrestricted	27	27	20 74.07%	19 70.37%	22 81.48%	20 74.07%	20 74.07%	21 77.78%	20 74.07%	21 77.78%
Total	48	48	34 70.83%	33 68.75%	39 81.25%	34 70.83%	33 68.75%	38 79.17%	34 70.83%	33 68.75%

Dancer Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2				
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %		
Disabled	1	1	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%
Resident Permit Holder	86	86	53 61.63%	51 59.30%	67 77.91%	50 58.14%	51 59.30%	67 77.91%	50 58.14%	51 59.30%
Total	87	87	54 62.07%	52 59.77%	68 78.16%	51 58.62%	52 59.77%	68 78.16%	51 58.62%	52 59.77%

Darrel Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Disabled	1	1	0 0.00%	0 0.00%	1 100.00%	0 0.00%	0 0.00%	1 100.00%
School Keep Clear	6	6	1 16.67%	0 0.00%	0 0.00%	2 33.33%	0 0.00%	0 0.00%
Unrestricted	74	74	47 63.51%	49 66.22%	52 70.27%	48 64.86%	48 64.86%	53 71.62%
Total	81	81	48 59.26%	49 60.49%	53 65.43%	50 61.73%	48 59.26%	54 66.67%

* School Keep Clear restriction applies Monday - Friday between 08.00 to 09.30 and 14.30-16.30

Gainsborough Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Car Club	1	1	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%
Limited Waiting	2	2	1 50.00%	1 50.00%	0 0.00%	0 0.00%	0 0.00%	1 50.00%
Resident Permit Holder	93	93	55 59.14%	59 63.44%	76 81.72%	51 54.84%	56 60.22%	76 81.72%
Single Yellow/Red Lines	0	5	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Total	96	101	57 59.38%	61 63.54%	77 76.24%	52 54.17%	57 59.38%	78 77.23%

Garden Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Unrestricted	20	20	17 85.00%	17 85.00%	14 70.00%	18 90.00%	17 85.00%	14 70.00%
Total	20	20	17 85.00%	17 85.00%	14 70.00%	18 90.00%	17 85.00%	14 70.00%

Grena Gardens

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Disabled	2	2	1 50.00%	1 50.00%	2 100.00%	2 100.00%	1 50.00%	2 100.00%
Resident Permit Holder	17	17	12 70.59%	12 70.59%	13 76.47%	11 64.71%	12 70.59%	13 76.47%
Resident Permit Holder & Limited Waiting	2	2	2 100.00%	2 100.00%	2 100.00%	2 100.00%	2 100.00%	2 100.00%
Single Yellow/Red Line	0	15	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Total	21	36	15 71.43%	15 71.43%	17 47.22%	15 71.43%	15 71.43%	17 47.22%

Grena Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Resident Permit Holder	26	26	23 88.46%	22 84.62%	24 92.31%	22 84.62%	21 80.77%	24 92.31%
Resident Permit Holder & Limited Waiting	5	5	2 40.00%	2 40.00%	4 80.00%	3 60.00%	3 60.00%	4 80.00%
Total	31	31	25 80.65%	24 77.42%	28 90.32%	25 80.65%	24 77.42%	28 90.32%

Kings Farm Avenue

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Disabled	4	4	4 100.00%	3 75.00%	4 100.00%	3 75.00%	3 75.00%	4 100.00%
Unrestricted	64	64	38 59.38%	37 57.81%	44 68.75%	38 59.38%	37 57.81%	45 70.31%
Total	68	68	42 61.76%	40 58.82%	48 70.59%	41 60.29%	40 58.82%	49 72.06%

Lower Mortlake Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Loading & Disabled	5	5	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Resident Permit Holder	7	7	5	71.43%	5	71.43%	5	71.43%	5	71.43%	5	71.43%	5	71.43%
Resident Permit Holder & Limited Waiting	6	6	4	66.67%	4	66.67%	4	66.67%	4	66.67%	4	66.67%	4	66.67%
Total	18	18	9	50.00%	9	50.00%	9	50.00%	9	50.00%	9	50.00%	9	50.00%

Lower Richmond Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Loading	2	2	0	0.00%	0	0.00%	0	0.00%	1	50.00%	0	0.00%	0	0.00%
Limited Waiting	4	4	2	50.00%	1	25.00%	0	0.00%	0	0.00%	1	25.00%	0	0.00%
Single Yellow/Red Lines	0	47	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total	6	53	2	33.33%	1	16.67%	0	0.00%	1	16.67%	1	16.67%	0	0.00%

Manor Gardnes

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Resident Permit Holder	12	12	8	66.67%	8	66.67%	8	66.67%	8	66.67%	8	66.67%	8	66.67%
Resident Permit Holder & Limited Waiting	11	11	9	81.82%	9	81.82%	9	81.82%	8	72.73%	9	81.82%	8	72.73%
Total	23	23	17	73.91%	17	73.91%	17	73.91%	16	69.57%	17	73.91%	16	69.57%

Manor Grove

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Disabled	2	2	2	100.00%	2	100.00%	2	100.00%	1	50.00%	1	50.00%	2	100.00%
Unrestricted	210	210	116	55.24%	112	53.33%	127	60.48%	113	53.81%	107	50.95%	130	61.90%
Total	212	212	118	55.66%	114	53.77%	129	60.85%	114	53.77%	108	50.94%	132	62.26%

Manor Park

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Disabled	2	2	1	50.00%	1	50.00%	2	100.00%	2	100.00%	2	100.00%	2	100.00%
Unrestricted	24	24	20	83.33%	19	79.17%	21	87.50%	20	83.33%	20	83.33%	21	87.50%
Total	26	26	21	80.77%	20	76.92%	23	88.46%	22	84.62%	22	84.62%	23	88.46%

Manor Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Single Yellow/Red Lines	0	17	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Unrestricted	42	42	30	71.43%	29	69.05%	34	80.95%	27	64.29%	27	64.29%	34	80.95%
Total	42	59	30	71.43%	29	69.05%	34	57.63%	27	64.29%	27	64.29%	34	57.63%

Market Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Loading & Disabled	2	2	1	50.00%	1	50.00%	0	0.00%	1	50.00%	1	50.00%	0	0.00%
Single Yellow/Red Lines	0	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Unrestricted	10	10	6	60.00%	6	60.00%	3	30.00%	8	80.00%	7	70.00%	3	30.00%
Total	12	14	7	58.33%	7	58.33%	3	21.43%	9	0.00%	8	66.67%	3	21.43%

Niton Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
School Keep Clear	5	5	0	0.00%	0	0.00%	1	20.00%	0	0.00%	0	0.00%	1	20.00%
Unrestricted	36	36	21	58.33%	21	58.33%	22	61.11%	21	58.33%	19	52.78%	25	69.44%
Total	41	41	21	51.22%	21	51.22%	23	56.10%	21	51.22%	19	46.34%	26	63.41%

* School Keep Clear restriction applies Monday - Friday between 08.00 to 09.30 and 14.30-16.30

North Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Limited Waiting	4	4	2	50.00%	2	50.00%	3	75.00%	1	25.00%	3	75.00%	2	50.00%
Resident Permit Holder	121	121	67	55.37%	74	61.16%	95	78.51%	66	54.55%	71	58.68%	89	73.55%
Single Yellow/Red Lines	0	3	1	33.33%	0	0.00%	0	0.00%	0	0.00%	1	33.33%	0	0.00%
Total	125	128	70	56.00%	76	60.80%	98	76.56%	67	53.60%	75	60.00%	91	71.09%

Orchard Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Limited Waiting & Disabled	5	5	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Unrestricted	28	28	23	82.14%	23	82.14%	9	32.14%	25	89.29%	23	82.14%	8	28.57%
Total	33	33	23	69.70%	23	69.70%	9	27.27%	25	75.76%	23	69.70%	8	24.24%

Pagoda Avenue

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Resident Permit Holder	33	33	24	72.73%	23	69.70%	25	75.76%	22	66.67%	22	66.67%	26	78.79%
Resident Permit Holder & Limited Waiting	5	5	5	100.00%	5	100.00%	7	140.00%	5	100.00%	6	120.00%	7	140.00%
Total	38	38	29	76.32%	28	73.68%	32	84.21%	27	71.05%	28	73.68%	33	86.84%

Raleigh Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Resident Permit Holder	71	71	63	88.73%	60	84.51%	68	95.77%	61	85.92%	61	85.92%	68	95.77%
Total	71	71	63	88.73%	60	84.51%	68	95.77%	61	85.92%	61	85.92%	68	95.77%

Sandycombe Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Single Yellow/Red Lines	0	15	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Unrestricted	44	44	36	81.82%	33	75.00%	39	88.64%	36	81.82%	36	81.82%	39	88.64%
Total	44	59	36	81.82%	33	75.00%	39	66.10%	36	81.82%	36	81.82%	39	66.10%

Sheen Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1						Day 2					
			0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %	0900-1000	Stress %	1300-1400	Stress %	Overnight	Stress %
Resident Permit Holder	21	21	15	71.43%	14	66.67%	15	71.43%	15	71.43%	14	66.67%	15	71.43%
Resident Permit Holder & Limited Waiting	11	11	7	63.64%	7	63.64%	7	63.64%	8	72.73%	6	54.55%	7	63.64%
Single Yellow/Red Lines	0	14	0	0.00%	1	>100.00%	0	0.00%	0	0.00%	2	>100.00%	0	0.00%
Total	32	46	22	68.75%	22	68.75%	22	47.83%	23	71.88%	22	68.75%	22	47.83%

St George's Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Resident Permit Holder	30	30	15 50.00%	14 46.67%	14 46.67%	16 53.33%	14 46.67%	14 46.67%
Total	30	30	15 50.00%	14 46.67%	14 46.67%	16 53.33%	14 46.67%	14 46.67%

St Mary's Grove

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Resident Permit Holder	27	27	17 62.96%	17 62.96%	19 70.37%	17 62.96%	16 59.26%	18 66.67%
Resident Permit Holder & Limited Waiting	10	10	5 50.00%	4 40.00%	6 60.00%	6 60.00%	5 50.00%	5 50.00%
Total	37	37	22 59.46%	21 56.76%	25 67.57%	23 62.16%	21 56.76%	23 62.16%

Stanmore Grove

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Resident Permit Holder	17	17	12 70.59%	13 76.47%	16 94.12%	12 70.59%	12 70.59%	15 88.24%
Resident Permit Holder & Pay at Machine	14	14	11 78.57%	11 78.57%	11 78.57%	10 71.43%	10 71.43%	11 78.57%
Single Yellow/Red Lines	0	1	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Total	31	32	23 74.19%	24 77.42%	27 84.38%	22 0.00%	22 70.97%	26 81.25%

Temple Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Disabled	1	1	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%
Limited Waiting	3	3	2 66.67%	2 66.67%	1 33.33%	0 0.00%	0 0.00%	1 33.33%
Resident Permit Holder	39	39	19 48.72%	19 48.72%	32 82.05%	21 53.85%	22 56.41%	31 79.49%
Total	43	43	22 51.16%	22 51.16%	34 79.07%	22 51.16%	23 53.49%	33 76.74%

Townshed Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Resident Permit Holder	36	36	23 63.89%	23 63.89%	29 80.56%	25 69.44%	26 72.22%	28 77.78%
Single Yellow/Red Lines	0	16	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Total	36	52	23 63.89%	23 63.89%	29 55.77%	25 69.44%	26 72.22%	28 53.85%

Townshed Terrace

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Disabled	1	1	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%
Resident Permit Holder	44	44	30 68.18%	29 65.91%	28 63.64%	30 68.18%	28 63.64%	31 70.45%
Single Yellow/Red Lines	0	46	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	1 2.17%
Total	45	91	31 68.89%	30 66.67%	29 31.87%	31 0.00%	29 64.44%	33 36.26%

Trinity Cottages

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Resident Permit Holder	1	1	0 0.00%	0 0.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%
Total	1	1	0 0.00%	0 0.00%	1 100.00%	1 100.00%	1 100.00%	1 100.00%

Trinity Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Resident Permit Holder	21	21	8 38.10%	9 42.86%	14 66.67%	9 42.86%	7 33.33%	15 71.43%
Total	21	21	8 38.10%	9 42.86%	14 66.67%	9 42.86%	7 33.33%	15 71.43%

Victoria Villas

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Loading & Disabled	3	3	1 33.33%	1 33.33%	0 0.00%	0 0.00%	1 33.33%	0 0.00%
Resident Permit Holder	12	12	3 25.00%	3 25.00%	2 16.67%	3 25.00%	4 33.33%	2 16.67%
Resident Permit Holder & Pay at Machine	14	14	5 35.71%	4 28.57%	2 14.29%	3 21.43%	3 21.43%	2 14.29%
Single Yellow/Red Lines	0	3	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Total	29	32	9 31.03%	8 27.59%	4 12.50%	6 20.69%	8 27.59%	4 12.50%

Windham Road

Restriction Type	No. Spaces (day)	No. Spaces (night)	Day 1			Day 2		
			0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %	0900-1000 Stress %	1300-1400 Stress %	Overnight Stress %
Resident Permit Holder	11	11	7 63.64%	9 81.82%	9 81.82%	10 90.91%	9 81.82%	9 81.82%
Resident Permit Holder & Limited Waiting	15	15	10 66.67%	10 66.67%	11 73.33%	9 60.00%	11 73.33%	10 66.67%
School Keep Clear	4	4	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Single Yellow/Red Lines	0	4	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%	0 0.00%
Total	30	34	17 56.67%	19 63.33%	20 58.82%	19 63.33%	20 66.67%	19 55.88%

* School Keep Clear restriction applies Monday - Friday between 08.00 to 09.30 and 14.30-16.30

Overall Results

Overall Results	Spaces	Usage	Average Stress	Average Stress per beat/day	Overall Average Stress
Day 1 - 0900-1000	1628	1028	63.14%	62.59%	62.75%
Day 2 - 0900-1000		1010	62.04%		
Day 1 - 1300-1400	1628	1017	62.47%	62.93%	
Day 2 - 1300-1400		1032	63.39%		
Day 1 - overnight	1849	1161	62.79%	62.74%	
Day 2 - overnight		1159	62.68%		

CONCLUSION

The overall stress percentage covering the survey area is 62.75%. While the parking decisions for developments remains with the Council the results here are moderate for a busy London Borough.

Appendix A

A. CONTACT DETAILS

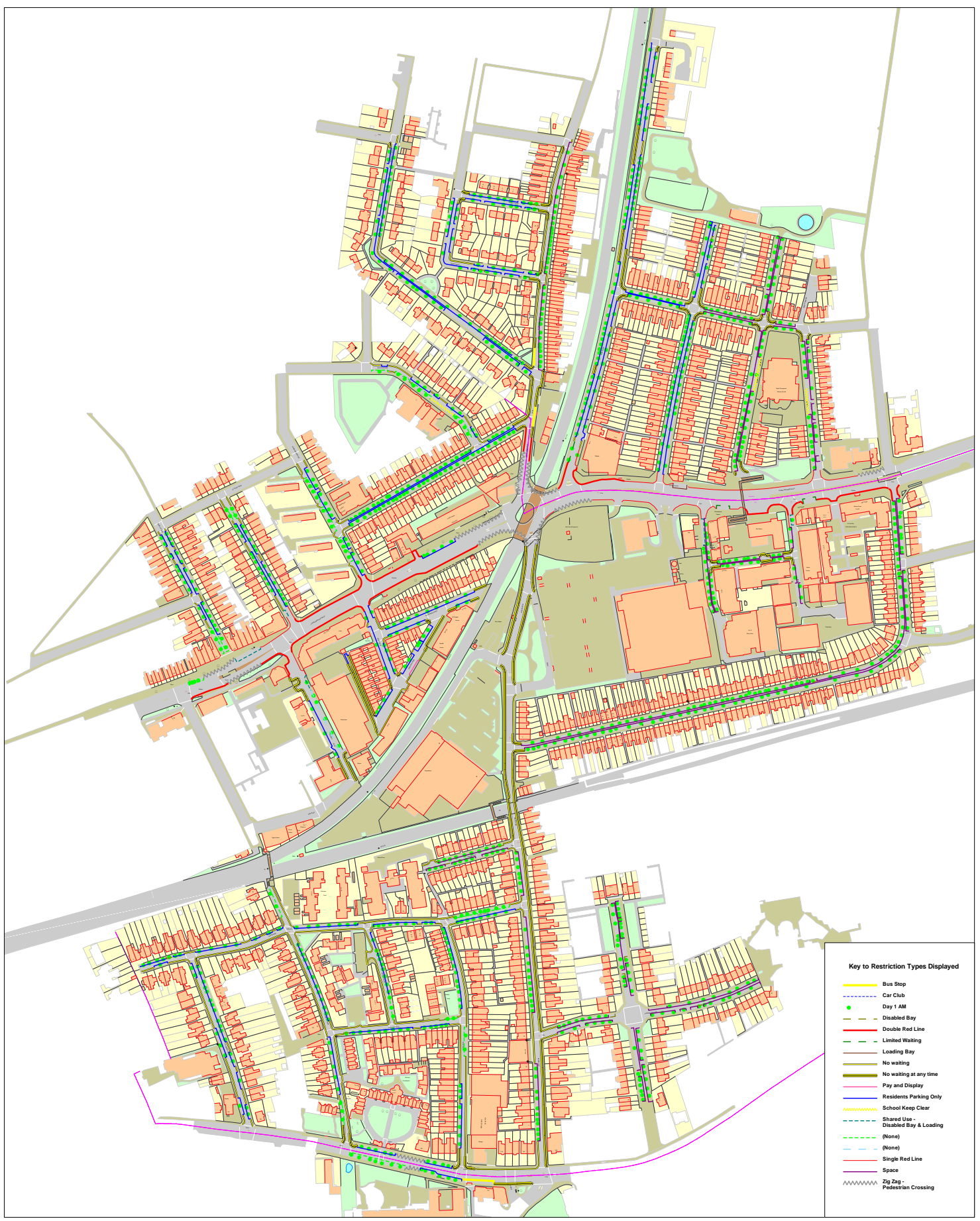
1. Client Contact Name	Avanton Richmond Developments Limited
2. Client Contact Email address	<u>chris@avanton.co.uk</u>

B. DEVELOPMENT DETAILS

3. Development Name	Manor Road, Richmond
4. Development address (please include post code)	84 Manor Road, Richmond, TW9 1YB
5. Can development plans be provided?	n/a

PLANNING REQUIREMENTS

6. Which Local Authority is requiring the Parking Stress Survey?	London Borough of Richmond
7. Local Authority Planning contact:	n/a



Key to Restriction Types Displayed

- Bus Stop
- Car Club
- Day 1 AM
- Disabled Bay
- Double Red Line
- Limited Waiting
- Loading Bay
- No waiting
- No waiting at any time
- Pay and Display
- Residents Parking Only
- School Keep Clear
- Shared Use - Disabled Bay & Loading
- (None)
- (None)
- Single Red Line
- Space
- Zig Zag - Pedestrian Crossing



Manor Road, Richmond: PSS Day 1 AM

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Key to Restriction Types Displayed

- Bus Stop
- - - Car Club
- Day 1 PM
- - - Disabled Bay
- = Double Red Line
- - - Limited Waiting
- - - Loading Bay
- No waiting
- No waiting at any time
- Pay and Display
- Residents Parking Only
- - - School Keep Clear
- - - Shared Use - Disabled Bay & Loading
- - - (None)
- - - (None)
- Single Red Line
- Space
- - - Zig Zag - Pedestrian Crossing



Manor Road, Richmond: PSS Day 1 PM

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Manor Road, Richmond: PSS Day 1 Night

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Key to Restriction Types Displayed

- Bus Stop
- Car Club
- Day 2 AM
- Disabled Bay
- Double Red Line
- Limited Waiting
- Loading Bay
- No waiting
- No waiting at any time
- Pay and Display
- Residents Parking Only
- School Keep Clear
- Shared Use - Disabled Bay & Loading
- (None)
- (None)
- Single Red Line
- Space
- Zig Zag - Pedestrian Crossing



Manor Road, Richmond: PSS Day 2 AM

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