Table 3: TRICS – Brewery Sites

TRICS Code	Land Use	Location	GFA
DC-02-C-04	Brewery (B2)	Dorchester	19,857
GM-02-C-02	Brewery (B2)	Manchester	33,470
LC-02-C-01	Brewery (B2)	Blackburn	34,581
Stag Brewery	Brewery (B2)	London	36,541

3.4. The arrival / departure pattern for the TRICS Brewery sites are shown in the table below:

Table 4: TRICS Brewery Sites – Arrival / Departure Profile

Time Period	Arrival	Departure
07:00-08:00	10%	2%
08:00-09:00	23%	7%
09:00-10:00	12%	6%
10:00-11:00	7%	7%
11:00-12:00	7%	7%
12:00-13:00	6%	7%
13:00-14:00	11%	10%
14:00-15:00	6%	10%
15:00-16:00	6%	7%
16:00-17:00	4%	14%
17:00-18:00	5%	18%
18:00-19:00	2%	4%
Daily	100%	100%

3.5. Applying the arrival / departure patterns from TRICS have therefore been applied to the Stag Brewery Development trips and provides the following existing vehicular peak hour trips for the development:

Table 5: Existing Development Peak Hour Trips

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily Trips		
	Arrival	Depart	Two-way	Arrival	Depart	Two-way	Arrival	Depart	Two-way
Brewing	21	1	22	5	16	21	91	91	182
Packaging	9	1	10	2	7	9	40	40	80
Staff and Other	29	2	31	6	22	29	124	124	248
Total	59	4	63	13	46	59	255	255	510

3.6. To confirm the accuracy of the trips shown in Table 4 a comparison has been made with the TRICS trip rates for the peak hours. This is included in Table 5 below.

Table 6: Comparison with TRICS Trip Rates

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily Trips		
	Arrival	Depart	Two-way	Arrival	Depart	Two-way	Arrival	Depart	Two-way
TRICS sites - Average Trip Rate	0.173	0.052	0.225	0.036	0.14	0.176	0.758	0.783	1.541
Stag Brewery (36,541 sqm) – Trip Generation	63	19	82	13	51	64	277	286	563
Calculated Existing Development Trips (Table 4)	59	4	63	13	46	59	255	255	510
Difference	-4	-15	-19	0	-5	-5	-22	-31	-53

3.7. The comparison of the Stag Brewery calculated peak hour trips, compares well with the trips extracted from TRICS Brewery sites. The results show that the trips calculated from the daily surveyed flows are slightly less than the trips calculated using the TRICS trip rates and development GFA. Therefore, for the purposes of any analysis the calculated trips shown in Table 4 provide a comparable case for analysis.

4. Proposed Development

4.1. The proposed development includes an increase in residential units in order to provide 30% affordable housing units. There have been changes to the western side of the development with the flexible assisted living/residential units and care home facility becoming residential units and the existing western basement car park being reduced in size, which aligns further with the Mayor's strategy to reduce reliance on cars. The eastern basement remains the same as previously submitted.

4.2. The non-residential element of the eastern side of the development has also been updated with the flexible use land use increasing in size and the cinema reducing in size. The standalone office has also increased in size.

4.3. The following table demonstrates the total floor area of each land use across the site for the revised scheme.

Table 7: Development Land Use Schedule

Land Use	Current Application (GFA / No.)	Proposed Enlarged Scheme (GFA / No.)
Total Residential, (inc. care home / assisted living for current App)	813 units	1,250 units
Detailed Application – Application A (Development Area 1)		
Residential	439 units	576 units
Unspecified Flexible Floor Areas inc, Retail/Restaurant/Office/ Community/Boathouse	4,664 m2	5,023 m2
Office	2,417 m2	5,532 m2
Cinema	2,120 m2	1,606 m2
Hotel	1,668 m2	1,765 m2
Gym	740 m2	-
Outline Application - Application A (Development Area 2)		
Residential (inc. care home / assisted living for current App)	374 units	674 units
Detailed School Application		
School	9,319 m2 (approximately 1,200 pupils)	9,319 m2 (approximately 1,200 pupils)
Total Car Parking	679 Spaces	493 Spaces

4.4. The flexible use relates to a mixture of non-residential land uses that have been applied for as flexible, as the exact use is unknown until they are rented to the end user. This will include further office space, community use, retail, cafes and restaurants. For the purposes of the trip generation exercise a combination of the land uses generating the higher trips, while creating a realistic balance have been assumed. The split used for the purpose of the trip generation is provided in the table below.

Table 8: Flexible Use Land Use Schedule

Flexible Use	GFA	Comment
Office	2,000 m^2	Based on minimum GFA requirement for Office
Retail - Supermarket	568 m^2	Based on known supermarket size
Retail Other	943 m^2	50/50 split with total retail and restaurants with remaining GFA
Restaurant	1,512 m^2	50/50 split with total retail and restaurants with remaining GFA
Total	5,023 m^2	

4.5. Notably as per the previous used methodology only the Convenience Store was considered as part of the Retail land use trip generation. This is based on other Retail units being more local shops and will be mainly for residents and linked trips with the supermarket and restaurants.

4.6. The new development proposals for car parking at the site are as follows:

- 15 school car parking spaces provided for disabled and staff parking (as per the current scheme).
- Residential car parking spaces to be reduced from 479 to 400.
- Non-residential car parking spaces to be reduced from 200 to 78.
- Total car parking reduced from 679 to 493.

4.7. The revised development layout reduces the number of vehicle trips and the impact on Chalkers Corner and the surrounding highway network, while focusing on improvements to the public realm, cycle infrastructure and public transport provision.

5. Development Trip generation

General

5.1. A trip generation assessment has been undertaken to estimate the number of trips to be generated from the development.

5.2. The trips generated for the residential, school, retail, hotel and office land uses have been updated, while the care home and assisted living have been removed. The proposed site generated trip generation is discussed below for each land use.

5.3. Trip rates for the development were approved by TfL as part of the original scheme. These have been retained except for the school trip rates which have been updated and are discussed in the School section of this note. The total person trip rates are provided in the table below for each land use.

Table 9: Approved Development Person Trip Rates

Land Use		Calculation Factor	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
			Arr	Dep	Two Way	Arr	Dep	Two Way
Residential	Private Flat	Per Unit	0.080	0.417	0.497	0.267	0.146	0.413
	Affordable Flat		0.180	0.850	1.030	0.533	0.278	0.811
	Houses		0.239	0.914	1.153	0.239	0.914	1.153
Education		Per Pupil	0.922	0.189	1.111	0.040	0.119	0.158
Retail - Convenience Store		Per 100sqm	41.959	41.443	83.402	57.113	56.289	113.40
Restaurant		Per 100sqm	0.000	0.000	0.000	9.205	8.057	17.262
Hotel		Per Bedroom	0.166	0.438	0.604	0.300	0.252	0.552
Office		Per 100sqm	2.072	0.183	2.255	0.311	2.572	2.883
Cinema		Per Seat	0.000	0.000	0.000	0.204	0.276	0.481
Gym		Per 100sqm	1.535	2.112	3.647	3.996	1.793	5.789
Community Space		Per 100sqm	0.865	0.079	0.944	0.786	0.76	1.546
Health Care		Per 100sqm	1.218	0.295	1.513	0.701	1.366	2.067

5.4. The approved mode shares for each land use have also been retained from the original study.

Residential Trip Generation

5.5. The trip generation for the residential has been calculated using the approved person trip rates from the original application and an exercise has been undertaken to calculate the vehicle trips based on the reduction in the size of the car park. Any additional trips as a result of the increased number of units were re-distributed to other modes of travel.

5.6. The calculation for the vehicle trips for the residential land use has been calculated using the arrival and departure profiles for comparative sites within London. In addition, in order to be robust with the numbers a 7.5% uplift has been applied in accordance with the recommendation provided by TfL.

5.7. The residential trips by mode are shown on the table below for the current and proposed enlarged scheme.

Table 10: Residential Peak Hour Trip Generation

Mode	Current Application						Proposed Enlarged Application (No Adjustment)					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	51	82	133	69	44	112	30	93	123	72	35	107
Walk	17	83	100	52	28	80	50	164	214	109	65	174
Cycle	2	12	14	7	4	11	7	23	30	15	9	24
Bus	9	42	51	27	15	42	25	82	107	55	33	87
Train	10	45	55	29	16	44	27	88	114	58	35	93
Underground	10	45	54	28	16	44	27	87	114	58	35	93
Other	5	24	29	15	8	24	14	47	61	31	19	50
Total	**105**	**332**	**437**	**227**	**131**	**358**	**180**	**584**	**764**	**399**	**230**	**629**

5.8. The results show that there will be a large increase in the total number of residential trips for all modes of travel with the exception of vehicles where trips will be reduced.

School Trip Generation

5.9. During the Planning Committee meeting, members raised a number of concerns over the high number of predicted vehicles to be generated by the school. It was considered that the trips used were overestimating the number to be generated by a secondary school in Mortlake. The committee members were very clear that they would like to see the school drop off trips reduced and have this monitored through the school travel plan.

5.10. Further analysis of other secondary schools in London, show a number of initiatives being introduced to reduce traffic generated by schools. This includes “school streets” in Hackney and a public space protection order (PSPO) scheme in Havering where vehicle trips to schools are discouraged through differing measures.

5.11. The nominated operator for the new secondary school is the Aspiration Academies Trust. They have confirmed that they have experience operating a zero-car travel plan at schools in their current portfolio and advocated that at the Richmond Council planning committee meeting held on 29th January 2020. The applicant has agreed to incorporate a travel plan in the Section 106 Agreement which binds the land for the new school proposed at the subject site.

5.12. The distribution of trips over the day have been calculated using comparable schools on TRICS for secondary schools. Details of the schools together with the peak hour person trip generation is provided on the table below.

Table 11: Person Trips Rates TRICS data for Schools

Ref. Code	School	No. of Students	No. of Staff	Car Parking Spaces	Date of Survey	AM Peak - 08:00 - 09:00			PM Peak - 17:00 - 18:00		
						Arr	Dep	2-way	Arr	Dep	2-way
TRAVL - 850	Crest	1461	152	75	2009	0.986	0.105	1.092	0.038	0.170	0.207
TRAVL - 375	Southgate	1600	141	133	2002	1.383	0.474	1.856	0.080	0.084	0.164
IS-04-B-01	Finsbury Park	850	120	22	2009	0.770	0.028	0.798	0.012	0.091	0.103
LB-04-B-01	Vauxhall	624	34	25	2009	0.750	0.141	0.891	0.029	0.130	0.159
HM-04-B-01	Fulham	610	62	Not known	2002	0.770	0.028	0.798	0.008	0.051	0.059
BN-04-B-01	Barnet	1200	76	Not known	2005	0.821	0.062	0.883	0.013	0.026	0.039
Average (exc. Southgate)						**0.819**	**0.073**	**0.892**	**0.020**	**0.094**	**0.113**

5.13. Notably Southgate school, which was used in the assessment previously has a significantly higher peak hour person trip rate and is not comparable with the other schools. This school was taken from TRAVL data and there is limited information for how the trip rate was derived. Closer analysis of the data shows that with 1,600 students and 141 teachers, it would not be possible to have a person trip rate arrival rate greater than 1.088 even if every teacher and student arrived between 8-9am. It is therefore clear that there must have been another contributing factor to the trip rate. For this reason, Southgate has been discounted and the average of the other 5 schools has been used for the assessment.

5.14. Data has also been obtained from LBRuT for Grey Court School, which is situated in Ham, in the London Borough of Richmond upon Thames. Grey Court School is a similar size to the new school being proposed with 1,246 pupils, although there are 65 parking spaces available for staff, whereas the new school in the Stag development only provides 15 spaces. The results of a travel survey undertaken at the school suggested that 77 pupils (representing 6.2%) travel as a passenger in a car being dropped off. All car parking spaces are used by staff.

5.15. There was also data for one other school provided by LBRuT, Christ's School, which showed that 10.1% of students arrive by car. Due to the proposed school at the Stag Brewery site proposing to introduce measures to encourage less people to drive as part of their Travel Plan and this to be enforced through a S106 contribution. It is considered that the new proposed school will be able to target a much lower car driver %.

5.16. In addition, while LBRuT committee members and school representatives believe that the car driver trips should be significantly less, it is noted that TfL do not support this approach. In order to provide a more balanced approach it is proposed to use Grey Court School for the trip generation calculation, with the knowledge that this school already has an active Travel Plan in place and the new proposed school will have a Travel Plan target for 5% of pupils to travel by car. However, following further discussion with TfL as a comparison the trip generation using the previous car driver mode split of 8% has also been analysed.

5.17. The proposed school trip generation for the school calculated using the average person trips and applying the 6.2% and 8% vehicle mode share is provided on the two tables below. Notably the overall trips during the peak hours has reduced slightly, which is as a result of removing the Southgate school from the analysis.

Table 12: School Peak Hour Trip Generation – 6.2% Vehicle Mode Share

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	105	85	191	12	27	39	65	55	119	7	12	19
Walk	372	30	402	16	48	64	339	30	370	8	39	47
Cycle	23	2	25	1	3	4	21	2	23	1	2	3
Bus	523	43	566	22	67	90	477	42	520	12	54	66
Train	70	6	75	3	9	12	64	6	69	2	7	9
Underground	0	0	0	0	0	0	0	1	2	0	1	2
Other	15	1	16	1	2	3	21	2	23	1	2	3
Total	**1108**	**167**	**1275**	**55**	**156**	**211**	**987**	**138**	**1126**	**29**	**118**	**149**

Table 13: School Peak Hour Trip Generation – 8.0% Vehicle Mode Share

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	105	85	191	12	27	39	81	71	152	9	14	23
Walk	372	30	402	16	48	64	333	30	362	8	38	46
Cycle	23	2	25	1	3	4	21	2	23	1	2	3
Bus	523	43	566	22	67	90	468	42	510	11	53	65
Train	70	6	75	3	9	12	62	6	68	2	7	9
Underground	0	0	0	0	0	0	0	1	2	0	1	2
Other	15	1	16	1	2	3	21	2	23	1	2	3
Total	**1108**	**167**	**1275**	**55**	**156**	**211**	**985**	**152**	**1139**	**31**	**118**	**150**

5.18. Notably the total trips increase with the higher % car mode share, which is related to the car passenger trips being assigned to both the arrival and departure routes, as parents pick up and drop off their children and arrive and depart in the same peak hour.

Retail Trip Generation

5.19. The table below shows the retail trips calculated for the current application and the proposed enlarged scheme.

5.20. The results indicate that there is no change in the number of trips as the retail element forms part of the flexible use and has been based on convenience store, with the same GFA as previous.

Table 14: Retail Peak Hour Trip Generation

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	7	6	13	8	10	18	7	6	13	8	10	18
Walk	185	183	368	252	248	500	185	183	368	252	248	500
Cycle	3	3	7	5	4	9	3	3	7	5	4	9
Bus	23	23	45	31	31	62	23	23	45	31	31	62
Train	21	20	41	28	28	56	21	20	41	28	28	56
Underground	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	1	3	2	2	4	1	1	3	2	2	4
Total	**241**	**237**	**477**	**326**	**323**	**649**	**241**	**237**	**477**	**326**	**323**	**649**

Restaurant Trip Generation

5.21. The table below shows the restaurant trips calculated for the current application and the proposed enlarged scheme.

5.22. Notably the restaurant GFA as part of the flexible use is considered to increase. This has resulted in an increase in development trips for restaurant land use.

Table 15: Restaurant Peak Hour Trip Generation

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	0	0	0	3	2	5	0	0	0	7	6	14
Walk	0	0	0	51	45	96	0	0	0	70	62	132
Cycle	0	0	0	2	1	3	0	0	0	2	2	4
Bus	0	0	0	6	5	12	0	0	0	8	7	16
Train	0	0	0	33	29	62	0	0	0	46	40	86
Underground	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	4	3	7	0	0	0	5	5	10
Total	**0**	**0**	**0**	**99**	**86**	**185**	**0**	**0**	**0**	**139**	**122**	**261**

Hotel Trip Generation

5.23. The table below shows the hotel trips calculated for the current application and the proposed enlarged scheme.

5.24. Due to the proposed number of rooms remaining the same there is no change to the hotel trips.

Table 16: Hotel Peak Hour Trip Generation

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	0	1	1	1	0	1	0	1	1	1	0	1
Walk	0	1	1	0	0	1	0	1	1	0	0	1
Cycle	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	1	1	1	1	1	0	1	1	1	1	1
Train	1	2	3	2	1	3	1	2	3	2	1	3
Underground	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	2	2	1	1	2	1	2	2	1	1	2
Total	**3**	**7**	**9**	**5**	**4**	**8**	**3**	**7**	**9**	**5**	**4**	**8**

Office Trip Generation

5.25. The table below shows the office trips calculated for the current application and the proposed enlarged scheme.

Table 17: Office Peak Hour Trip Generation

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	17	3	20	5	18	23	34	3	37	5	43	48
Walk	13	1	14	1	13	15	17	1	18	2	20	23
Cycle	6	0	7	1	7	7	8	1	9	1	10	11
Bus	14	1	15	2	17	19	23	2	25	3	29	32
Train	34	3	37	5	42	47	57	5	63	9	71	80
Underground	0	0	0	0	0	0	0	0	0	0	0	0
Other	8	1	9	1	10	11	16	1	18	2	20	23
Total	**92**	**10**	**101**	**16**	**107**	**122**	**156**	**14**	**170**	**23**	**194**	**217**

5.26. The office land use has increased in size resulting in an increase in the number of trips for all land uses. While there is a limited number of car parking spaces available for non-residential use, to be robust the vehicle trip rate has not been adjusted.

Cinema Trip Generation

5.27. The table below shows the cinema trips calculated for the current application and the proposed enlarged scheme.

5.28. The cinema trips will reduce as a result of less area being provided for the cinema.

Table 18: Cinema Peak Hour Trip Generation

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	0	0	0	8	11	20	0	0	0	6	9	15
Walk	0	0	0	46	40	86	0	0	0	35	31	65
Cycle	0	0	0	5	4	9	0	0	0	4	3	7
Bus	0	0	0	11	14	25	0	0	0	8	11	19
Train	0	0	0	26	36	62	0	0	0	20	27	47
Underground	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	8	10	18	0	0	0	6	8	13
Total	**0**	**0**	**0**	**104**	**116**	**220**	**0**	**0**	**0**	**79**	**88**	**167**

Gym, Community, Extra Care & Care Home Trip Generation

5.29. The Gym, Community, Extra Care & Care Home are no longer proposed as part of the updated enlarged scheme, unless they form part of the flexible use in the future. For the purposes of the study they have been omitted from the trip generation calculation.

5.30. The table below shows the trips calculated for the current application and the proposed enlarged scheme.

Table 19: Gym, Community, Extra Care & Care Home Peak Hour Trip Generation

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	8	9	17	7	7	14	0	0	0	0	0	0
Walk	22	15	37	26	20	46	0	0	0	0	0	0
Cycle	3	3	6	5	3	8	0	0	0	0	0	0
Bus	4	4	8	6	5	11	0	0	0	0	0	0
Train	5	6	11	12	6	18	0	0	0	0	0	0
Underground	0	0	0	0	0	0	0	0	0	0	0	0
Other	6	6	12	5	6	11	0	0	0	0	0	0
Total	**48**	**43**	**91**	**62**	**46**	**107**	**0**	**0**	**0**	**0**	**0**	**0**

6. Total Trip Generation

6.1. The total trip generation for the site has been calculated by adding all of the development land uses together. This includes a comparison of the current application and the proposed enlarged scheme development trips with either 6.8% or 8.0% of school children arriving by car. This is provided on the tables below:

Table 20: Total Peak Hour Trip Generation – 6.8% Vehicle Mode Share for School

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	188	186	374	113	120	232	136	157	294	106	115	221
Walk	609	313	923	445	443	888	591	379	970	477	465	943
Cycle	38	21	59	26	27	52	40	29	69	28	32	59
Bus	573	114	687	106	154	261	549	150	699	118	166	284
Train	140	83	222	138	166	304	169	121	291	164	210	374
Underground	10	45	54	28	16	44	27	88	116	58	36	95
Other	37	35	71	36	43	79	54	53	107	48	57	105
Total	**1596**	**796**	**2391**	**893**	**969**	**1862**	**1566**	**979**	**2546**	**999**	**1079**	**2080**

Table 21: Total Peak Hour Trip Generation – 8.0% Vehicle Mode Share for School

Mode	Current Application						Proposed Enlarged Application					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way	Arr	Dep	2-way
Vehicle	188	186	374	113	120	232	153	174	326	108	117	225
Walk	609	313	923	445	443	888	585	378	963	477	465	942
Cycle	38	21	59	26	27	52	39	29	69	28	32	59
Bus	573	114	687	106	154	261	539	150	689	118	164	282
Train	140	83	222	138	166	304	168	121	289	164	210	374
Underground	10	45	54	28	16	44	27	88	116	58	36	95
Other	37	35	71	36	43	79	54	53	107	48	57	105
Total	**1596**	**796**	**2391**	**893**	**969**	**1862**	**1564**	**994**	**2559**	**1001**	**1079**	**2081**

6.2. The existing development trips calculated earlier are proposed to be used for the purposes of modelling the baseline condition in the future year. No existing development trips by any other modes, except vehicles are proposed to be used in any other assessments.

7. Summary

7.1. This technical note has been produced by Stantec on behalf of Resleton Properties to provide an update on the Trip Generation figures for the updated Stag Development project. This note also provides a response to TfL comments received on 10th and 22nd April 2020 regarding initial trip generation work undertaken.

7.2. Following the LBRuT Planning Committee meeting held on 29th January 2020 and resolution to grant planning permission for the masterplan (Application A) and the school (Application B) without the Chalkers Corner scheme (Application C), the Applicant is discussing amendments to the scheme with the GLA, with a view to shortly submitting substitutions to the current scheme, likely to be determined by the GLA following call in of the Applications. This will include a greater level of affordable housing and a reduction in the number of car parking spaces.

7.3. The trip generation assessment has been updated including comments from the Committee members and School representatives, resulting in a review of the predicted school trips generated by the development. In addition, a reduction in the size of the western car park has contributed to less vehicle peak hour trips being generated by the development, with other mode choices being utilised as an alternative.

7.4. Overall, there is an increase in peak hour trips added onto the network for the enlarged scheme in comparison with the current application. This includes a decrease in vehicular trips and an increase in trips for all other modes.

Appendix F TfL Trip Generation Approval

RE: Stag Brewery - Revised Trip Generation

SL

Simpson Lucy <LucySimpson@tfl.gov.uk>
To Wadey, Peter
Cc Callaghan, Greg; Bradshaw Alison; Miklasz Michal

Reply | Reply All | Forward | ...

Tue 05/05/2020 17:32

You replied to this message on 05/05/2020 19:21.

Hi Peter,
Thank you for this and sorry for the delay in coming back to you. I can now confirm that the trip generation assessment is acceptable subject to using the higher vehicle mode share for the school. We would also like a sensitivity which uses the original school trips given these were not disputed as part of the original application.

Kind regards

Lucy

Appendix G Proposed Highway Plans

Traffic lane 106m long

Existing bus stop retained

New bus stop

Approximate extent of existing uncontrolled on-street parking - 122m

Area reserved for potential future bus terminus

Existing Zebra crossing to have surface raised

Existing on-street parking

FOR CONTINUATION SEE BOTTOM PANEL

Relocated signal controlled crossing with raised surface

Proposed raised crossing point

Nearside & offside lanes 73m long

Relocated bus stands (for 3 buses)

Proposed Zebra crossing with raised surface

Relocated bus stop with new shelter

New right turn lane

Location of access to underground car park

Existing parking bays retained

Car Club bays

Proposed raised crossing point and bellmouth narrowing

Existing bus stop and shelter to be removed

Relocated bus stop with new shelter

Existing bus stop and shelter to be removed

New footpath link to crossing

Existing signal controlled crossing to be removed

Proposed raised crossing point

Existing refuge enlarged

New 'KEEP CLEAR' markings on roundabout

Proposed bus stop to accommodate 2 buses Existing shelter to be replaced with new shelter in new position

Proposed raised crossing point

Area reserved for potential future bus terminus

Existing bus stop and shelter to be relocated

Existing Zebra crossing to have surface raised

Existing on-street parking

FOR CONTINUATION SEE TOP PANEL

Existing Zebra crossing to have surface raised

Mark	Revision	Date	Drawn	Chkd	Appd

ns shall be reported to Stantec without delay.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

DRAFT FOR DISCUSSION

STAG BREWERY, MORTLAKE LOWER RICHMOND ROAD AND MORTLAKE HIGH STREET SCENARIO 1 - DO MINIMUM

Client

RESELTON PROPERTIES LTD

Date of 1st Issue	Designed	Drawn
22.04.2020	REM	REM
Scale	Checked	Approved
1:500 @A0	PW	PW

Drawing Number: 38262/5514/020

Revision: -

Stantec

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LONDON
Tel: 020 3824 6600

File Location: j:\38262 stag brewery, mortlake\5. drawings & models\cad\transport\38262-5514-020.dwg

Stop line moved 5.7m closer to junction

Stop line moved 2.5m closer to junction

Stop line moved 4.8m closer to junction

Existing tree to be removed

Proposed trees

Flare lane provided on junction approach 18m long

Both lanes approx. 105m long

Existing bus stop retained

New bus stop

Approximate extent of existing uncontrolled on-street parking - 122m

Existing Zebra crossing to have surface raised

Area reserved for potential future bus terminus

Existing on-street parking

FOR CONTINUATION SEE BOTTOM PANEL

Relocated signal controlled crossing with raised surface

Proposed raised crossing point

Nearside & offside lanes 73m long

Relocated bus stands (for 3 buses)

Proposed Zebra crossing with raised surface

Relocated bus stop with new shelter

New right turn lane

Location of access to underground car park

Existing parking bays retained

Car Club bays

Proposed raised crossing point and bellmouth narrowing

Existing bus stop and shelter to be removed

Relocated bus stop with new shelter

Existing bus stop and shelter to be removed

New footpath link to crossing

Existing signal controlled crossing to be removed

Proposed raised crossing point

Existing refuge enlarged

New 'KEEP CLEAR' markings on roundabout

Proposed bus stop to accommodate 2 buses Existing shelter to be replaced with new shelter in new position

Proposed raised crossing point

Existing bus stop and shelter to be relocated

Existing Zebra crossing to have surface raised

Existing on-street parking

FOR CONTINUATION SEE TOP PANEL

Area reserved for potential future bus terminus

Existing Zebra crossing to have surface raised

Existing on-street parking

FOR CONTINUATION SEE BOTTOM PANEL

Mark	Revision	Date	Drawn	Chkd	Appd
A	TREES AND LANDSCAPING ADDED	20.05.20	REM	PW	PW

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Drawing Issue Status

DRAFT FOR DISCUSSION

STAG BREWERY, MORTLAKE LOWER RICHMOND ROAD AND MORTLAKE HIGH STREET

SCENARIO 2 - CHALKERS CORNER IMPROVEMENT

Client

RESELTON PROPERTIES LTD

Stantec

stantec.com/uk

LONDON
Tel: 020 3824 6600

Date of 1st Issue	Designed	Drawn
22.04.2020	REM	REM
Scale	Checked	Approved
1:500 @A0	PW	PW

Drawing Number: 38262/5514/021 Revision: A

Existing bus stop improved with new clearway marking (N.B. 3 parking spaces will be lost)

Existing bus stop retained

Traffic lanes 60m long

New nearside bus lane

Approximate extent of existing uncontrolled on-street parking - 122m

Existing on-street parking to be retained. Time restrictions will be required to coincide with bus lane operation times.

New nearside bus lane

Proposed flat top hump to facilitate pedestrian access to parking bays

Existing Zebra crossing to have surface raised and islands removed to create space for traffic lane

Existing on-street parking to be retained. Time restrictions will be required to coincide with bus lane operation times.

Area reserved for potential future bus terminus

FOR CONTINUATION SEE BOTTOM PANEL

Relocated signal controlled crossing with raised surface

Proposed raised crossing point

Nearside & offside lanes 73m long

Relocated bus stands (for 3 buses)

Proposed Zebra crossing with raised surface

Relocated bus stop with new shelter

Location of access to underground car park

New right turn lane

Existing parking bays retained

Car Club bays

Proposed raised crossing point and bellmouth narrowing

Existing bus stop and shelter to be removed

Relocated bus stop with new shelter

Existing bus stop and shelter to be removed

New footpath link to crossing

Existing signal controlled crossing to be removed

Proposed raised crossing point

Existing refuge enlarged

New 'KEEP CLEAR' markings on roundabout

Proposed bus stop to accommodate 2 buses Existing shelter to be replaced with new shelter in new position

Proposed raised crossing point

Existing bus stop and shelter to be relocated

Existing Zebra crossing to have surface raised

FOR CONTINUATION SEE TOP PANEL

Area reserved for potential future bus terminus

Existing Zebra crossing to have surface raised and islands removed to create space for traffic lane

Existing on-street parking to be retained. Time restrictions will be required to coincide with bus lane operation times.

Mark	Revision	Date	Drawn	Chkd	Appd
B	BUS LANE WESTERN EXTENT REVISED	20.05.20	REM	PW	PW
A	WILLIAMS LANE & LRR PARKING REVISED, NOTES UPDATED	28.04.20	REM	PW	PW

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

DRAFT FOR DISCUSSION

STAG BREWERY, MORTLAKE
LOWER RICHMOND ROAD AND MORTLAKE HIGH STREET
SCENARIO 3 - POSSIBLE BUS LANE LAYOUT

Client

RESELTON PROPERTIES LTD

Stantec

stantec.com/uk

LONDON
Tel: 020 3824 6600

Date of 1st Issue	Designed	Drawn
22.04.2020	REM	REM
Scale	Checked	Approved
1:500 @A0	PW	PW

Drawing Number: 38262/5514/022

Revision: B

Stop line moved 5.7m closer to junction

Stop line moved 2.5m closer to junction

Stop line moved 4.8m closer to junction

Existing tree to be removed

Proposed trees

Flare lane provided on junction approach 18m long

Traffic lanes 60m long

New nearside bus lane

Existing bus stop improved with new clearway marking (N.B. 3 parking spaces will be lost)

Existing bus stop retained

New nearside bus lane

Approximate extent of existing uncontrolled on-street parking - 122m

Existing on-street parking to be retained. Time restrictions will be required to coincide with bus lane operation times.

Proposed flat top hump to facilitate pedestrian access to parking bays

Area reserved for potential future bus terminus

FOR CONTINUATION SEE BOTTOM PANEL

Existing Zebra crossing to have surface raised and islands removed to create space for traffic lane

Existing bus stop and shelter to be removed

Existing on-street parking to be retained. Time restrictions will be required to coincide with bus lane operation times.

Sports Ground

1 to 12 Southside Apartments

Chertsey Court

Lady Elizabeth House

Day Care Centre

Employment Development Centre

Relocated signal controlled crossing with raised surface

Proposed raised crossing point

New nearside bus lane

Nearside & offside lanes 73m long

Relocated bus stands (for 3 buses)

Proposed Zebra crossing with raised surface

Relocated bus stop with new shelter

Location of access to underground car park

New right turn lane

Existing parking bays retained

Car Club bays

Proposed raised crossing point and bellmouth narrowing

Existing bus stop and shelter to be removed

Relocated bus stop with new shelter

Mortlake Busines Centre

Sorting Office

Proposed bus stop to accommodate 2 buses Existing shelter to be replaced with new shelter in new position

Existing signal controlled crossing to be removed

New footpath link to crossing

Existing refuge enlarged

New 'KEEP CLEAR' markings on roundabout

Proposed raised crossing point

Existing Zebra crossing to have surface raised

Scrap Yard

Playground

Kendal Court

Woodbine Cottage

Sea Scouts Centre

Girl Guides Centre

Scout Hut

Information Bureau

Nursery

Butler House

Rann

FOR CONTINUATION SEE TOP PANEL

Mark	Revision	Date	Drawn	Chkd	Appd
B	BUS LANE WESTERN EXTENT REVISED. TREES ADDED	20.05.20	REM	PW	PW
A	WILLIAMS LANE & LRR PARKING REVISED, NOTES UPDATED	28.04.20	REM	PW	PW

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Drawing Issue Status

DRAFT FOR DISCUSSION

STAG BREWERY, MORTLAKE LOWER RICHMOND ROAD AND MORTLAKE HIGH STREET SCENARIO 4 - COMBINED IMPROVEMENTS

Client

RESELTON PROPERTIES LTD

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Date of 1st Issue	Designed	Drawn
22.04.2020	REM	REM
Scale	Checked	Approved
1:500 @A0	PW	PW

Drawing Number: 38262/5514/023

Revision: B

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