



Proposed Residential Development  
Land at Grosvenor Garage, Fitzgerald Avenue

**Transport Statement**

For

Hestia Homes

## Document Control Sheet

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Hestia Homes

This document has been issued and amended as follows:

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## 1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Hestia Homes to accompany an outline planning application for a residential and commercial development consisting 3 houses, 5 apartments and a commercial unit of 107sqm on land at Grosvenor Road, Fitzgerald Avenue, London.
- 1.2 The site is located to the west of Fitzgerald Avenue, south of the River Thames in close proximity to the A205 and A316 as well as nearby local amenities, bus stops and railway stations. The site falls within the administrative authority of the London Borough of Richmond upon Thames (LBR). The current land use was a car garage used for MOT / servicing vehicles but trading stopped in November 2023.
- 1.3 Vehicular and pedestrian access to the site for the dwellings will be via an existing access from Grosvenor Avenue and Vehicular and pedestrian access to the commercial unit will be via an existing dropped kerb onto Fitzgerald Avenue. Appropriate levels of car and cycle parking will be provided in accordance with relevant standards.
- 1.4 This transport statement has been prepared to consider the highway and transportation aspects of the proposals, specifically the proximity of the site to sustainable transport modes, as well as parking and trip generation.
- 1.5 The remainder of this Transport Statement is structured as follows:
  - ▶ Section 2 identifies policy both local and national;
  - ▶ Section 3 identifies the baseline transport conditions in the area;
  - ▶ Section 4 explains the development proposals;
  - ▶ Section 5 considers the traffic generation associated with the proposals; and,
  - ▶ Section 6 provides a summary and conclusion.



## 2.0 Policy

### Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – December 2023;
- ▶ The London Plan - 2021
- ▶ London Borough of Richmond upon Thames – Adopted Local Plan July 2018
- ▶ London borough of Richmond upon Thames, Transport SPD, June 2020

### National Planning Policy Framework - 2023

2.2 The National Planning Policy Framework (NPPF) December 2023 sets out the Government’s planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 108 says that:

*"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

*a) the potential impacts of development on transport networks can be addressed;*

*b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

*c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

*d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

*e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

2.4 Off-street parking provision is referred to in Paragraph 111, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.5 Paragraph 112 states:

*"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

2.6 Paragraph 114 states:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*b) safe and suitable access to the site can be achieved for all users;*

*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*

*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.7 This is followed by Paragraph 115 stating:

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

### **Local Policy**

#### **The London Plan - 2021**

2.8 Following the Examination in Public and acceptance by The Mayor of issues raised by the Secretary of State, the new London Plan was adopted in March 2021. With regards to transport, the most pertinent to these proposals are as follows:

2.9 Policy T2 Healthy Streets:

“A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B) Development Plans should:

1) promote and demonstrate the application of the Mayor’s Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D) Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

2) reduce the dominance of vehicles on London’s streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.”

2.10 Policy T4 Assessing and mitigating transport impacts:

*"A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*

*B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.*

*C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.*

*D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*

*E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*

*F) Development proposals should not increase road danger."*

#### 2.11 Policy T5 Cycling:

*"A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

*1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*

*2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

*B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.*

*C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.*

*D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.*

*E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.*

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

Land Use	London Plan (2021) Minimum Cycle Parking Standards	
	Long stay	Short stay
Residential	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

Table 2.2.1: London Plan Minimum Cycle Parking Standards

2.12 Policy T6 'Car Parking' States:

"A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy...

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking."

**London Borough of Richmond upon Thames – Adopted Local Plan July 2018**

2.13 The Local Plan sets out the strategy for the Borough with a selection of strategic polices relating to development / transport needs which feed into the overall strategy.

2.14 The Local Plan Strategic Vision sets out a desire for a sustainable future associated to transport.

"The borough's main centres will have accommodated the majority of higher density and larger scale developments, thus enabling people to walk to shops and services or use public transport. New development will be of exceptional design quality and will have respected the borough's environmental capacity and constraints through the optimisation of land. Development opportunities outside of the main centres will have been realised and well integrated within existing communities, the environment and infrastructure. Local communities will enjoy the new village heart in Mortlake and residents will have access to a choice of new and improved homes in Ham Close. Whilst cars will still be a significant part of our future, the borough's improved transport network and interchanges will encourage many residents as well as those who work and visit the borough to make journeys using high quality public transport and walking and cycling routes. The built environment, spaces and public realm will be attractive and pleasant, and residents will have increasingly adopted active and healthy lifestyles and enjoy the borough's cycling and walking networks."

2.15 Paragraph 3.1.17 goes on to discuss the need for the Council to focus on development which provides access to sustainable transport modes as a way to promote walking and cycling within the Borough as well as in improving the general air quality of the area.

2.16 Policy LP 44 – Sustainable Travel Choices states;

"The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

*A. Location of development: Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.*

*B. Walking and cycling: Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.*

*C. Public transport: Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided. Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.*

*D. The road network: Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements. In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.*

*E. River transport: Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.*

*F. Safeguarding of routes and facilities: Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation. Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.*

*G. Taxis and private hire vehicles: Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations."*

2.17 Policy LP45 – Parking Standards and Servicing

2.18 This policy sets the approach to car parking related to development and states:

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

2.19 The policy then sets out how this is achieved and references Appendix 3 of the document which sets out the standards.

### **London borough of Richmond upon Thames, Transport SPD, June 2020**

2.20 This Supplementary Planning Document (SPD) has been created to help applicants make successful planning applications. It provides additional guidance on Local Plan Policies related to roads and transport, detailing the expectations for planning applications and signposting to additional documents that may assist in the development of applications.

2.21 In section 11 of this document, it recognises that whilst LBRuT has adopted car parking standards for car parking an appropriate and that...

*“a balance needs to be struck between minimising car use and ensuring development is able to operate efficiently, avoiding adding to street parking pressure. In areas of low Public Transport Accessibility (notably PTAL 1 and 2), car-free development will normally be considered inappropriate.” (para 11.1).*

- 2.22 This therefore, implies that above a PTAL of 2, a car free development may be considered appropriate. Whilst it is not proposed that the application site is to be car free, it is proposed that it should not overprovide on car parking in this location (PTAL 3). This is explained more fully in Chapter 4 of this report.

### 3.0 Existing Conditions

#### Overview

3.1 This section provides information on the site and surrounding area, including a review of the local highway network and opportunities to access the site by sustainable modes of travel.

#### Site Location

3.2 The site is located to the west of Fitzgerald Avenue on the corner of the junction with Fitzgerald Avenue and Buxton Road. The surrounding area can be characterised as mainly residential in nature. The site location is illustrated in below in Figure 3.1.

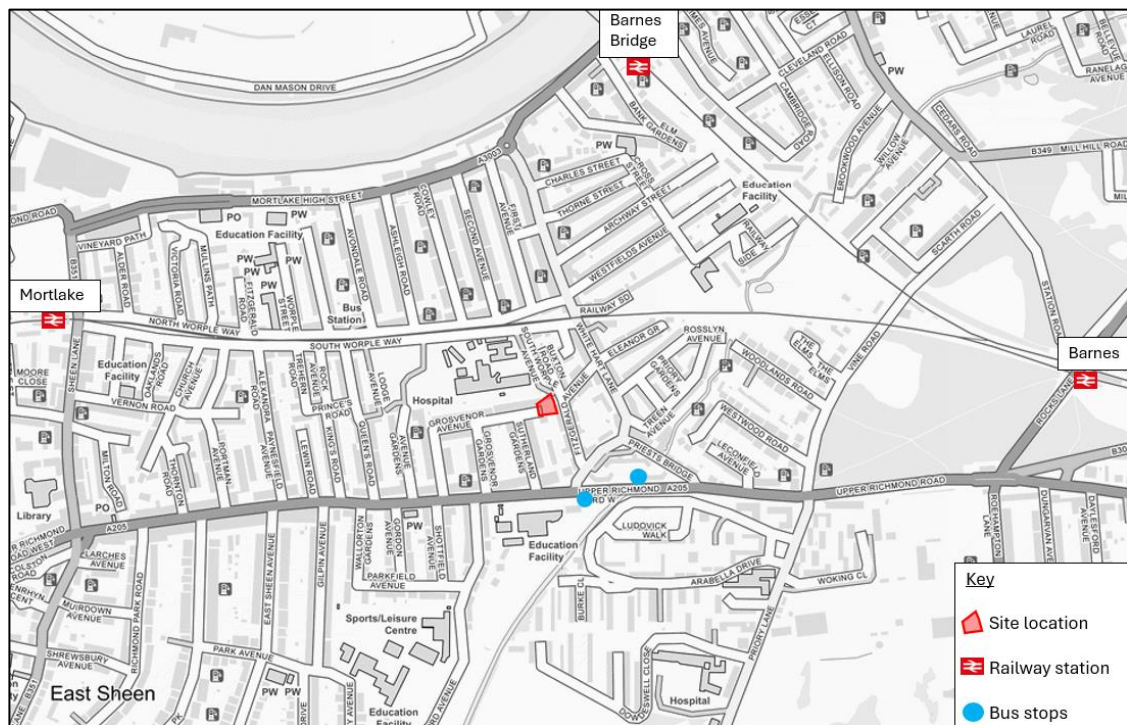


Figure 3.1: Site Location Plan

3.3 Fitzgerald Avenue is a two-way carriageway road subject to a 30 miles per hour speed limit across the site frontage. Fitzgerald Avenue connects northeast to White Hart Lane and south to Priests Bridge which is a one-way road. White Hart Lane also connects south to Priests Bridge and north to the A3003 (Mortlake High Street).

3.4 Fitzgerald Road and Buxton Road are within a Controlled Parking Zone (CPZ) B2 which has a Monday – Friday 10:00 to Noon parking restriction. Grosvenor Avenue and Grosvenor Gardens are not within a CPZ.

#### Accessibility of Site by Non-Car Modes

3.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:



- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
- ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).

3.6 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".

3.7 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that "81% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.

#### Accessibility on Foot and by Cycle

3.8 There are footways on both sides of Fitzgerald Avenue connecting south to the nearest bus stops. There are two signalised pedestrian crossing located on the A205 (Upper Richmond Road West) which can be utilised by pedestrians when using both bus stops. There is a Public Right of Way (PROW) footpath which runs from the south of White Hart Lane northwest across Fitzgerald Avenue past the proposed site connecting to South Worple Way, adjacent to Barnes Hospital.

3.9 Approximately 500 metres east of the site is National Cycle Network (NCN) 4 which is a long-distance cycle route from London to Fishguard in West Wales. Locally it connects north to Putney Bridge to gain access across the River Thames and south to Richmond Park.

#### Accessibility by Bus

3.10 As illustrated in Figure 3.1 above, the nearest bus stops to the site are located on the A205 approximately 250 metres (3 minute walk) south of the proposed site. These stops serve routes 33, 337, 493 and N33 and a summary of the frequent services is presented below in Table 3.1.

Service	Route	Approximate Frequency Mon-Fri	Approximate Frequency Saturday	Approximate Frequency Sunday
33	Fulwell Station – Lonsdale Road	Every 4-12 minutes	Every 7-12 minutes	Every 15 minutes
337	Northcote Road – Richmond bus station	Every 11-14 minutes	Every 11-14 minutes	Every 15-20 minutes
493	St George's / University of London – Richmond bus station	Every 11-14 minutes	Every 12-14 minutes	Every 20-30 minutes
N33 (night bus)	Fulwell Station – Hammersmith bus station	Every 30 minutes between 01:00-05:00	Every 30 minutes between 01:00-05:00	Every 30 minutes between 01:00-05:00

Table 3.1: Bus Services

#### Accessibility by Rail

3.11 There are three railway stations within close proximity to the site Barnes, Barnes Bridge and Mortlake. They are all located within an approximate distance of 800 metres to 1 kilometre of the site which equates to a 11-13 minute walk. These railway stations serve the Great Western Railway line and provide access to a variety of destinations including London Waterloo, Weybridge, Twickenham and Richmond. A summary of the railway services is presented below in Table 3.2.



Train Station	Route	Approximate Frequency Mon-Fri	Approximate Frequency Saturday	Approximate Frequency Sunday
Barnes Bridge & Barnes	Barnes – Putney – Wandsworth Town – Clapham Junction – Vauxhall – London Waterloo	Every 5-10 minutes	Every 15 minutes	Every 20 minutes
	Barnes – Chiswick – Kew Bridge – Brentford – Syon Lane – Isleworth – Hounslow – Feltham – Ashford – Staines – Egham – Virginia Water – Chertsey – Addlestone – Weybridge	Every 30 minutes	No direct service	No direct service
	Barnes – Mortlake – North Sheen – Richmond – St Margarets - Twickenham	Every 30 minutes	Every 30 minutes	Every 30 minutes
Mortlake	Mortlake – North Sheen – Richmond	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 3.2: Rail Services

### Access to Local Facilities

- 3.12 The proposed development is located within a PTAL level 2 zone but the site has access to a wide range of amenities within easy walking or cycling distance. These include a primary and secondary school, dentist, supermarket and places of worship can all be accessed within 1 kilometre of the site. Table 3.3 below demonstrates the local facilities and their proximity to the proposed site.

Amenity	Approximate Distance from site (metres)	Approximate Walking / Cycling Time (Minutes)
East Sheen Primary School	350 metres	5 minute walk
Barnes Primary School	400 metres	6 minute walk
White Hart Express Convenience Store	170 metres	2 minute walk
Richmond Park Academy	600 metres	8 minute walk
Paddock Secondary School	500 metres	7 minute walk
Roehampton Sports Club	1000 metres	14 minute walk
Sheen Lane Health Centre	1200 metres	16 minute walk
Boots Pharmacy	1200 metres	16 minute walk
Sheen Dental	700 metres	12 minute walk
Blink Optics Opticians	900 metres	12 minute walk
Vine Road Recreation Ground	800 metres	11 minute walk
Elim Church	450 metres	6 minutes walk

Table 3.3: Local Amenities

## 4.0 Development Proposals

- 4.1 The planning application seeks outline planning permission for the erection of 3 houses and 5 apartments and a commercial unit of 107sqm located to the southern part of the site. The indicative site layout plan is included at **Appendix A**. This replaces the existing use (now closed) as a car repair and MOT garage. The development consists of the following schedule of accommodation.

Type	Plot	Number of Beds
Apartments	1, 2 & 4	1 bed
	3 & 5	2 bed
Houses	1	3 bed
	2 & 3	4 bed

Table 4.1 – Residential Schedule of Accommodation

### Access Arrangements

- 4.2 Vehicular access to the 3 houses will be via the existing crossover onto Grosvenor Avenue to the north of the proposed development. Access to the 3 commercial parking spaces is from Fitzgerald Avenue using the existing crossover.

### Visibility Splays

- 4.3 Fitzgerald Avenue and Buxton Road are subject to a 20 miles per hour speed limit. Manual for Streets requires 25 metres of visibility in each direction for this speed limit. The drawing in **Appendix B** illustrates that 2.4 metres by 25 metres can be achieved in both directions from the commercial crossovers.

### Parking Provision

- 4.4 The (LRuT) Local Plan 2018 gives the adopted parking standards for developments. Table 4.2 below shows these standards.

Type	Number of beds	Car Parking Spaces	Cycle Parking Spaces
Residential PTAL 0-3	1-2 bedrooms	1 space	As per the London Plan 2021
	3+ bedrooms	2 spaces	

Table 4.2: Car Parking Standards for Residential Developments LBR Local Plan 2018

- 4.6 With regard to office (commercial) car parking standards the LBRuT Local Plan refers to the London Plan. Table 4.3 below shows these standards.

Type	Outer London (maximum)	Cycle Parking Spaces Long-stay	Cycle Parking Spaces Short-stay
Offices	1 space per 100sqm	1 per 75 sqm	First 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm (GEA)

Table 4.3: Parking Standards for Offices – The London Plan 2021

- 4.7 It is proposed that 3 residential car parking spaces (1 per house) and 3 spaces for the commercial use are provided.
- 4.8 The parking provision thus reflects the adopted RBRuT parking guidance and the SPD in reaching a balance between onsite car parking provision and car use reduction. The site is within 250m (a 3 minute walk) of the nearest bus stops and many local facilities are within an easy walk or cycle distance and thus it is a highly accessible location by non-car modes of travel.

- 4.9 Cycle storage for the residential development will be provided at the front of the dwellings in secure cycle storage. Cycle storage for the apartments will be provided within the entrance hall to the apartments and cycle storage for the commercial unit will be provided adjacent to the site. All cycle parking levels will adhere to current guidance.

#### **Servicing and Refuse Collection**

- 4.10 The residential refuse collection will take place on street from Grosvenor Avenue to the rear (north) of the site benefitting from the existing refuse arrangements on Grosvenor Avenue.
- 4.11 The commercial refuse storage is to the corner of Fitzgerald Avenue and the public footpath. To avoid an open aspect to the bin storage area, it is proposed that the storage area will open onto the public footpath via a gate. It will thus be necessary to slightly reposition the existing cycle chicane. The refuse will then be collected from Fitzgerald Avenue / Buxton Road.

## 5.0 Trip Generation

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

### Existing Trips

5.2 TRICS database cannot be utilised to calculate the existing trips due to no survey information in London. We have therefore made an estimate of the trip generation of the garage use from first principles given the use of the garage for repairs and MOT's.

5.3 The existing site had two garages for working on cars. If it is assumed that 3 cars per day were repaired and 5 MOT's were undertaken, this equates to 16 vehicles movements per day.

### Proposed Trips

5.4 To calculate the trip attraction for the proposed 3 houses at the site, an assessment utilising the TRICS database has been undertaken. The TRICS category '03 Residential: A – Houses Privately Owned' has been used, with the following criteria:

- ▶ Sites located within Greater London;
- ▶ Sites up to 100 units;
- ▶ Sites in area classed as edge of town.

5.5 A summary of the peak hour vehicular trip rates are provided in Table 5.1 below and the full TRICS output included at [Appendix C](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rates	0.293	0.341	0.341	0.171	2.878	2.804
Vehicular Trips	1	1	1	1	9	8

Table 5.1: Proposed Trip Rates and Resultant Trips - Houses

5.6 Table 5.1 indicates that the proposed 3 houses are likely to generate in the order of 2 vehicle movements in the weekday morning and 2 vehicle movements in the evening peak periods. Over an average weekday, the proposed houses are likely to generate around 17 two-way vehicle movements.

5.7 As no parking is provided for the apartments, it is not expected that any vehicular movement will be generated.

### On Street Car Parking Survey (Stress)

5.8 The existing on-street parking levels, or 'stress', surrounding the development site have been assessed through the undertaking of manual surveys.

5.9 The guidance involves one overnight parking beat completed between the hours of 00:30-05:30 on 2 separate weeknights. This is intended to capture the maximum residential parking demand within a 200-metre radius of the identified site. The local parking capacity is deemed 'stressed' when on-street parking exceeds 85% capacity.

### *Survey Design*

- 5.10 In accordance with the above guidance, parking surveys were undertaken on Tuesday 12th March 2024 at 05:05 and Wednesday 13<sup>th</sup> March 2024 at 05:00.
- 5.11 The guidance requires a 200-metre distance from an identified location to be surveyed. Where the 200-metre boundary occurs part way along a street, the survey area is extended or shortened to the nearest junction.
- 5.12 The survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising;
- ▶ Grosvenor Avenue;
  - ▶ Sutherland Gardens;
  - ▶ Grosvenor Gardens;
  - ▶ Fitzgerald Avenue;
  - ▶ Buxton Road;
  - ▶ White Hart Lane;
  - ▶ Eleanor Grove;
  - ▶ South Worples Avenue;
  - ▶ The Retreat; and,
  - ▶ Priests Bridge.
- 5.13 The number of existing parking spaces in the survey area were identified from on-street observations and site measurement as part of the analysis. For the purposes of calculating parking stress, it is assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5 metres. Physical bays have been divided into 5 metre intervals and rounded to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5 metre or along vehicles crossovers, have been eliminated from the available kerb space, in accordance with the guidance.
- 5.14 There is a selection of parking restrictions implemented on certain roads within the study area. These include 'Red Route' restrictions preventing stopping between 07:00-19:00, double yellow line restrictions, and a CPZ operating between 10:00-12:00 ensuring that there is no impact had upon overnight parking.

### *Survey Results and Analysis*

- 5.15 The parking survey results, including plans of the observed parking locations are included for reference within **Appendix D**. The results indicate that there are 279 spaces accessible within the study area.
- 5.16 In terms of car parking occupancy, the survey results are set out in full within Tables 5.2 to 5.4 below.

Street Name	Spaces Available	Spaces Used	% Stress
Grosvenor Avenue	66	55	83
Sutherland Gardens	41	34	83
Grosvener Gardens	37	29	78
Fitzgerald Avenue	35	35	100
Buxton Road	31	29	94
White Hart Lane	9	11	122
Eleanor Grove	35	32	91
South Worples Avenue	2	0	0
The Retreat	10	6	60
Priests Bridge	13	15	115
<b>Total</b>	<b>279</b>	<b>246</b>	<b>88</b>

Table 5.2: Parking Demand - Tuesday 12th March 2024

Street Name	Spaces Available	Spaces Used	% Stress
Grosvenor Avenue	66	55	83
Sutherland Gardens	41	34	83
Grosvener Gardens	37	27	73
Fitzgerald Avenue	35	35	100
Buxton Road	31	26	84
White Hart Lane	9	9	100
Eleanor Grove	35	30	86
South Worples Avenue	2	0	0
The Retreat	10	5	50
Priests Bridge	13	14	108
<b>Total</b>	<b>279</b>	<b>235</b>	<b>84</b>

Table 5.3: Parking Demand - Wednesday 13th March 2024

Street Name	Spaces Available	Spaces Used	% Stress
Grosvenor Avenue	66	55	83
Sutherland Gardens	41	34	83
Grosvener Gardens	37	28	76
Fitzgerald Avenue	35	35	100
Buxton Road	31	28	90
White Hart Lane	9	10	111
Eleanor Grove	35	31	89
South Worples Avenue	2	0	0
The Retreat	10	6	60
Priests Bridge	13	15	115
<b>Total</b>	<b>279</b>	<b>242</b>	<b>87</b>

Table 5.4: Average Car Parking Demand

- 5.17 Tables 5.2 to 5.4 demonstrate that the average on street stress level is 86% indicating that whilst parking demand for on-street parking may be termed, high, there are spaces available in the surrounding streets.

## 6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared on behalf of Hestia Homes to accompany an outline planning application for a proposed residential and commercial unit consisting of 3 houses, 5 apartments and a commercial unit on land at Fitzgerald Avenue, Richmond upon Thames. In summary, this Transport Statement identifies the following:

- ▶ Bus services are available within a short walk of the site located on Upper Richmond Road West;
- ▶ The site benefits from the local facilities within the nearby vicinity such as a convenience store and local primary and secondary schools;
- ▶ Safe and suitable vehicular and pedestrian access to the site would be achieved via existing accesses on Fitzgerald Avenue and Grosvenor Avenue;
- ▶ Car and cycle parking will be provided on site as per London Plan Cycle Parking Standards 2021;
- ▶ Servicing and refuse collection will be undertaken on street as per the existing arrangements on Fitzgerald Avenue;
- ▶ The proposals will result in a significant reduction in vehicular movements compared to the exiting use.

6.2 On the basis of the above review, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the safety and operating capacity of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic and transportation grounds.



## **Appendix A**

Indicative Site Layout Plan



## **Appendix B**

Visibility Splays Drawing



84 North Street  
Guildford  
Surrey  
GU1 4AU  
T: 01483 531 300

Golden Cross House  
8 Duncannon Street  
London  
WC2N 4JF  
T: 020 8065 5208

www.motion.co.uk

Project:  
Grosvenor Garage, East Sheen

Title:  
Visibility Splays

Scale: 1:250 (@ A3)

Drawing: 2401114-01  
Revision: -



C:\Users\meganslade\OneDrive - Motion\TP Projects\herich 2401114\Drawings\2401114-01.dwg

## **Appendix C**

Full TRICS Output

Motion High Street Guildford

Licence No: 734001

Calculation Reference: AUDIT-734001-240228-0243

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON  
EN ENFIELD 2 days

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

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
Actual Range: 9 to 32 (units: )  
Range Selected by User: 9 to 100 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 14/09/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday 2 days

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

Selected survey types:

Manual count 2 days  
Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town 2

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 2

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected  
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No	2 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

1a (Low) Very poor	1 days
1b Very poor	1 days

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



LIST OF SITES relevant to selection parameters

1	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS	TERRACED & SEMI -DETACHED	ENFIELD
	Edge of Town Residential Zone		
	Total No of Dwellings:	32	
	Survey date: WEDNESDAY	24/11/21	Survey Type: MANUAL
2	EN-03-A-02 DUCHY ROAD HADLEY WOOD	DETACHED HOUSES	ENFIELD
	Edge of Town Residential Zone		
	Total No of Dwellings:	9	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

Motion High Street Guildford

Licence No: 734001

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.122	2	21	0.195	2	21	0.317
08:00 - 09:00	2	21	0.293	2	21	0.341	2	21	0.634
09:00 - 10:00	2	21	0.073	2	21	0.146	2	21	0.219
10:00 - 11:00	2	21	0.146	2	21	0.171	2	21	0.317
11:00 - 12:00	2	21	0.122	2	21	0.122	2	21	0.244
12:00 - 13:00	2	21	0.244	2	21	0.122	2	21	0.366
13:00 - 14:00	2	21	0.244	2	21	0.268	2	21	0.512
14:00 - 15:00	2	21	0.317	2	21	0.268	2	21	0.585
15:00 - 16:00	2	21	0.293	2	21	0.244	2	21	0.537
16:00 - 17:00	2	21	0.122	2	21	0.244	2	21	0.366
17:00 - 18:00	2	21	0.341	2	21	0.171	2	21	0.512
18:00 - 19:00	2	21	0.195	2	21	0.244	2	21	0.439
19:00 - 20:00	2	21	0.171	2	21	0.122	2	21	0.293
20:00 - 21:00	2	21	0.195	2	21	0.146	2	21	0.341
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.878</b>			<b>2.804</b>			<b>5.682</b>

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	9 - 32 (units: )
Survey date range:	01/01/13 - 14/09/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Motion High Street Guildford

Licence No: 734001

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.000	2	21	0.000	2	21	0.000
08:00 - 09:00	2	21	0.000	2	21	0.000	2	21	0.000
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.024	2	21	0.024	2	21	0.048
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.000	2	21	0.000	2	21	0.000
13:00 - 14:00	2	21	0.049	2	21	0.049	2	21	0.098
14:00 - 15:00	2	21	0.000	2	21	0.000	2	21	0.000
15:00 - 16:00	2	21	0.000	2	21	0.000	2	21	0.000
16:00 - 17:00	2	21	0.000	2	21	0.000	2	21	0.000
17:00 - 18:00	2	21	0.000	2	21	0.000	2	21	0.000
18:00 - 19:00	2	21	0.024	2	21	0.024	2	21	0.048
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.097			0.097			0.194

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.024	2	21	0.024	2	21	0.048
08:00 - 09:00	2	21	0.000	2	21	0.000	2	21	0.000
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.000	2	21	0.000	2	21	0.000
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.000	2	21	0.000	2	21	0.000
13:00 - 14:00	2	21	0.000	2	21	0.000	2	21	0.000
14:00 - 15:00	2	21	0.000	2	21	0.000	2	21	0.000
15:00 - 16:00	2	21	0.000	2	21	0.000	2	21	0.000
16:00 - 17:00	2	21	0.024	2	21	0.024	2	21	0.048
17:00 - 18:00	2	21	0.000	2	21	0.000	2	21	0.000
18:00 - 19:00	2	21	0.000	2	21	0.000	2	21	0.000
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.048			0.048			0.096

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.098	2	21	0.171	2	21	0.269
08:00 - 09:00	2	21	0.244	2	21	0.293	2	21	0.537
09:00 - 10:00	2	21	0.073	2	21	0.146	2	21	0.219
10:00 - 11:00	2	21	0.073	2	21	0.098	2	21	0.171
11:00 - 12:00	2	21	0.122	2	21	0.122	2	21	0.244
12:00 - 13:00	2	21	0.195	2	21	0.073	2	21	0.268
13:00 - 14:00	2	21	0.146	2	21	0.171	2	21	0.317
14:00 - 15:00	2	21	0.293	2	21	0.244	2	21	0.537
15:00 - 16:00	2	21	0.244	2	21	0.195	2	21	0.439
16:00 - 17:00	2	21	0.098	2	21	0.220	2	21	0.318
17:00 - 18:00	2	21	0.293	2	21	0.122	2	21	0.415
18:00 - 19:00	2	21	0.146	2	21	0.195	2	21	0.341
19:00 - 20:00	2	21	0.146	2	21	0.098	2	21	0.244
20:00 - 21:00	2	21	0.195	2	21	0.146	2	21	0.341
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.366			2.294			4.660

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.000	2	21	0.000	2	21	0.000
08:00 - 09:00	2	21	0.049	2	21	0.049	2	21	0.098
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.049	2	21	0.049	2	21	0.098
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.049	2	21	0.049	2	21	0.098
13:00 - 14:00	2	21	0.024	2	21	0.024	2	21	0.048
14:00 - 15:00	2	21	0.024	2	21	0.024	2	21	0.048
15:00 - 16:00	2	21	0.024	2	21	0.024	2	21	0.048
16:00 - 17:00	2	21	0.000	2	21	0.000	2	21	0.000
17:00 - 18:00	2	21	0.049	2	21	0.049	2	21	0.098
18:00 - 19:00	2	21	0.024	2	21	0.024	2	21	0.048
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.292			0.292			0.584

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MOTOR CYCLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.000	2	21	0.000	2	21	0.000
08:00 - 09:00	2	21	0.000	2	21	0.000	2	21	0.000
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.000	2	21	0.000	2	21	0.000
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.000	2	21	0.000	2	21	0.000
13:00 - 14:00	2	21	0.024	2	21	0.024	2	21	0.048
14:00 - 15:00	2	21	0.000	2	21	0.000	2	21	0.000
15:00 - 16:00	2	21	0.024	2	21	0.024	2	21	0.048
16:00 - 17:00	2	21	0.000	2	21	0.000	2	21	0.000
17:00 - 18:00	2	21	0.000	2	21	0.000	2	21	0.000
18:00 - 19:00	2	21	0.000	2	21	0.000	2	21	0.000
19:00 - 20:00	2	21	0.024	2	21	0.024	2	21	0.048
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.072			0.072			0.144

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 Servicing Vehicles  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.000	2	21	0.000	2	21	0.000
08:00 - 09:00	2	21	0.049	2	21	0.049	2	21	0.098
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.049	2	21	0.049	2	21	0.098
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.049	2	21	0.049	2	21	0.098
13:00 - 14:00	2	21	0.049	2	21	0.049	2	21	0.098
14:00 - 15:00	2	21	0.024	2	21	0.024	2	21	0.048
15:00 - 16:00	2	21	0.049	2	21	0.049	2	21	0.098
16:00 - 17:00	2	21	0.000	2	21	0.000	2	21	0.000
17:00 - 18:00	2	21	0.049	2	21	0.049	2	21	0.098
18:00 - 19:00	2	21	0.024	2	21	0.024	2	21	0.048
19:00 - 20:00	2	21	0.024	2	21	0.024	2	21	0.048
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.366</b>			<b>0.366</b>			<b>0.732</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*



## **Appendix D**

Parking Beat Survey

GROSVENOR GARAGE, FITZGERALD AVENUE, SW14 8SZ.

## PARKING STRESS SURVEY

### RESULTS

#### SURVEY LOCATION PLAN

#### PARKING RESTRICTION PLANS

#### PARKED VEHICLE LOCATION PLANS

MARCH 2024

LAMBETH METHODOLOGY



**BENCHMARK DATA COLLECTION**

**GROSVENOR GARAGE. FITZGERALD AVENUE, EAST SHEEN SW14 8SZ - PARKING STRESS SURVEY - TUESDAY 12/03/2024 - 05:05**

<b>AREA WITHIN CONTROLLED PARKING ZONE B2 (MONDAY - FRIDAY 10AM - NOON)</b>				
ROAD NAME	TOTAL LENGTH (m) OF PARKING SPACES	NUMBER OF RPH / SHARED PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH / SHARED BAYS	RPH / SHARED BAY PARKING STRESS %
GROSVENOR AVENUE	341.4	66	55	83
SUTHERLAND GARDENS	207.5	41	34	83
GROSVENOR GARDENS	191	37	29	78
FITZGERALD AVENUE	201.2	35	35	100
BUXTON ROAD	164.9	31	29	94
WHITE HART LANE (PART / WORKS)	51.6	9	11	122
ELEANOR GROVE	181.3	35	32	91
SOUTH WORPLE AVENUE	13.6	2	0	0
THE RETREAT	53.3	10	6	60
PRIESTS BRIDGE (PART / WORKS)	76	13	15	115
<b>TOTAL</b>	<b>1481.8</b>	<b>279</b>	<b>246</b>	<b>88</b>

5m per parking space (single marked spaces less than 5m included)

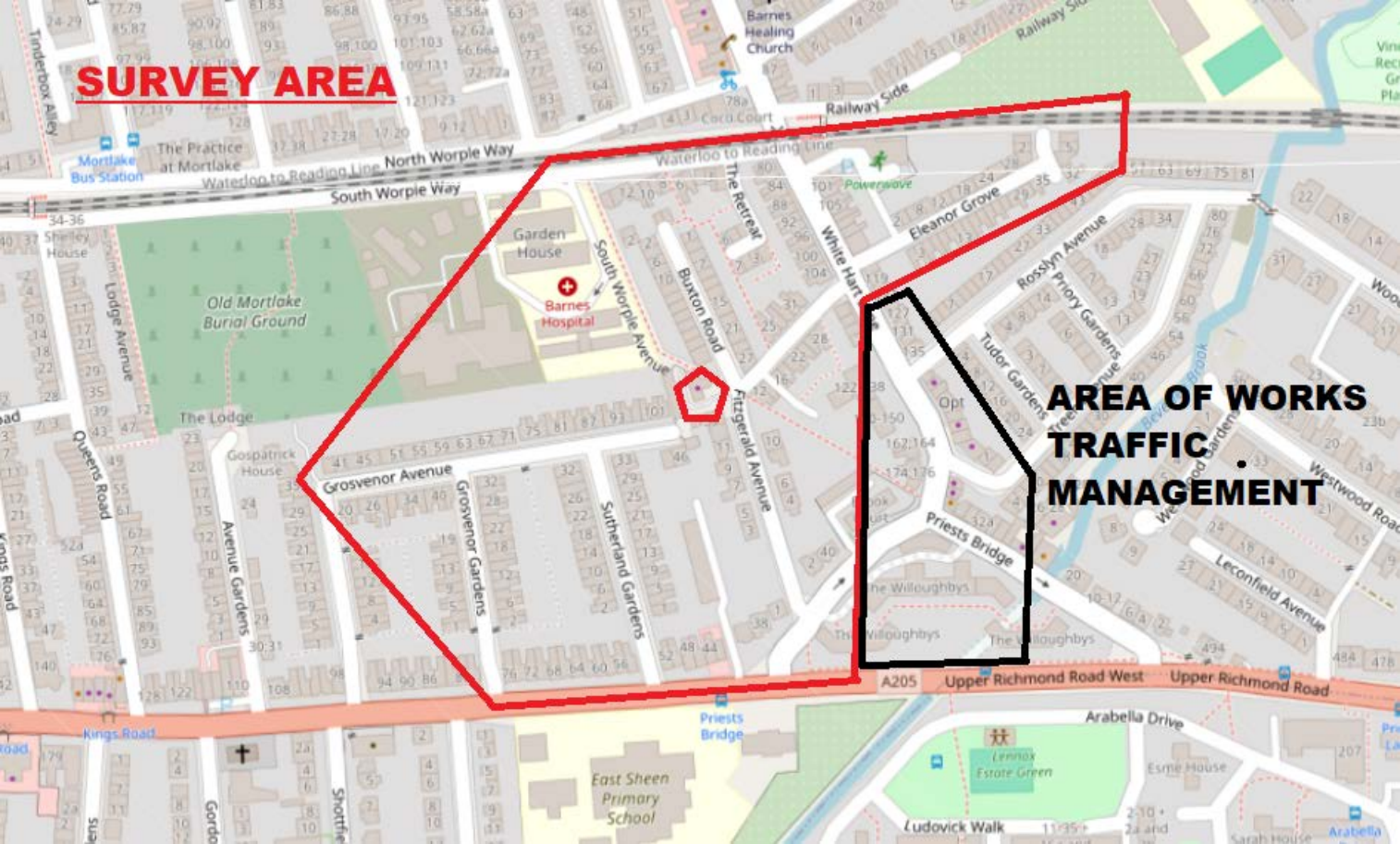
**GROSVENOR GARAGE. FITZGERALD AVENUE, EAST SHEEN SW14 8SZ - PARKING STRESS SURVEY - WEDNESDAY 13/03/2024 - 05:00**

<b>AREA WITHIN CONTROLLED PARKING ZONE B2 (MONDAY - FRIDAY 10AM - NOON)</b>				
ROAD NAME	TOTAL LENGTH (m) OF PARKING SPACES	NUMBER OF RPH / SHARED PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH / SHARED BAYS	RPH / SHARED BAY PARKING STRESS %
GROSVENOR AVENUE	341.4	66	55	83
SUTHERLAND GARDENS	207.5	41	34	83
GROSVENOR GARDENS	191	37	27	73
FITZGERALD AVENUE	201.2	35	35	100
BUXTON ROAD	164.9	31	26	84
WHITE HART LANE (PART / WORKS)	51.6	9	9	100
ELEANOR GROVE	181.3	35	30	86
SOUTH WORPLE AVENUE	13.6	2	0	0
THE RETREAT	53.3	10	5	50
PRIESTS BRIDGE (PART / WORKS)	76	13	14	108
<b>TOTAL</b>	<b>1481.8</b>	<b>279</b>	<b>235</b>	<b>84</b>

5m per parking space (single marked spaces less than 5m included)

**SURVEY AREA**

**AREA OF WORKS  
TRAFFIC  
MANAGEMENT**





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0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

Scale: 1:1250

Paper Size: A4

### PARKING RESTRICTIONS

SRL = SINGLE RED LINE

**(B)** = RED ROUTE PARKING BAY  
 MON - SAT 7AM - 7PM, 1 HOUR  
 NO RETURN 2 HOURS

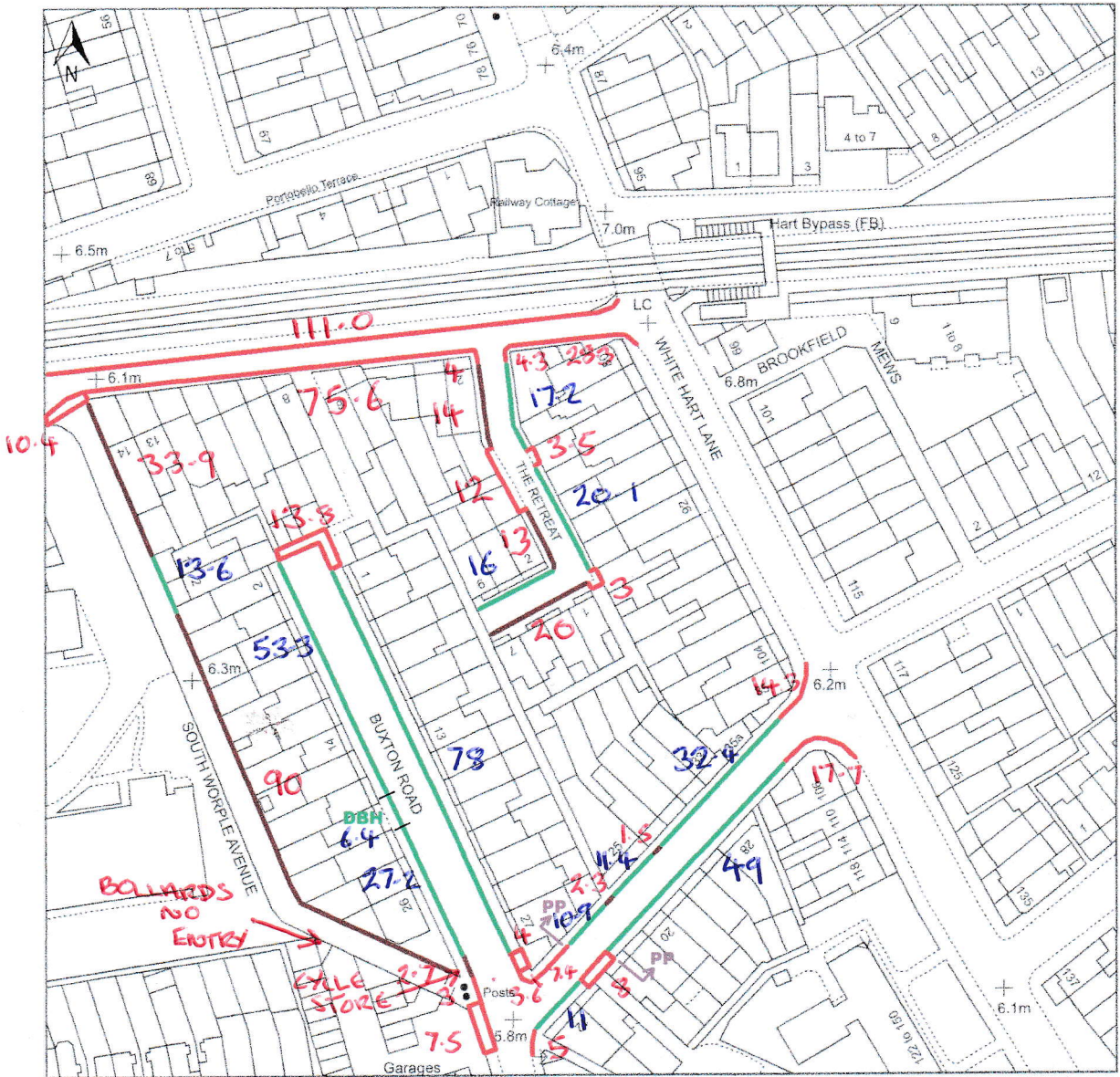
DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PP = PAVEMENT PARKING

ALL PARKING AREAS = CPZ 'B2'  
 MON - FRI, 10AM - NOON, PERMIT 'B2'





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0m 20m 40m 60m 80m 100m

Scale: 1:1250

Paper Size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER

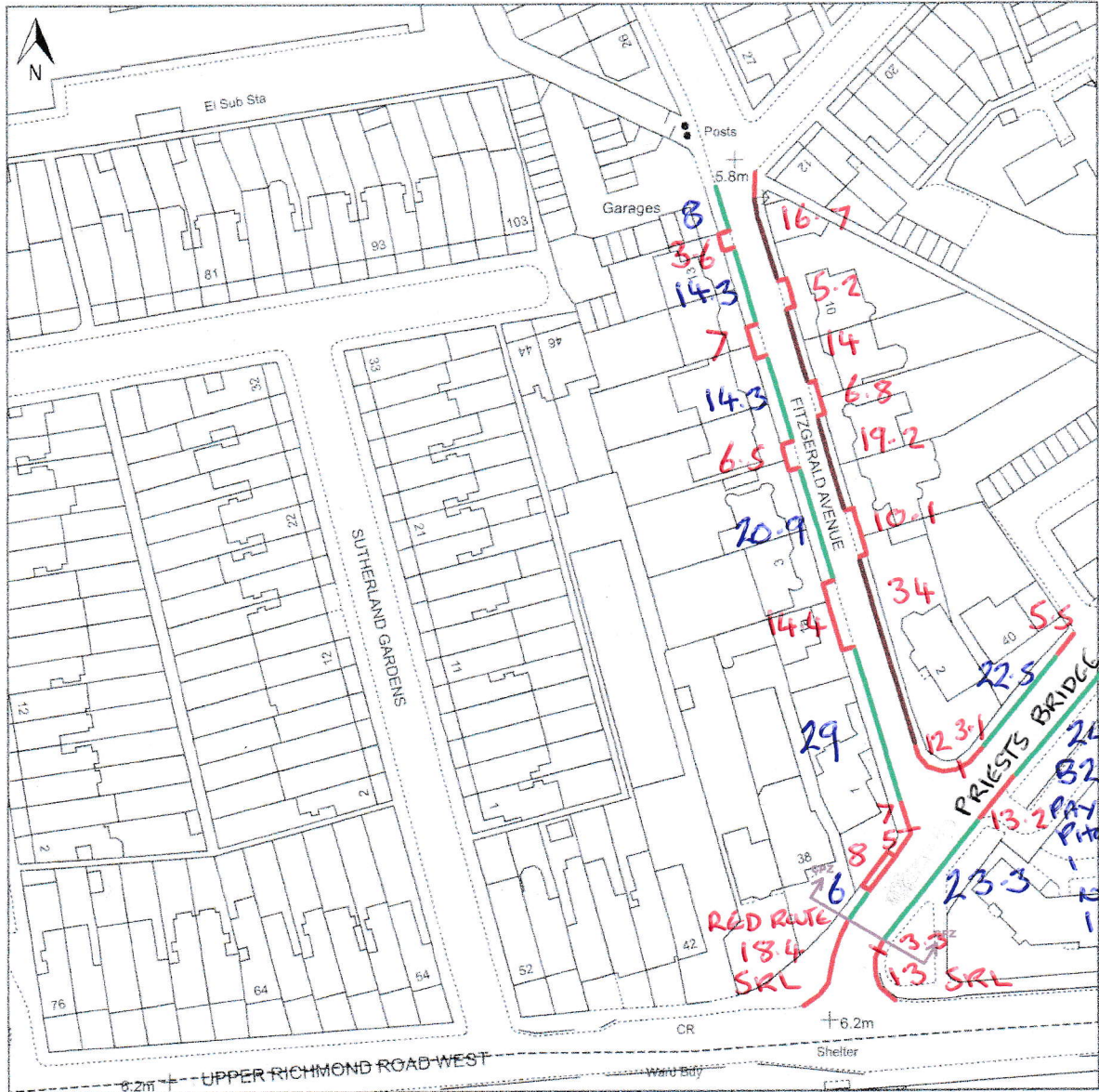
ALL MEASUREMENTS IN METRES

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ALL PARKING AREAS = CPZ 'B2'  
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## **PARKING RESTRICTIONS**





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0m 20m 40m 60m 80m 100m

Scale: 1:1250

Paper Size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
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- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

PP = PAVEMENT PARKING

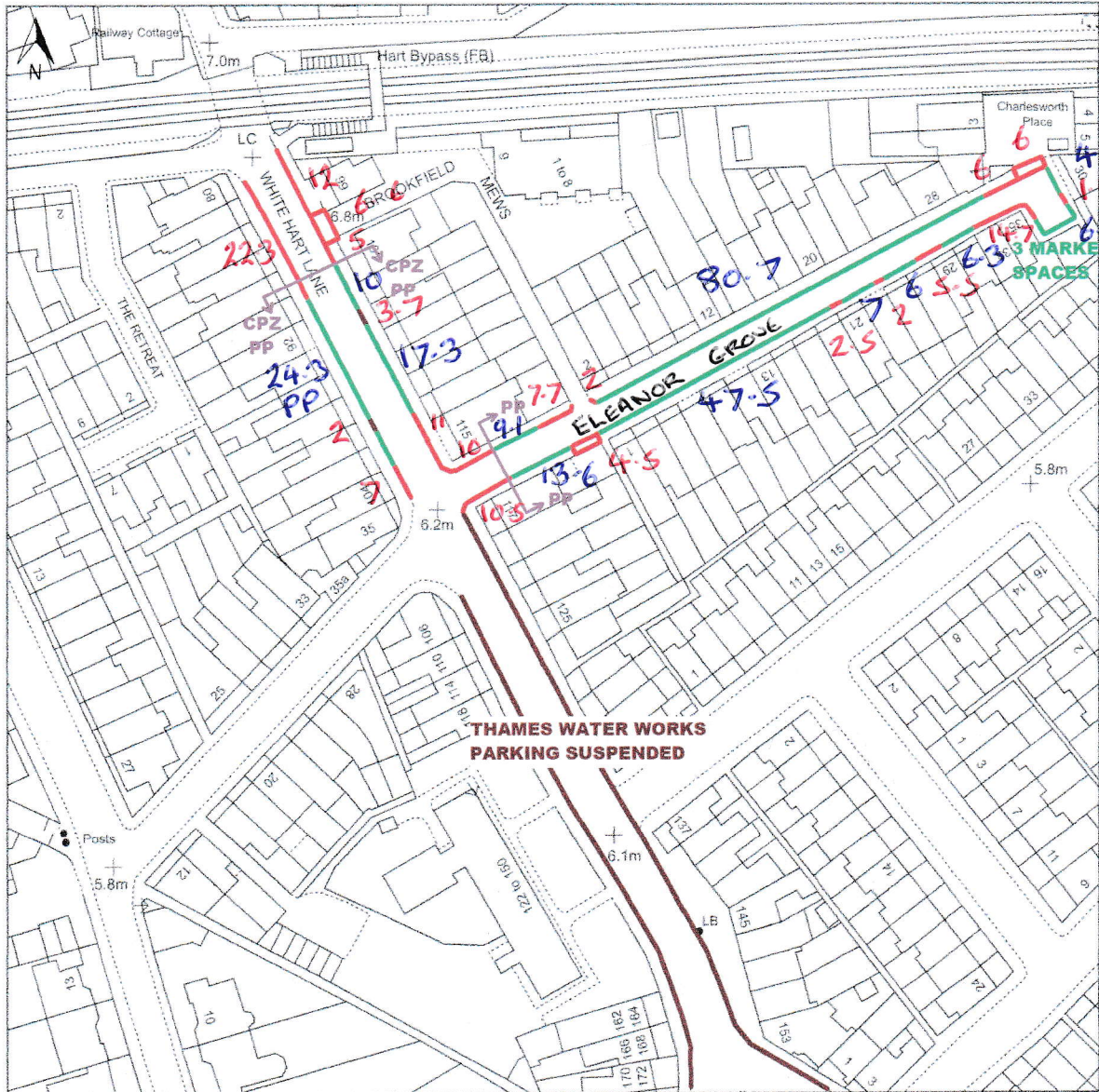
ALL PARKING AREAS = CPZ 'B2'  
MON - FRI, 10AM - NOON, PERMIT 'B2'

## PARKING RESTRICTIONS

WORKS TM  
BEYOND  
THIS  
POINT

24-2  
B2 OR  
PAY BY  
PARK  
1 HOUR  
NO RETURN  
1 HOUR





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0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
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- UNACCEPTABLE PARKING
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Scale: 1:1250

Paper Size: A4

## PARKING RESTRICTIONS

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

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ALL PARKING AREAS = CPZ 'B2'  
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- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

Scale: 1:1250 Paper Size: A4

## **PARKED VEHICLE LOCATION**

**TUESDAY 12/03/2024 - 05:05**

DBH DISABLED BADGE HOLDER

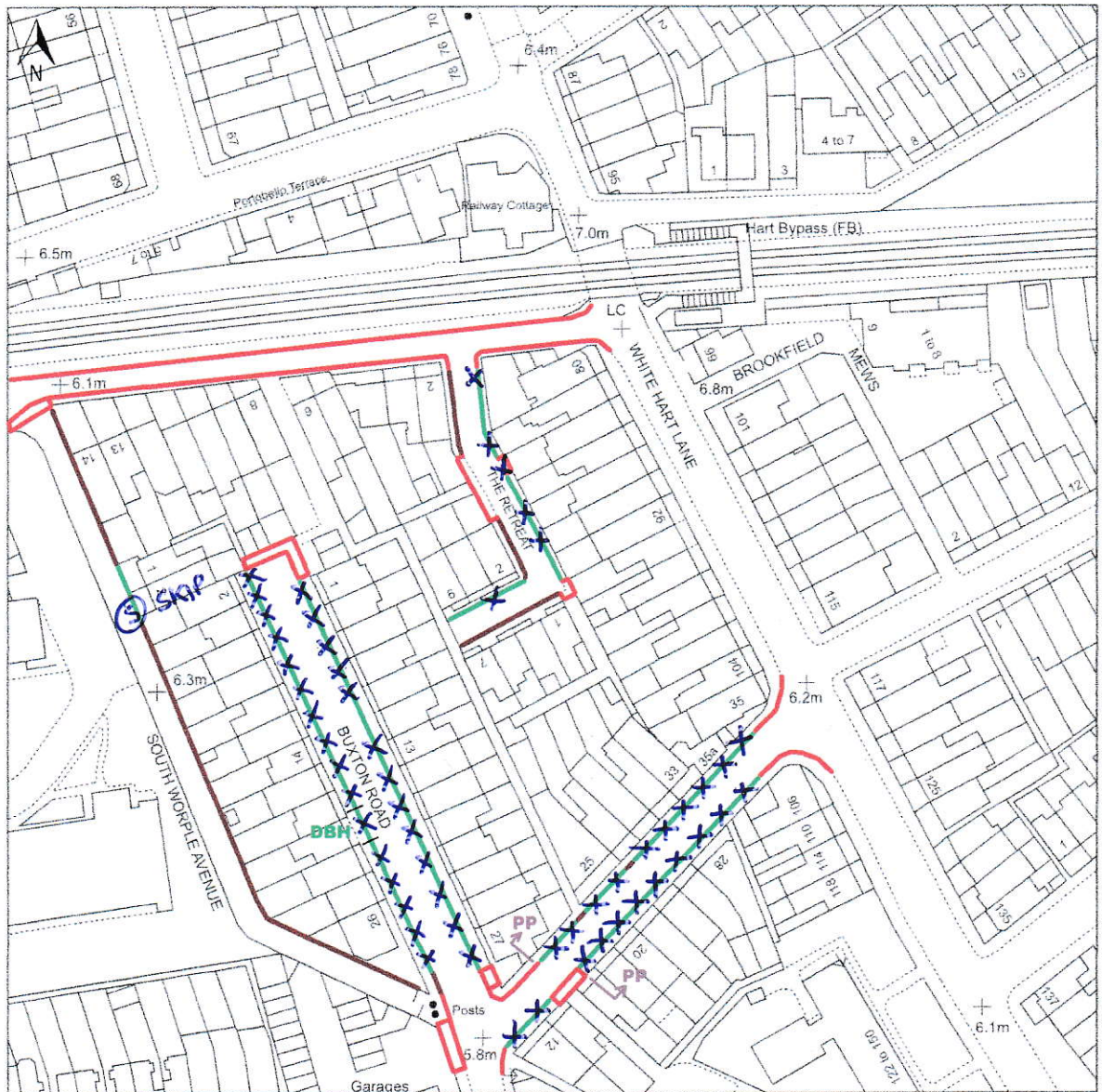
ALL MEASUREMENTS IN METRES

PP = PAVEMENT PARKING

ALL PARKING AREAS = CPZ 'B2'

MON - FRI, 10AM - NOON, PERMIT 'B2'





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Scale: 1:1250 Paper Size: A4

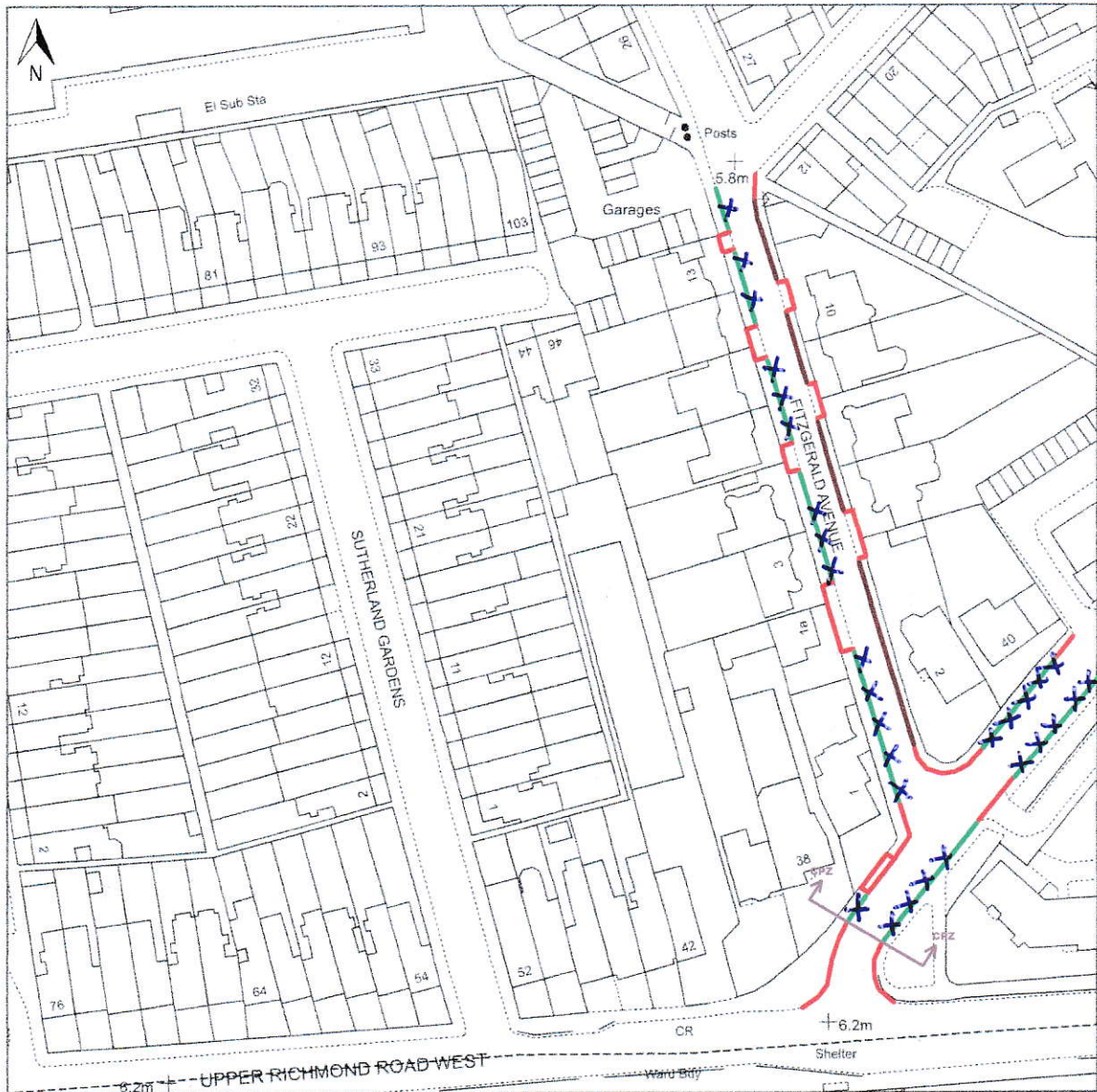
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**TUESDAY 12/03/2024 - 05:05**

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Paper Size: A4

## **PARKED VEHICLE LOCATION**

### **TUESDAY 12/03/2024 - 05:05**

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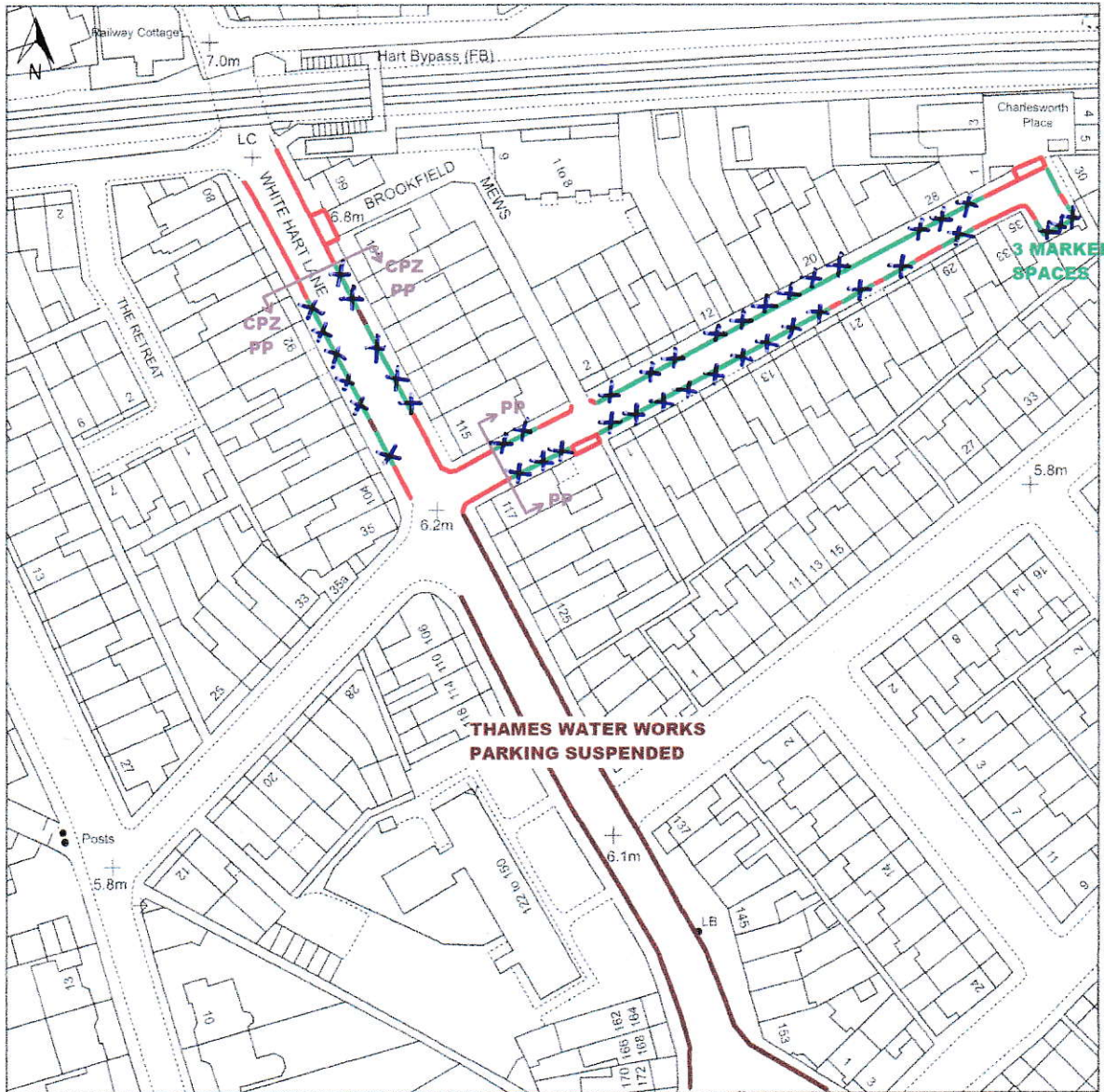
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**PARKED VEHICLE LOCATION**

**WEDNESDAY 13/03/2024 - 05:00**

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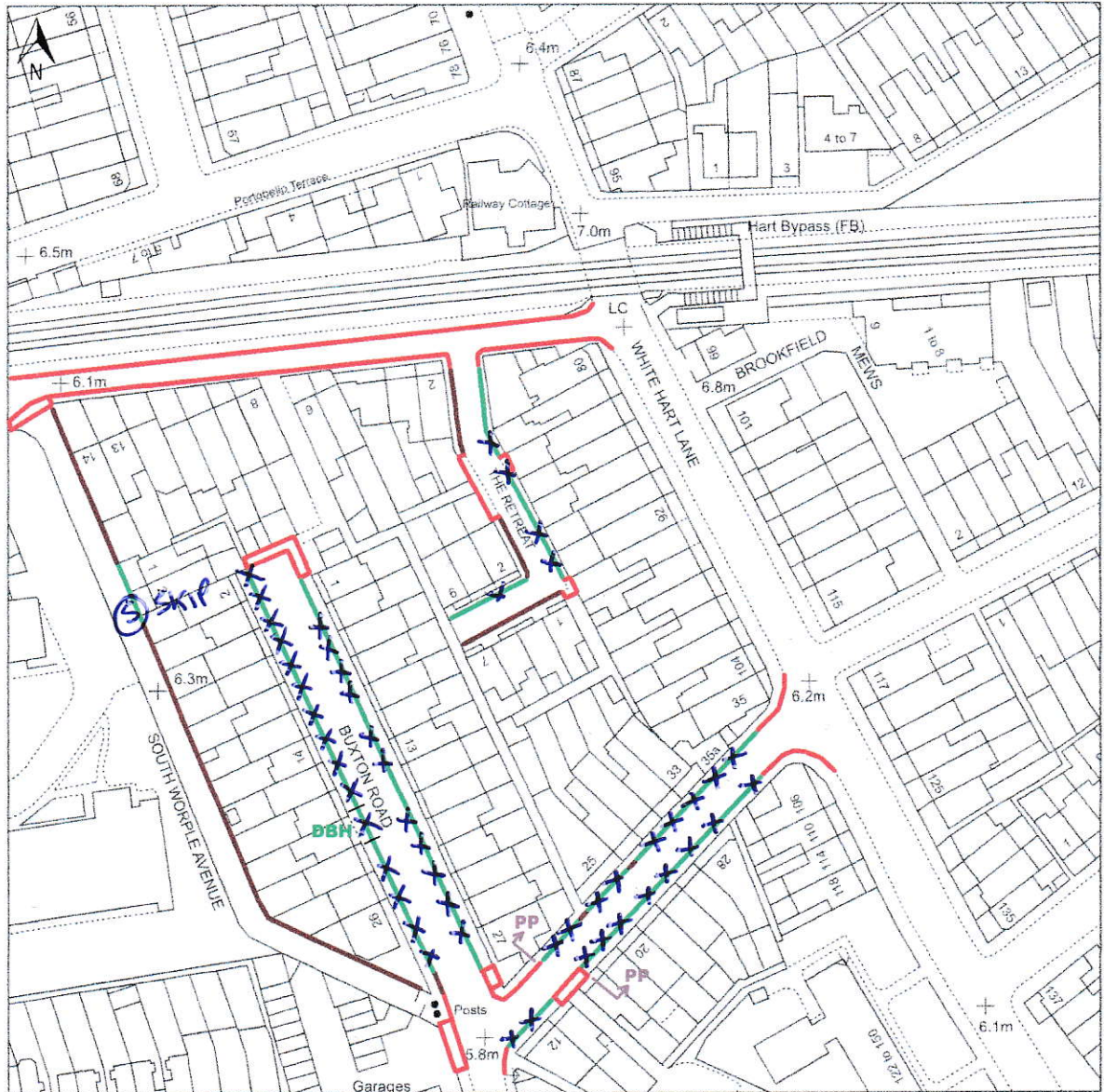
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Paper Size: A4

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DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

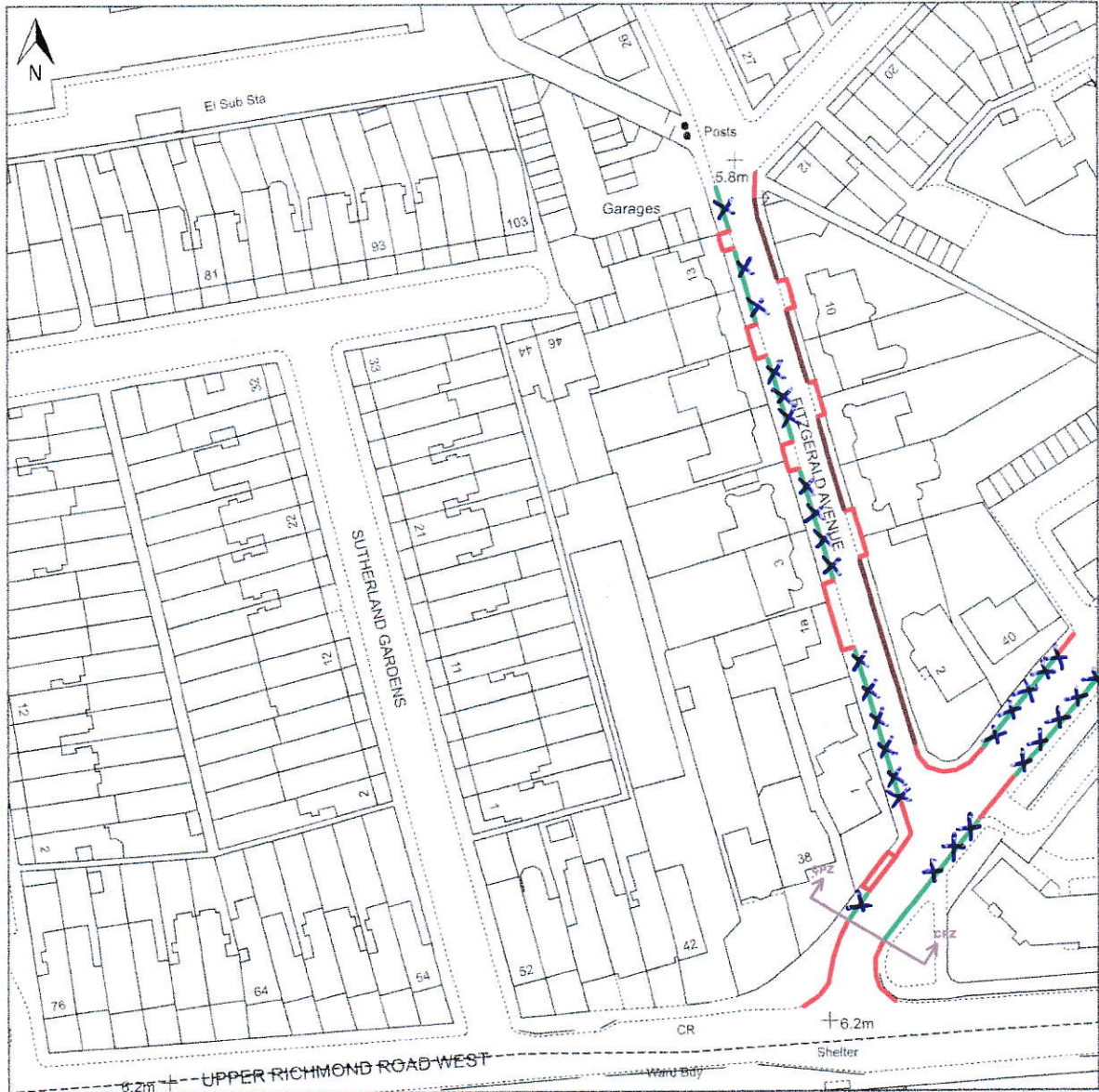
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Paper Size: A4

## **PARKED VEHICLE LOCATION**

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DBH DISABLED BADGE HOLDER

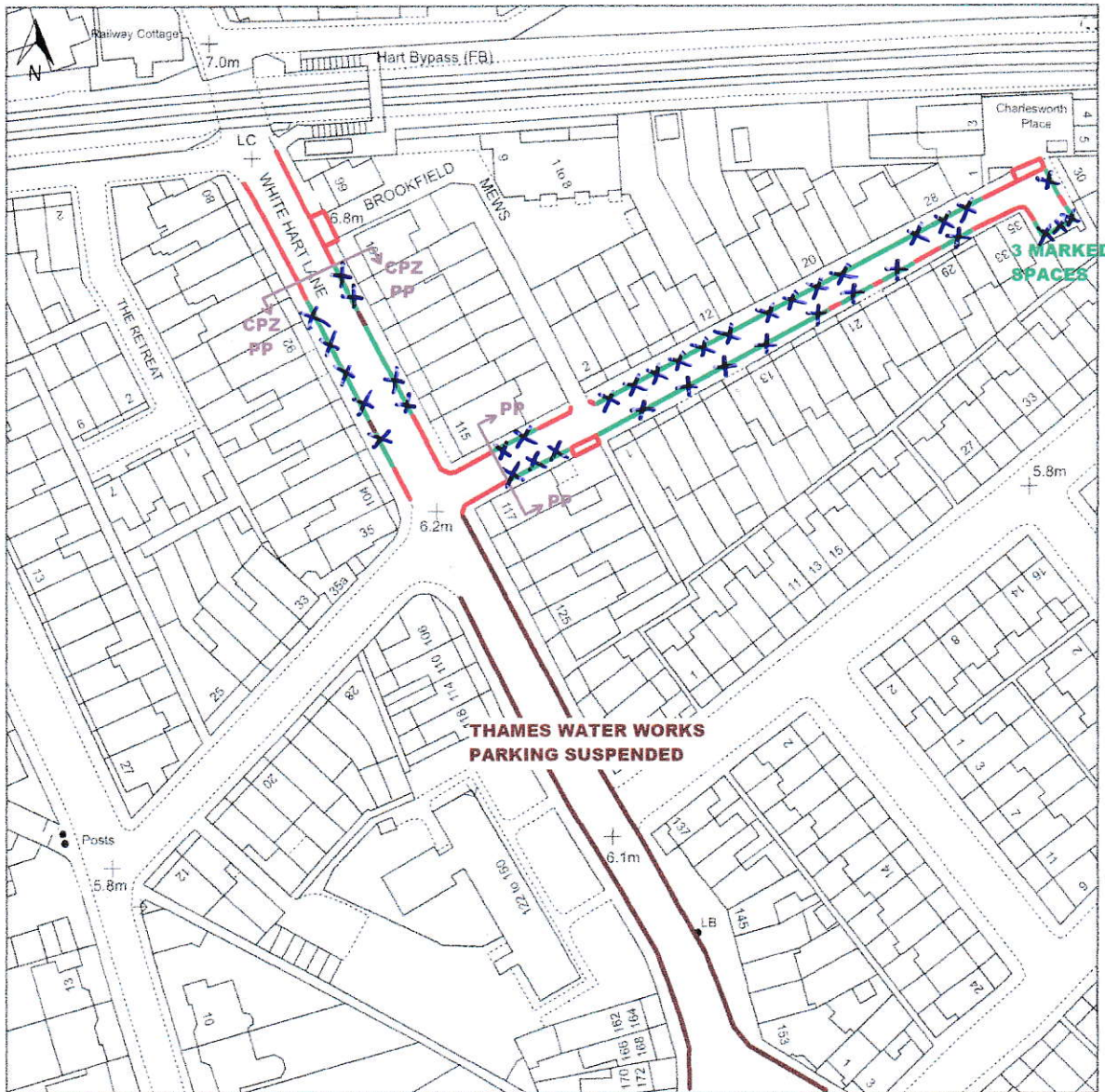
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