



Proposed Mixed-Use Development
7 Station Approach, Stoneleigh

Transport Statement

for

Woolbro Homes Ltd

Document Control Sheet

Transport Statement

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Woolbro Homes Ltd

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement (TS) has been prepared on behalf of Woolbro Homes Ltd to accompany a planning application for the development of 13 residential dwellings at 7 Station Approach, Stoneleigh, Surrey (hereafter referred to as 'the Application Site').
- 1.2 The site is bordered by Station Approach to the south and Stoneleigh Park Road to the west and is currently occupied by retail units. The site is located in the centre of Stoneleigh and circa 3.7 kilometres north of Epsom town centre, within the administrative boundaries of Surrey County Council (SCC) and Epsom and Ewell Borough Council (EEBC).
- 1.3 The proposal seeks permission to redevelop the existing building to accommodate 13 flats, comprising of eight 1-bed units and five 2-bed units. Pedestrian access will be via Stoneleigh Park Road, providing access to an entrance lobby at ground floor level. Appropriate levels of cycle parking will be provided in accordance with the relevant standards, whilst no car parking will be provided on site.
- 1.4 A previous planning application for 20 flats (reference: 19/00668/FUL) was refused planning consent in October 2020. One of the reasons for refusal related to a lack of car-parking on site, which would not accord with Epsom and Ewell Borough Council parking standards Supplementary Planning Document (SPD). This TS has been revised to account for a reduced quantum of development from 20 to 13 flats. It also seeks to address comments raised during the previous planning application process.
- 1.5 This TS has been prepared in accordance with current best practice guidelines and demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ The proposals will make provision for cycle parking having regard to adopted local parking standards;
 - ▶ The car-free nature of the proposals will not adversely impact car parking on surrounding streets; and
 - ▶ The level of traffic associated with the proposals will not lead to any harm to the existing operation and free-flow of traffic on the adjoining highway network.
- 1.6 Following this introduction, this TS is split into five sections as follows:
- ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
 - ▶ Section 3 sets out the existing use of the site and description of the surrounding area and highway network;
 - ▶ Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
 - ▶ Section 5 assesses the trip generating potential of the proposals and provides an overview of the impacts these are likely to have; and
 - ▶ Section 6 summarises the key findings and conclusions of this report.

2.0 Transport Policy

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework - February 2019;
- ▶ EEBC's 'The Core Strategy' – 2007;
- ▶ EEBC's 'Development Management Policies Document' – September 2015;
- ▶ Surrey County Council's Document 'Vehicular and Cycle Parking Guidance' – January 2018; and
- ▶ EEBC's Supplementary Planning Document 'Parking Standards for Residential Development' – December 2015.

National Planning Policy Framework (February 2019)

2.2 An updated version of the National Planning Policy Framework (NPPF) was published in February 2019 and sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.

2.3 In considering transport sustainability, paragraph 102 of the NPPF states that:

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

- ▶ *The potential impacts of development on transport networks can be addressed;*
- ▶ *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;*
- ▶ *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- ▶ *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*
- ▶ *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 In order to promote sustainable transport, Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 When considering development proposals, paragraphs 108 and 109 state that:

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

- ▶ *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ▶ *Safe and suitable access to the site can be achieved for all users; and*

- ▶ *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.*

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."

2.6 In relation to parking policy, paragraph 105 states that:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- ▶ *The accessibility of the development;*
- ▶ *The type, mix and use of development;*
- ▶ *The availability of and opportunities for public transport;*
- ▶ *Local car ownership levels; and,*
- ▶ *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. An overall need to reduce the use of high-emission vehicles."*

2.7 However, paragraph 106 with regards to parking 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."

2.8 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.9 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Epsom & Ewell Borough Council Local Plan

2.10 Planning applications within Stoneleigh are assessed against the planning policies that are contained within the 'Epsom & Ewell Borough Local Plan' (EEBLP). The EEBLP consists of a number of documents that provide a framework for assessing planning applications. The two documents of relevance to this scheme are 'The Core Strategy' (2007) and 'Development Management Policies Document' (2015).

'The Core Strategy' – 2007

2.11 This document identifies the key issues and the social, economic and environmental objectives for the future development of the Borough up to 2022, and a strategy to achieve them.

2.12 The section entitled 'Managing Transport and Travel' sets out the transportation policy that is relevant to the proposed development. Policy CS 16 states that:

"Encouragement will be given to development proposals and management policies which foster an improved and integrated transport network and facilitate a shift of emphasis to non-car modes as a means of access to services and facilities. In particular the Council will work with the County Council and other relevant agencies in Epsom town centre to reduce the impact of roads and traffic movement, to support the development of opportunities for the use of public transport, and to enhance the pedestrian environment."

2.13 This policy also states that:

"Development proposals will be required to be consistent with, and contribute to, the implementation of the Surrey Local Transport Plan and should:

- ▶ *minimise the need for travel, through measures such as travel plans or the provision or enhancement of local services and facilities;*
- ▶ *provide safe, convenient and attractive accesses for all, including the elderly and disabled, and others with restricted mobility, and provide links to the existing network of footways, bridleways and cycleways, so as to maximise opportunities for their use;*
- ▶ *be appropriate for the highways network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected;*
- ▶ *avoid highway improvements which harm the environment and character of the area;*
- ▶ *provide appropriate and effective parking provision, both on and off-site, and vehicular servicing arrangements;*
- ▶ *ensure that vehicular traffic generated does not create new, or exacerbate existing, on street parking problems, nor materially increase other traffic problems, taking account of any contributions that have been secured to the provision of off-site works.*

All major developments should be well located for convenient access by non-car modes, including walking, cycling and high quality public transport."

Development Management Policies Document – September 2015

2.14 This document incorporates the presumption in favour of sustainable development that is a key point of the NPPF in order to lead to higher quality development in EEBC.

2.15 Policy DM 35 regarding 'Transport and New Development' states that:

"The impact of new development on the transport network will be assessed against other plan policies and transport standards.

All planning applications for major developments should be accompanied by a Transport Assessment. Smaller developments should be accompanied by a Transport Statement where appropriate."

2.16 Policy DM 36 regarding 'Transport for New Development' states that;

"In order to secure sustainable transport patterns and usage across the Borough we will:

- ▶ *prioritise the access needs of pedestrians and cyclists in the design of new developments, protect and enhance pedestrian and cycle access routes to, and where possible, through development sites, including the protection or enhancement of the strategic cycling and walking networks; and*
- ▶ *require new development to provide on-site facilities for cyclists as appropriate, including showers, lockers and secure, convenient cycle parking, in accordance with standards."*

Parking Standards

- 2.17 Residential parking standards for EEBC are discussed in Policy DM 37 of the 'Development Management Policies Document', which states that:

"New development proposals will meet ... standards. We will consider exceptions to this approach if an applicant can robustly demonstrate that the level of on-site parking associated with their proposal would have no harmful impact on the surrounding area in terms of street scene or the availability of on-street parking."

Car Parking

- 2.18 Residential parking Standards for developments within Epsom and Ewell are provided within EEBC's supplementary planning document entitled 'Parking Standards for Residential Development', which was published in December 2015. This is a supporting document to their local plan and provides the minimum car parking level based on the location of a proposed development. A summary of the minimum car parking standards for residential dwellings outside of Epsom town centre is outlined within Table 2.1.

Type of Development	Locational Characteristics	Minimum Car Parking Standard
1 & 2 bedroom flats	Not Epsom town centre	1 space per unit

Table 2.1: Minimum Car Parking Standards for Residential Land Uses (EEBC)

- 2.19 Again, this document reinforces that: *"Clear justification should be provided where the minimum level cannot be met on-site."*
- 2.20 SCC published further guidance in January 2018 with respect to parking entitled 'Vehicular and Cycle Parking Guidance'. This guidance outlines the recommended car parking level for residential dwellings. A summary of the recommended car parking level for the relevant residential land use is outlined within Table 2.2.

Land Use	Locational Characteristics	Recommended Car Parking Standard
1 & 2 bed flats	Town centre	1 space per unit
1 & 2 bed flats	Edge of town centre	1 space per unit

Table 2.2: Recommended Car Parking Standards for Residential Land Uses (SCC)

- 2.21 SCC state within this document that: *"When responding to consultations on residential development, it is expected that SCC will only raise objections regarding parking if there is a shortfall that would lead to danger on the adjoining highway."*

Cycle Parking

- 2.22 EEBC's 'Parking Standards for Residential Development' refer to the SCC guidance when determining the level of cycle parking that should be provided on site. The document 'Vehicular and Cycle Parking Guidance' outlines minimum the cycle parking level that should be provided for residential developments. A summary of the minimum cycle parking level for residential developments is outlined within Table 2.3.

Land Use	Quantum of Development	Minimum Cycle Parking Standard
Flats/houses without garages or gardens	1 & 2 bedroom units	1 space per unit
A1 Retail	-	1 space per 125sqm (non-food) or 1 space per 300sqm (food)

Table 2.3: Minimum Cycle Parking Standards for Residential Land Uses (SCC)

2.23 It is noted within the SCC 'Vehicular and Cycle Parking Guidance' that "*Cycle parking should be designed and provided in accordance with the appropriate government guidance. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20m).*"

2.24 Consideration of parking provision in relation to the above standards is set out within Section 4 of this TS.

Summary

2.25 On the basis of the above review of policy, it is evident that as a starting point, safe and reasonable access by all modes of transport is essential for a development proposal to be considered acceptable.

2.26 It is clear that car parking provision below the standards will only be accepted where it can be proved that there will not be an adverse impact on availability of on-street parking or road safety.

2.27 The location of a development proposal in relation to sustainable modes of transport is also a key factor for consideration when the acceptability of a proposal is being assessed. Developers are required to provide sufficient parking spaces to meet the demands of the residents, whilst also providing ample bicycle spaces to promote more sustainable modes of travel to and from the site.

3.0 Baseline Conditions

Overview

- 3.1 To put the Application Site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the Application Site. An overview of the accessibility of the Application Site by different modes of transport is also included.

Site Details

- 3.2 The site is bordered by Station Approach to the south and Stoneleigh Park Road to the west. It is located in central Stoneleigh, circa 3.7 kilometres north of Epsom town centre, within the administrative boundaries of SCC (the highway authority) and EEBC (the planning authority). The site benefits from close proximity to major roads such as the A24, A240 and the A3, as well as Stoneleigh train station to the immediate east of the site. The location of the Application Site is illustrated below.

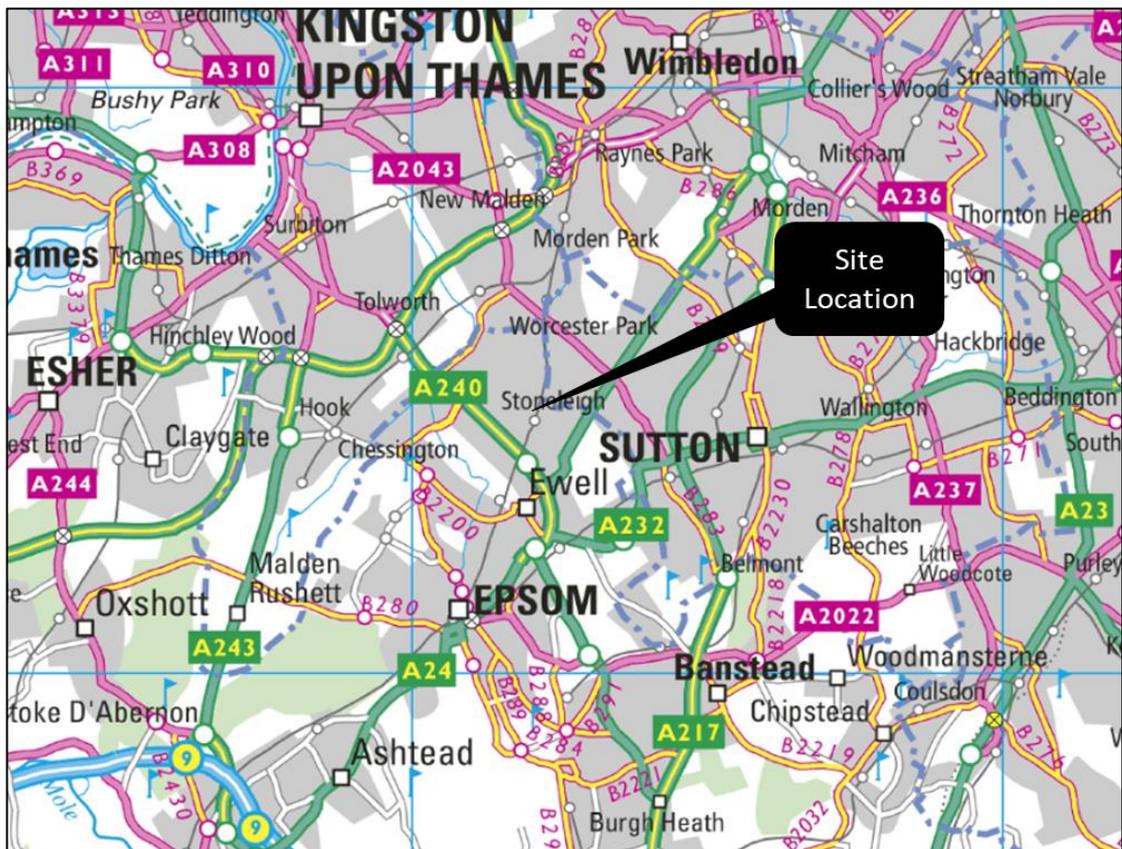


Figure 3.1: Application Site Location

- 3.3 The Application Site is currently occupied by a retail unit at ground floor level, with residential accommodation above towards the front of the site. An employment unit extends at ground floor level to the rear of the site.
- 3.4 The Application Site is bordered by Station Approach to the south and Stoneleigh Park Road to the west. Nearby roads Newbury Gardens, Stoneleigh Park Road and Seaforth Gardens are residential in nature. Station Approach contains retail units and The Broadway is situated immediately to the east of Stoneleigh railway station, providing access to further retail facilities.

- 3.5 The site has an existing vehicular access on to Stoneleigh Park Road. The site contains nominal parking for circa three or four vehicles. Stoneleigh Park Road is a two-way single carriageway road subject to a 30 mile per hour speed limit. On this road in the vicinity of the site are single yellow lines, with signs notifying drivers that parking is restricted between 08:30 and 18:30 Monday to Friday.
- 3.6 On-street parking is available at the front of the site on Station Approach with parking permitted between 08:30 and 18:30 Monday to Saturday for two hours.
- 3.7 Stoneleigh Park Road provides access to the A240 to the south which connects with the A24 southbound and the A3 northbound.

Sustainable Transport Accessibility

Walking and Cycling

- 3.8 Walking and cycling are generally considered sustainable alternative methods of transport to the private car. Furthermore, such modes of transport are also considered for longer journeys as ways of accessing other methods of travel such as the bus or train. The Chartered Institution of Highways (CIHT) 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).
- 3.9 The NPPF recognises that the transport system "should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes". 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".
- 3.10 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 2015 (NTS) also noted that "76% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.
- 3.11 The site is easily accessible on foot via the adjacent footpaths on all local roads. Continuous lit footways provide access from the site to Stoneleigh centre as well as Stoneleigh railway station. Crossing points generally comprise of dropped kerbs and tactile paving. There is a footbridge over the railway line enabling direct access to retail facilities to the east.
- 3.12 CIHT guidance in respect to cycling proposes that people are prepared to cycle up to five miles (8 kilometres) to access local amenities or travel to work. Within four miles of the site cyclists can reach Chessington, Ewell, Epsom, Cheam, Sutton, Worcester Park, New Malden and Tolworth.
- 3.13 A dedicated cycle path lies south of the site along Stoneleigh Park Road, enabling safe access across the railway line towards the centre of Stoneleigh. Much of Stoneleigh Park Road is signed for use by cyclists, additional off-road routes through Nonsuch Park provide access east towards Cheam and Sutton.

Public Transport

3.14 The location of the Application Site in relation to key bus stops and Stoneleigh railway station is illustrated below.

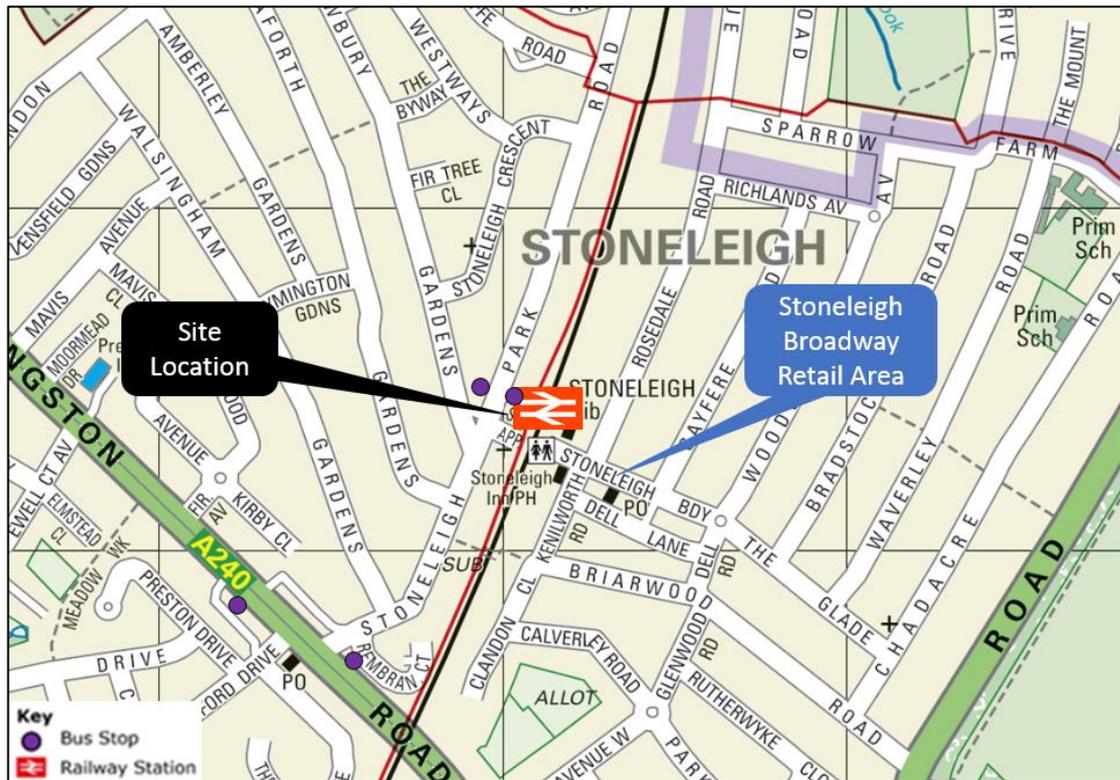


Figure 3.2: Local Public Transport Facilities in Relation to the Application Site

Accessibility by Bus

3.15 The nearest northbound and southbound bus stops are located adjacent to the site along Stoneleigh Park Road. Additional services can be accessed on the A240 Kingston Road, 650 metres south of the site. Locations served by these bus stops are set out in Table 3.1 below.

Service	Destination Served	Weekday AM Peak	Weekday PM Peak	Saturday Daytime Frequency
Stoneleigh Park Road Bus Routes				
E16	Epsom – Stoneleigh – Worcester Park (circular)	Every hour	Every hour	Every two hours
A240 Kingston Road Bus Routes				
406	Epsom – Ewell – Tolworth – Surbiton – Kingston Upon Thames	Every 20 minutes	Every 20 minutes	Every 20 minutes

Table 3.1: Local Bus Services

Accessibility by Rail

- 3.16 Stoneleigh railway station is located to the immediate east of the site. Services provided from Stoneleigh station are outlined in Table 3.2 below.

Service	Destination Served	Weekday AM Peak	Weekday PM Peak	Saturday Daytime Frequency
Dorking (Main)	Stoneleigh – Ewell West – Epsom (Surrey) – Ashted – Leatherhead – Dorking (Main)	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Waterloo	Stoneleigh – Worcester Park – Motspur Park – Raynes Park – Wimbledon – Earlsfield – Clapham Junction – Vauxhall – London Waterloo	Every 10-15 minutes	Every 15 minutes	Every 15 minutes
Guildford	Stoneleigh – Ewell West – Epsom (Surrey) – Ashted – Leatherhead – Bookham – Effingham Junction – Horsley – Clandon – London Road (Guildford) – Guildford	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 3.2: Local Rail Services

- 3.17 Table 3.2 shows that the site is highly accessible to frequent rail services to key destinations, such as London, Epsom and Guildford.

Access to Local Amenities

- 3.18 The principle local destinations within a two-kilometre walking distance that residents may travel to are detailed within the following paragraphs.

Educational Facilities

- 3.19 Those educational facilities located within two kilometres of the site are detailed within Table 3.3.

Amenity	Distance from Site Access (metres)
CherryStone Nursery	320
Crescent Pre-School & Play Group	480
Cunliffe Day Nursery	640
Auriol Junior School	800
Mead Infant School	840
St Clements Pre School	1100
Nonsuch Primary School	1290
Meadow Primary School	1300

Table 3.3: Educational Facilities

- 3.20 Table 3.3 demonstrates that there are a large number of educational facilities located within an acceptable walking distance of the site. Within a two-kilometre radius there is access to a local pre-school and primary school.

Retail Facilities

3.21 Those retail facilities located within two kilometres of the site are detailed within Table 3.4.

Amenity	Distance from Site Access (metres)
Stoneleigh Post Office and Convenience Store	320
Co-op Food – Stoneleigh	320
Sainsbury’s Local	360
Budgens	965
Costcutter	970
Aldi	1450

Table 3.4: Retail Facilities

3.22 Table 3.4 indicates that the site is in close walking distance to a food superstore and local shops.

Health Facilities

3.23 Those health facilities located within two kilometres of the site are detailed within Table 3.5.

Amenity	Distance from Site Access (metres)
Harland & Dear Dental Surgery	20
Stoneleigh Medical Centre	320
Nima Chemist Ahega Pharmacy	340
Patsons Chemist	340
Stoneleigh Surgery	640

Table 3.5: Health Facilities

3.24 Table 3.5 demonstrates that a doctor’s surgery, dentist and pharmacy are all located within walking distance of the site.

Leisure Facilities

3.25 Those leisure facilities located within two kilometres of the site are detailed within Table 3.6.

Amenity	Distance from Site Access (metres)
Stoneleigh Library	170
Stoneleigh (St John’s) Scout & Guide HQ	330
Cuddington Recreation Ground	1130
Kings George’s Field Auriol Park	1290
Nonsuch Park	1450
Hogsmill Riverside Open Space	1450

Table 3.6: Leisure Facilities

3.26 Table 3.6 indicates that the development site is located close to a number of leisure facilities. This includes community halls, library and sports facilities.

3.27 In addition to above, further leisure and retail facilities can be accessed within Epsom, Sutton and Chessington town centres, all within a five-kilometres cycle or bus ride.

Summary of Baseline Conditions

- 3.28 The above review demonstrates that the Application Site is readily accessible by a variety of transport modes and local amenities that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the Application Site accords with paragraph 102 of the National Planning Policy Framework as set out in Section 2 and as such gives future residents a real choice about how they travel.

4.0 Development Proposals

- 4.1 The proposed development comprises of 13 residential units. The residential accommodation schedule is summarised in Table 4.1 below. The proposed layout is illustrated within **Appendix A**.

Unit Type	Quantity
One-Bed Flat	8
Two-Bed Flat	5
Total	13

Table 4.1: Accommodation Schedule

Access Arrangements

- 4.2 All dwellings will be accessed via a pedestrian access off Stoneleigh Park Road. This will provide access to an internal entrance lobby via which all flats are reachable.

Car Parking

- 4.3 Both EEBC (minimum standards) and SCC (recommended standards) set levels of car parking provision designed to enable the provision of a suitable number of spaces for the proposed development. Based on the standards set out in Section 2 and the quantum of development set out in this section, both EEBC and SCC require 13 spaces for the residential flats. They both state in their policy documents that provision below the standards will need to prove that there will not be an adverse impact on availability of on-street parking or on road safety.
- 4.4 The proposals will provide no off-street car parking and as such it is envisaged that any car parking will be required to take place on-street. It is relevant to note that as part of their statutory response to the previous planning application at 7 Station Approach, SCC accepted the principle of a car-free residential development in this location. This was on the basis that surrounding roads are restricted, meaning that future residents would not be able to park on-street during the daytime.
- 4.5 Further justification for the car-free proposals is set out below.

Local Area Characteristics

- 4.6 To understand potential demand for car parking, car and van availability for existing flats within the surrounding E02006337 Super Output Area has been established with reference to Census data (2011 output). Car or van ownership for flatted developments in the surrounding area is broken down as follows:
- ▶ No cars or vans: 23%;
 - ▶ One car or van: 52%; and
 - ▶ Two or more cars or vans: 25%.
- 4.7 Applying the above percentages to 13 flats shows:
- ▶ No cars or vans: three flats;
 - ▶ One car or van: seven flats; and
 - ▶ Two or more cars or vans: three flats.
- 4.8 The above would relate to a total car ownership of 13 cars, assuming the three flats owning 'two or more' cars do indeed own two.

On-Street Parking

- 4.9 The existing on-street car parking levels, or “stress”, surrounding the development site have been assessed through the undertaking of manual surveys in accordance with the ‘Lambeth Council Parking Survey Guidance Note’ (Lambeth Council, 2009).
- 4.10 Lambeth Council’s parking survey methodology is broadly accepted and involves one overnight parking beat between the hours of 00:30 and 05:30 on two separate weeknights. This is intended to capture the maximum residential parking demand within a 200-metre radius of the identified site. Where the 200-metre boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction.
- 4.11 The local parking network is considered to be ‘stressed’ when on-street parking occupancy exceeds 85% capacity.
- 4.12 In accordance with the above guidance, parking surveys were undertaken on Tuesday 20th November 2018 at 05:15 hours and Wednesday 21st November 2018 at 05:05 hours to account for the overnight period.
- 4.13 A further survey was originally undertaken on Saturday 17th November 2018 at 12:00 hours to capture daytime demand, although the survey was noted to have occurred at the same time as strike action took place on the South Western Railway network. Whilst this did not actually result in any cancellation of rail services through Stoneleigh station, for robustness a revised Saturday survey was commissioned and took place on Saturday 14th March 2020 at 12:00 hours.
- 4.14 The survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising of the following roads:
- ▶ Station Approach;
 - ▶ Stoneleigh Park Road;
 - ▶ Seaforth Gardens;
 - ▶ Newbury Gardens;
 - ▶ Kenilworth Road;
 - ▶ Rosedale Road; and
 - ▶ The Broadway.

- 4.15 The above roads in the immediate vicinity of the site are shown in Figure 4.1.



Figure 4.1: Parking Beat Survey Area

- 4.16 The number of existing parking spaces in the survey area were identified as part of the analysis. For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5.0 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5.0 metres. Physical bays have been divided into 5.0 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5.0 metres or along vehicle crossovers, have been eliminated from the available kerb space, in accordance with the guidance.
- 4.17 Parking on the surrounding road network is largely controlled for the majority of the week. Most roads operate with single yellow lines restricting the ability for people to park from Monday to Friday between the hours of 08:30 and 18:30 hours, with the restriction being 08:30 to 18:30 hours Monday to Saturday on Station Approach. This is likely to be in place to stop commuters using the railway station from parking in the area, as well as shoppers associated with the surrounding retail areas. However, the key time period for residential developments is overnight when residents could park on single yellow lines.
- 4.18 The parking survey outputs are included for reference at **Appendix B** and indicate that across the assessment area there are an equivalent of 304 parking spaces available overnight, of which 189 are on single yellow lines. The number of spaces observed during a snapshot survey does vary based on how efficiently people park. If parking takes place inefficiently then the number of available spaces added to the occupied spaces will not reach the aforementioned numbers.
- 4.19 In terms of car parking occupancy, the survey results are set out in full within Table 4.2 for the Tuesday 20th September 2018 overnight parking beat and Table 4.3 for the Wednesday 21st September 2018 overnight parking beat.

Street Name	Overnight Spaces (Including Single Yellow Lines)		
	Spaces	Used	% Stress
Station Approach	20	1	5.0%
Stoneleigh Park Road	68	2	2.9%
Seaforth Gardens	21	0	0.0%
Newbury Gardens	71	0	0.0%
Kenilworth Road	13	0	0.0%
Rosedale Road	14	3	21.4%
The Broadway	97	14	14.4%
TOTAL	304	20	6.6%

Table 4.2: Summary of Parking Stress Survey – Tuesday 20th November 2018 at 05:15 hours

- 4.20 Table 4.2 indicates that there are 284 spaces available in the local area during the first overnight survey period. This equates to an overall parking occupancy of 6.6%.

Street Name	Overnight Spaces (Including Single Yellow Lines)		
	Spaces	Used	% Stress
Station Approach	20	1	5.0%
Stoneleigh Park Road	68	1	1.5%
Seaforth Gardens	21	0	0.0%
Newbury Gardens	71	0	0.0%
Kenilworth Road	13	0	0.0%
Rosedale Road	14	3	21.4%
The Broadway	97	11	11.3%
TOTAL	304	16	5.3%

Table 4.3: Summary of Parking Stress Survey – Wednesday 21st November 2018 at 05:05

- 4.21 Table 4.3 indicates that there are 288 spaces available in the local area during the second overnight survey period. This equates to an overall parking occupancy of 5.3%.
- 4.22 The survey identifies that the existing night time on-street parking occupancy is in the range of 5.3-6.6% capacity. It is clear therefore that very few residents park on-street overnight, which will reflect the composition of the surrounding area constituting largely detached or semi-detached dwellings with off-street parking.
- 4.23 The surveys also show that during both overnight surveys only one car parked on Station Approach within marked bays, with 19 spaces available. In addition, only two vehicles were observed parking along single yellow lines on Stoneleigh Park Road overnight. It is clear therefore that there is little to no demand for parking on-street overnight in the immediate surrounding area.
- 4.24 The aforementioned census data showed a likely car/van ownership for the residential development of 13 vehicles and as such there are ample opportunities for future residents to park on-street overnight. Indeed, all demand could be accommodated within marked bays on Station Approach with space to spare.

- 4.25 It is however relevant to note that the census data will provide a robust assessment of car ownership. The car-free nature of the scheme alongside the inability for residents to park in the surrounding area during the daytime will likely impact on the desire for residents to own a car. Residents seeking to move to this location who already own a car may not wish to live in such a location as they would be required to relocate their car during the daytime Monday to Friday.
- 4.26 Two further surveys have been undertaken on Saturday 17th November 2018 and Saturday 14th March 2020 to ascertain the level of parking available to residents during the weekend daytime at midday. Given the site's proximity to local retail areas this survey would identify opportunities to park in the surrounding area when retail parking demand is likely to be at its highest. The weekend survey results are set out in full in Tables 4.4 and 4.5 below.

Street Name	Weekend Spaces (Including Single Yellow Lines)		
	Spaces	Used	% Stress
Station Approach	20	10	50.0%
Stoneleigh Park Road	68	9	13.2%
Seaforth Gardens	21	2	9.5%
Newbury Gardens	71	14	19.7%
Kenilworth Road	13	5	38.5%
Rosedale Road	14	10	71.4%
The Broadway	97	94	96.9%
TOTAL	304	144	47.4%

Table 4.4: Summary of Parking Stress Survey – Saturday 17th November 2018 at 12:00

Street Name	Weekend Spaces (Including Single Yellow Lines)		
	Spaces	Used	% Stress
Station Approach	20	9	45.0%
Stoneleigh Park Road	68	2	2.9%
Seaforth Gardens	21	0	0.0%
Newbury Gardens	71	3	4.2%
Kenilworth Road	13	2	15.4%
Rosedale Road	14	6	42.9%
The Broadway	97	82	84.5%
TOTAL	304	104	34.2%

Table 4.5: Summary of Parking Stress Survey – Saturday 14th March 2020 at 12:00

- 4.27 Table 4.4 indicates that parking demand on surrounding roads at midday on a Saturday is higher than on a weekday, albeit parking demand does not exceed 50%. The revised Saturday survey undertaken to account for the initial survey coinciding with a rail strike actually shows a lower parking demand on all roads. This suggests that irrespective of local conditions, demand for parking to the west of the railway station is low on a weekend.
- 4.28 Parking demand is highest on The Broadway, which reflects retail parking demand. There are ample parking opportunities to the west of the railway station in the immediate vicinity of the application site. For example, despite parking being freely available on Stoneleigh Park Road along single yellow lines, only nine vehicles were observed as parked on this road out of a capacity of 68 spaces. The revised survey only recorded two vehicles parked on Stoneleigh Park Road. This is also reflective of parking on Seaforth Gardens and Newbury Gardens.

- 4.29 Overall, there are between 160-200 spaces available in the local area during the Saturday survey period. This equates to an overall parking occupancy of 34-47%. Again, using the likely parking demand of 13 cars or vans, there is ample space to accommodate anticipated parking demand on surrounding roads.
- 4.30 It should also be reiterated that the site is located within a highly accessible location not only in respect of trips by bus and train, but also to local facilities within Stoneleigh (as evidenced within Section 3). Furthermore, residents could be deterred from using a car due to parking restrictions during the week, as they cannot park on surrounding roads between 08:30-18:30 hours Monday to Friday. On this basis, it is likely that residents will choose other modes of transport and not rely on the private car.

Cycle Parking

- 4.31 SCC's standards suggest the provision of a minimum of 13 cycle parking spaces for this development based on a minimum of one space per unit. It is intended that secure, covered cycle parking will be provided on the ground floor for 13 bicycles.

Servicing and Refuse Collection

- 4.32 The proposals include a dedicated residential bin store at ground floor level with an entrance on to Stoneleigh Park Road. It is therefore anticipated that refuse collection and servicing will take place on-street as per the current arrangement.
- 4.33 There are opportunities for servicing activity to take place immediately adjacent to the site on both Station Approach and Stoneleigh Park Road. The aforementioned survey data shows how parking demand within the parking bays on Station Approach are not fully utilised, offering opportunities for servicing vehicles to stop within the parking bays. There are also single yellow lines along Stoneleigh Park Road, along which servicing vehicles could unload. Whilst it is not permitted for vehicles to park along the single yellow line during the weekday daytime, this does not preclude deliveries taking place.
- 4.34 A residential development of this size is unlikely to attract more than the occasional delivery to the site, primarily consisting of transit type vehicles such as food deliveries or Amazon/DHL deliveries.

Summary

- 4.35 This section demonstrates that there is significant spare capacity on the surrounding road network to accommodate parking demand arising from the proposals. All demand can be met on Station Approach overnight and therefore the proposals will not adversely affect the local area in terms of availability of on-street parking or road safety. The assessment is considered robust as the lack on any on-site parking and the existing on-street parking restrictions mean that residents choosing to live in this location are unlikely to own a car.
- 4.36 In addition, it is intended that appropriate provision will be made for cycle parking in accordance with relevant standards and guidance.

5.0 Trip Generation

5.1 This section will set out the trip generation associated with the proposed development during the identified weekday morning peak hour (08:00 – 09:00) and weekday evening peak hour (17:00-18:00), as well as across a daily profile.

Existing Site Trip Generation

5.2 The site is currently occupied by a retail unit at ground floor level, with residential accommodation above towards the front of the site. An employment unit extends at ground floor level to the rear of the site. These uses are likely to attract some vehicle movements; however, for robustness the assessment of trip generation will focus solely on proposed uses.

Proposed Residential Trip Generation

5.3 The trip generation of 13 flats has been assessed based on trip rates derived from TRICS database using category '03 Residential: C – Flats Privately Owned', with the following criteria:

- ▶ sites located in England, excluding Greater London;
- ▶ surveys undertaken between 01/01/12 and 25/09/19;
- ▶ weekday surveys;
- ▶ sites with up to 100 dwellings; and
- ▶ sites in areas classed as edge of town centre or town centre.

5.4 A summary of the peak hour total person and vehicular trip rates is provided in Table 5.1 below and the full TRICS output for reference is at [Appendix C](#).

Mode of Travel	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.117	0.495	0.381	0.238	2.788	2.844
Total Person Trips	2	6	5	3	36	37
Vehicular Trip Rates	0.056	0.192	0.164	0.105	1.318	1.343
Total Vehicular Trips	1	3	2	1	17	18

Table 5.1: Proposed Flats – Trips Rates and Associated Trips

5.5 The data at Table 5.1 indicate that the proposed flats could generate eight total person trips during the weekday AM peak hour, four of which are vehicular. During the PM peak hour, the site could again generate eight total person trips, three of which are vehicular. Over an average weekday, the proposed flats could generate 73 two-way total person trips, of which 35 could be vehicular.

5.6 The above equates to one vehicle trip roughly every 15-20 minutes in each of the AM and PM peak hours. This level is not considered to be material and takes no account of vehicle movements associated with the existing site uses and is therefore robust. As such, it is considered this will not impact on the operation of the surrounding highway or other road users.

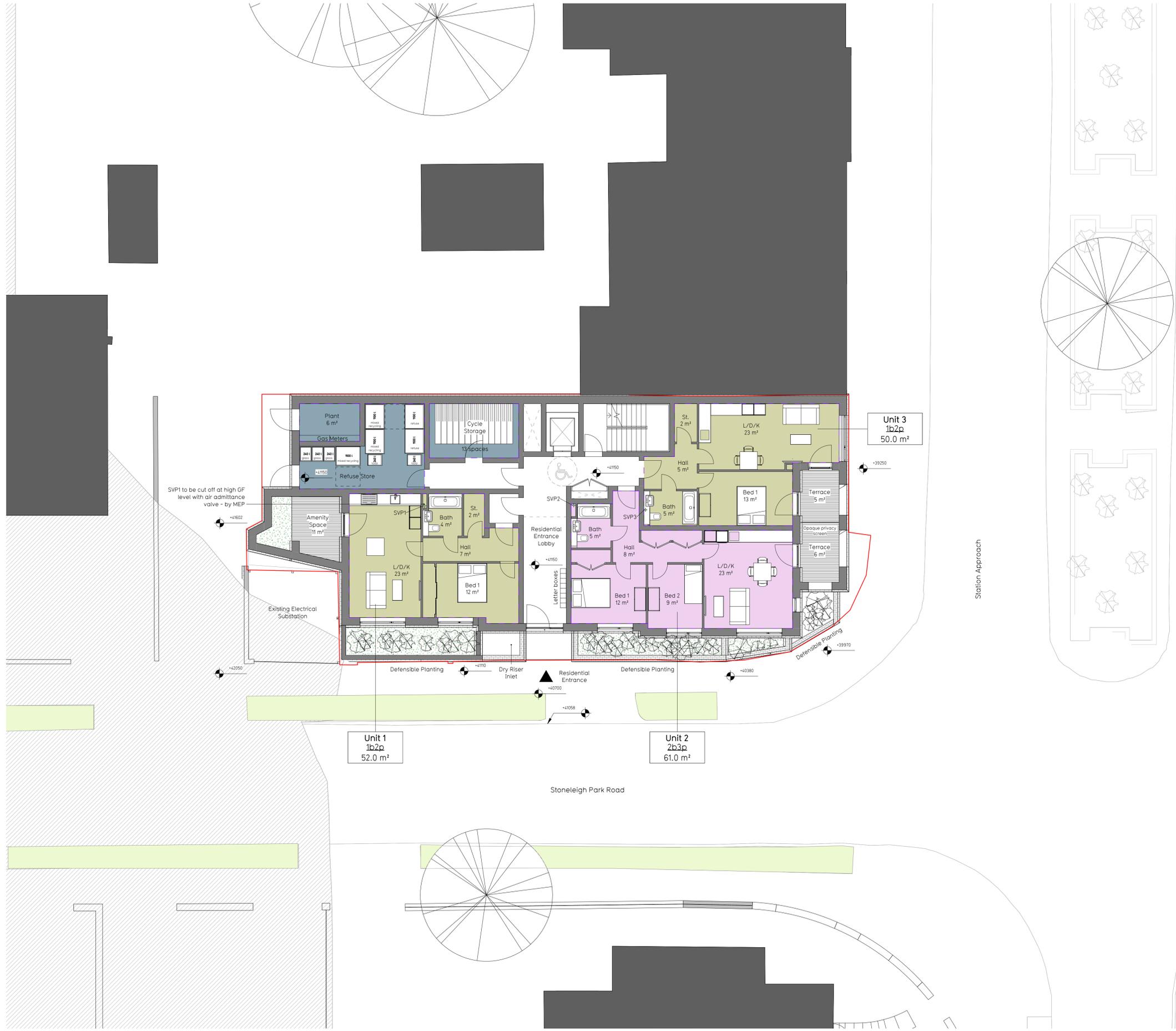
5.7 Considering the car-free nature of the proposals, the above assessment is likely to be robust.

6.0 Summary and Conclusions

- 6.1 Motion has been instructed by Woolbro Homes Ltd to prepare a TS in relation to their proposal to construct a residential development at 7 Station Approach, Stoneleigh.
- 6.2 The proposed development comprises the redevelopment of the existing building to provide accommodation in the form of 13 flats, with bicycle storage and no off-street car parking spaces.
- 6.3 The TS demonstrates that the Application Site is located close to a good network of public transport links, which connect the Application Site with the local area and provide access to local facilities. It is integrated into the local pedestrian and cycling infrastructure. It is therefore considered that the proposed development is well located to encourage people to travel to the Application Site by means other than the private car.
- 6.4 This TS demonstrates that:
- ▶ The proposal accords with national and local policies relevant to transport;
 - ▶ The proposal makes appropriate provision cycle parking, having regard to national policy and local planning standards;
 - ▶ The proposal will not adversely impact availability of on-street parking on local roads; and
 - ▶ The proposal will not prejudice the free flow of traffic on the adjoining highway.
- 6.5 On the basis of the above, it is concluded that the proposal accords with national and local transport related policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered that there is no reason why the proposal should be resisted on traffic or transportation grounds.

Appendix A

Architect's Site Layout Plan



ALL DIMENSIONS, SETTING OUT INFORMATION AND LEVELS MUST BE CHECKED ON SITE BEFORE ANY MATERIALS ARE ORDERED OR WORK COMMENCES ON SITE. COPYRIGHT HWO LTD.

NOTES

- Key:
- Application Boundary
 - Commercial
 - 1b2p
 - 2b3p
 - 2b4p

**INTERIM
PLANNING
ISSUE**

Revisions

A	General Revision (Levels)	08 Feb 2021	MM
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Client
Woolbro Homes Ltd

Stage
Planning Application

HWO Architects
G06 Brickfields
37 Cremer Street
London E2 8HD
T +44 (0)20 7566 0006
E info@hwo-architects.com

Job title
7 Station Approach, Stoneleigh, KT19 0QZ

Drawing title
Proposed Ground Floor Plan

Created by	Checked by	Scale	Date
MM	NK	1:100 @ A1	08 Jan 2021
Job	Stage	Drawing	Revision
750	- 2b -	110	A

Appendix B

Parking Beat Survey Output

Benchmark Data Collection

STONELEIGH PARKING STRESS SURVEY - SATURDAY 17/11/2018 12:00

ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF AVAILABLE PARKING (m)	NUMBER OF 5m PARKING SPACES / BAYS	NUMBER OF VEHICLES PARKED (OCCUPANCY)	PARKING STRESS (%)	SINGLE YELLOW LINE PARKING		
						NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SYL	SYL PARKING STRESS %
STATION APPROACH	205.0	71.3	16	10	62.5	4	0	0
STONELEIGH PARK ROAD	717.9	0.0	0	0	0.0	68	9	13
SEAFORTH GARDENS	155.0	0.0	0	0	0.0	21	2	10
NEWBURY GARDENS	579.2	0.0	0	0	0.0	71	14	20
KENILWORTH ROAD	91.9	0.0	0	0	0.0	13	5	38
ROSEDALE ROAD	94.2	10.7	4	4	100.0	10	6	60
THE BROADWAY	871.7	554.0	95	94	98.9	2	0	0
TOTAL	2714.9	636.0	115	108	93.9	189	36	19

STONELEIGH PARKING STRESS SURVEY - TUESDAY 20/11/2018 05:15

ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF AVAILABLE PARKING (m)	NUMBER OF 5m PARKING SPACES / BAYS	NUMBER OF VEHICLES PARKED (OCCUPANCY)	PARKING STRESS (%)	SINGLE YELLOW LINE PARKING		
						NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SYL	SYL PARKING STRESS %
STATION APPROACH	205.0	71.3	16	1	6.3	4	0	0
STONELEIGH PARK ROAD	717.9	0.0	0	0	0.0	68	2	3
SEAFORTH GARDENS	155.0	0.0	0	0	0.0	21	0	0
NEWBURY GARDENS	579.2	0.0	0	0	0.0	71	0	0
KENILWORTH ROAD	91.9	0.0	0	0	0.0	13	0	0
ROSEDALE ROAD	94.2	10.7	4	2	50.0	10	1	10
THE BROADWAY	871.7	554.0	95	13	13.7	2	1	50
TOTAL	2714.9	636.0	115	16	13.9	189	4	2

Benchmark Data Collection

STONELEIGH PARKING STRESS SURVEY - WEDNESDAY 21/11/2018 05:05

ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF AVAILABLE PARKING (m)	NUMBER OF 5m PARKING SPACES / BAYS	NUMBER OF VEHICLES PARKED (OCCUPANCY)	PARKING STRESS (%)	SINGLE YELLOW LINE PARKING		
						NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SYL	SYL PARKING STRESS %
STATION APPROACH	205.0	71.3	16	1	6.3	4	0	0
STONELEIGH PARK ROAD	717.9	0.0	0	0	0.0	68	1	1
SEAFORTH GARDENS	155.0	0.0	0	0	0.0	21	0	0
NEWBURY GARDENS	579.2	0.0	0	0	0.0	71	0	0
KENILWORTH ROAD	91.9	0.0	0	0	0.0	13	0	0
ROSEDALE ROAD	94.2	10.7	4	2	50.0	10	1	10
THE BROADWAY	871.7	554.0	95	11	11.6	2	0	0
TOTAL	2714.9	636.0	115	14	12.2	189	2	1

STATION APPROACH, STONELEIGH

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

MARCH 2020

LAMBETH METHODOLOGY

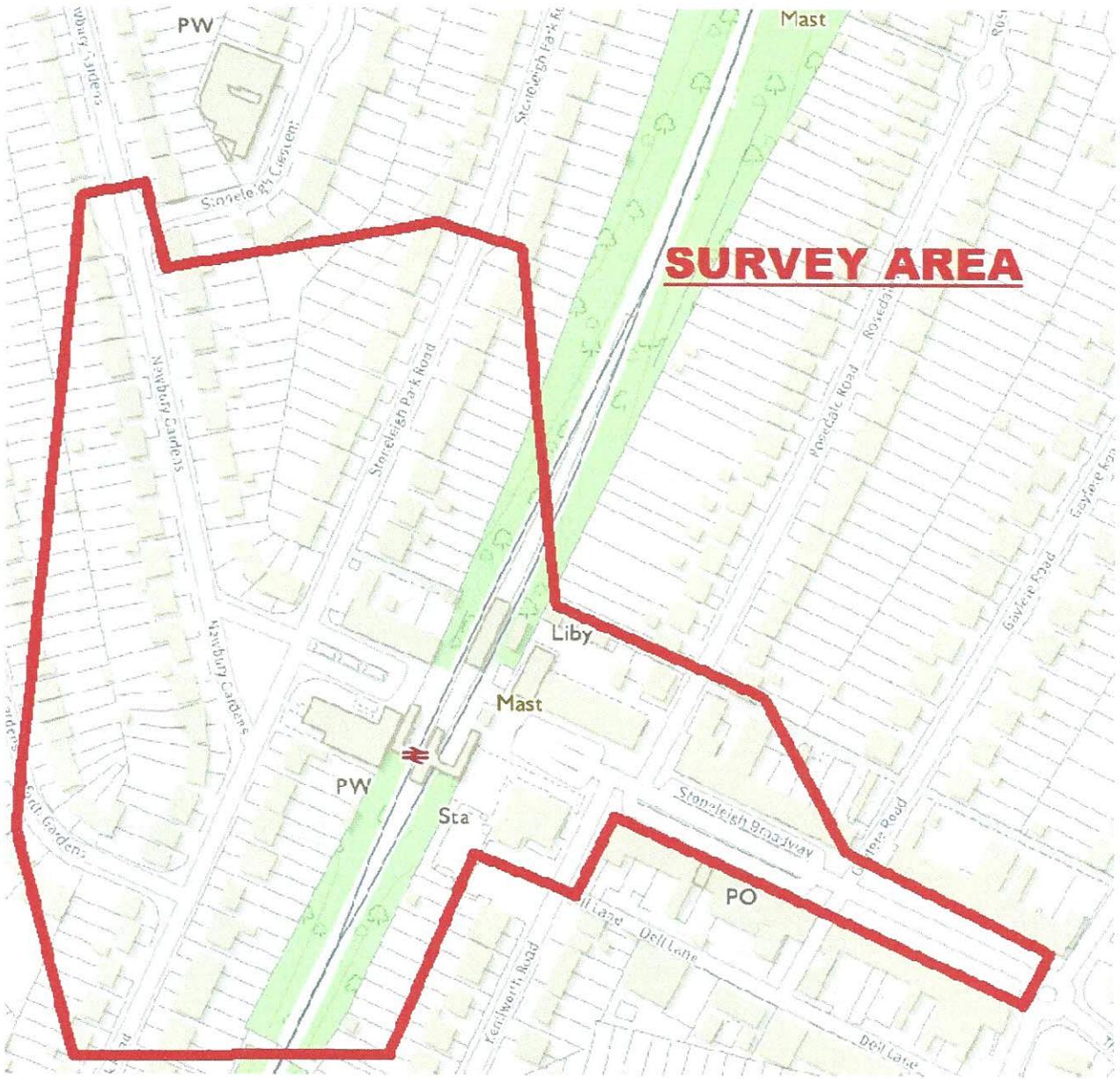


BENCHMARK DATA COLLECTION

Benchmark Data Collection

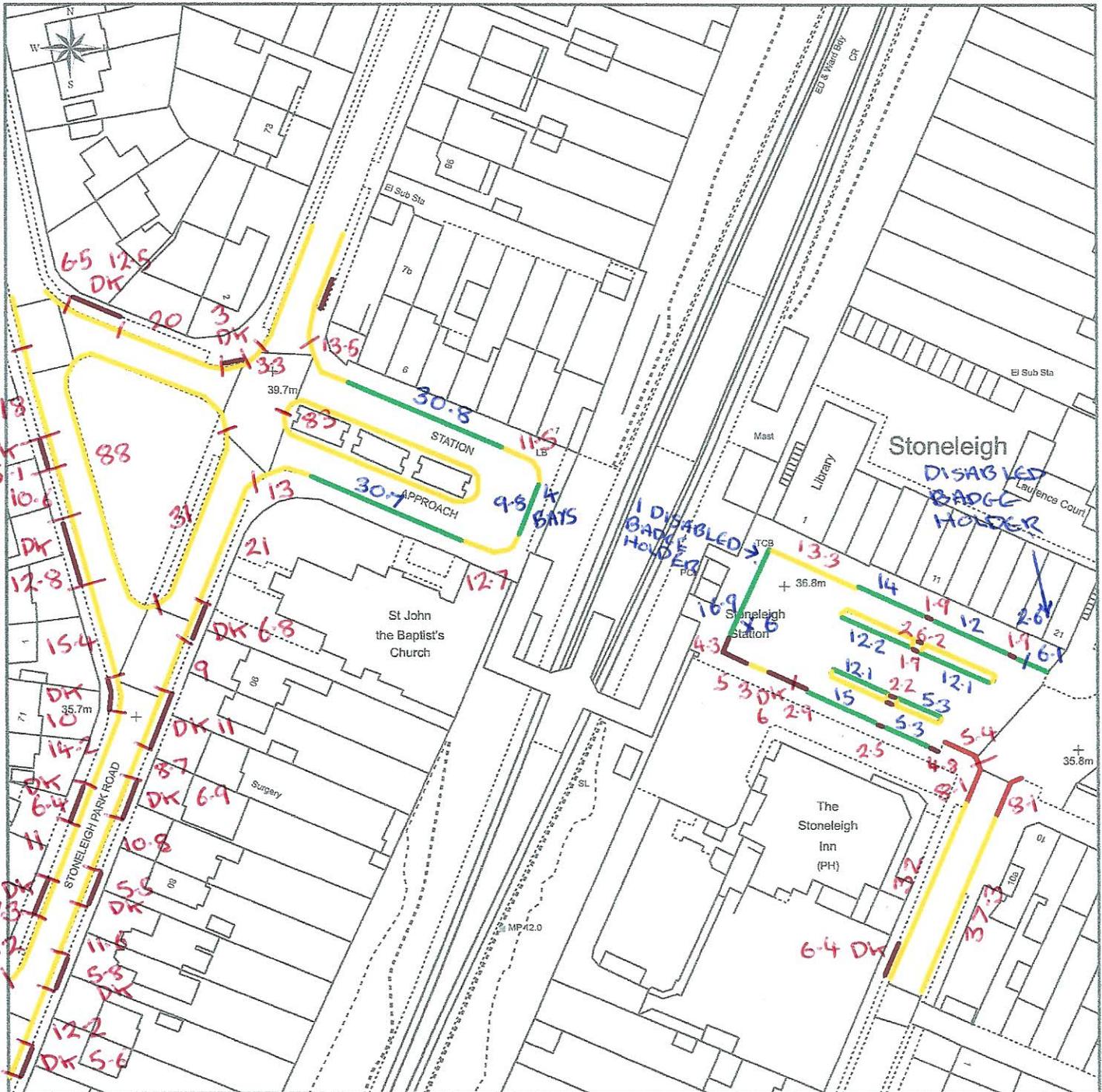
STONELEIGH PARKING STRESS SURVEY - SATURDAY 14/03/2020 12:00

ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF AVAILABLE PARKING (m)	NUMBER OF 5m PARKING SPACES / BAYS	NUMBER OF VEHICLES PARKED (OCCUPANCY)	PARKING STRESS (%)	SINGLE YELLOW LINE PARKING		
						NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SYL	SYL PARKING STRESS %
STATION APPROACH	205.0	71.3	16	9	56.3	4	0	0
STONELEIGH PARK ROAD	717.9	0.0	0	0	0.0	68	2	3
SEAFORTH GARDENS	155.0	0.0	0	0	0.0	21	0	0
NEWBURY GARDENS	579.2	0.0	0	0	0.0	71	3	4
KENILWORTH ROAD	91.9	0.0	0	0	0.0	13	2	15
ROSEDALE ROAD	94.2	10.7	4	4	100.0	10	2	20
THE BROADWAY	871.7	554.0	95	82	86.3	2	0	0
TOTAL	2714.9	636.0	115	95	82.6	189	9	5



SURVEY AREA

Stoneleigh Parking Survey



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Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS

ALL DISTANCE IN METRES

PARKING MON-SAT

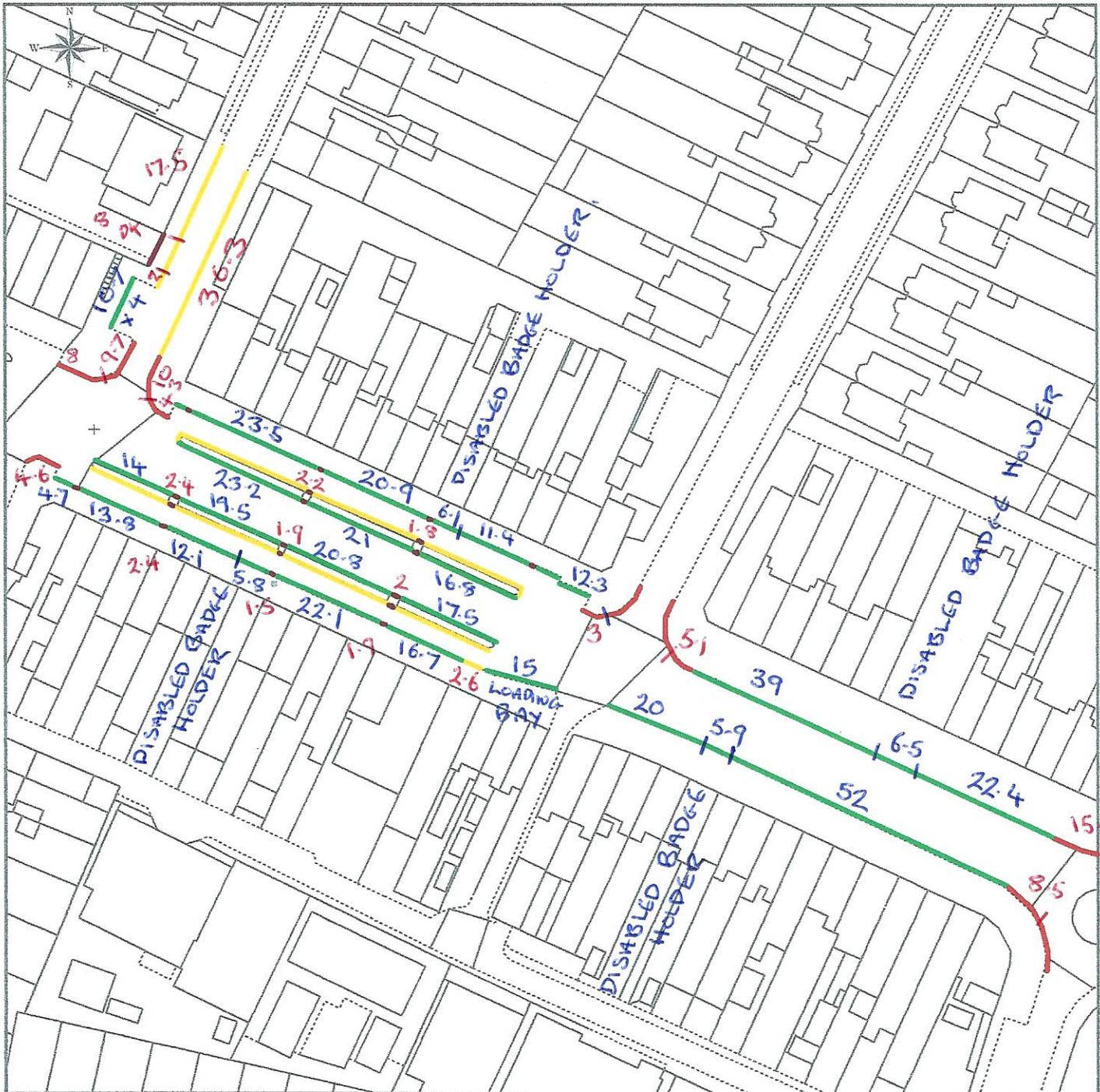
08:30 - 18:30 2 HOUR MAX

NO RETURN 1 HOUR.

SYL MON-FRI 08:30-18:30

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DK DROPPED KERB

Stoneleigh Parking Survey



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

Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS

DISTANCE IN METRES

PARKING MON-SAT

08:30 - 18:30 2 HOURS MAX

NO RETURN 1 HOUR

SYL MON-FRI 08:30-18:30

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DK DROPPED KERB

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

Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS
DISTANCE IN METRES
SYL MON-FRI 08:30-18:30

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DK DROPPED KERB

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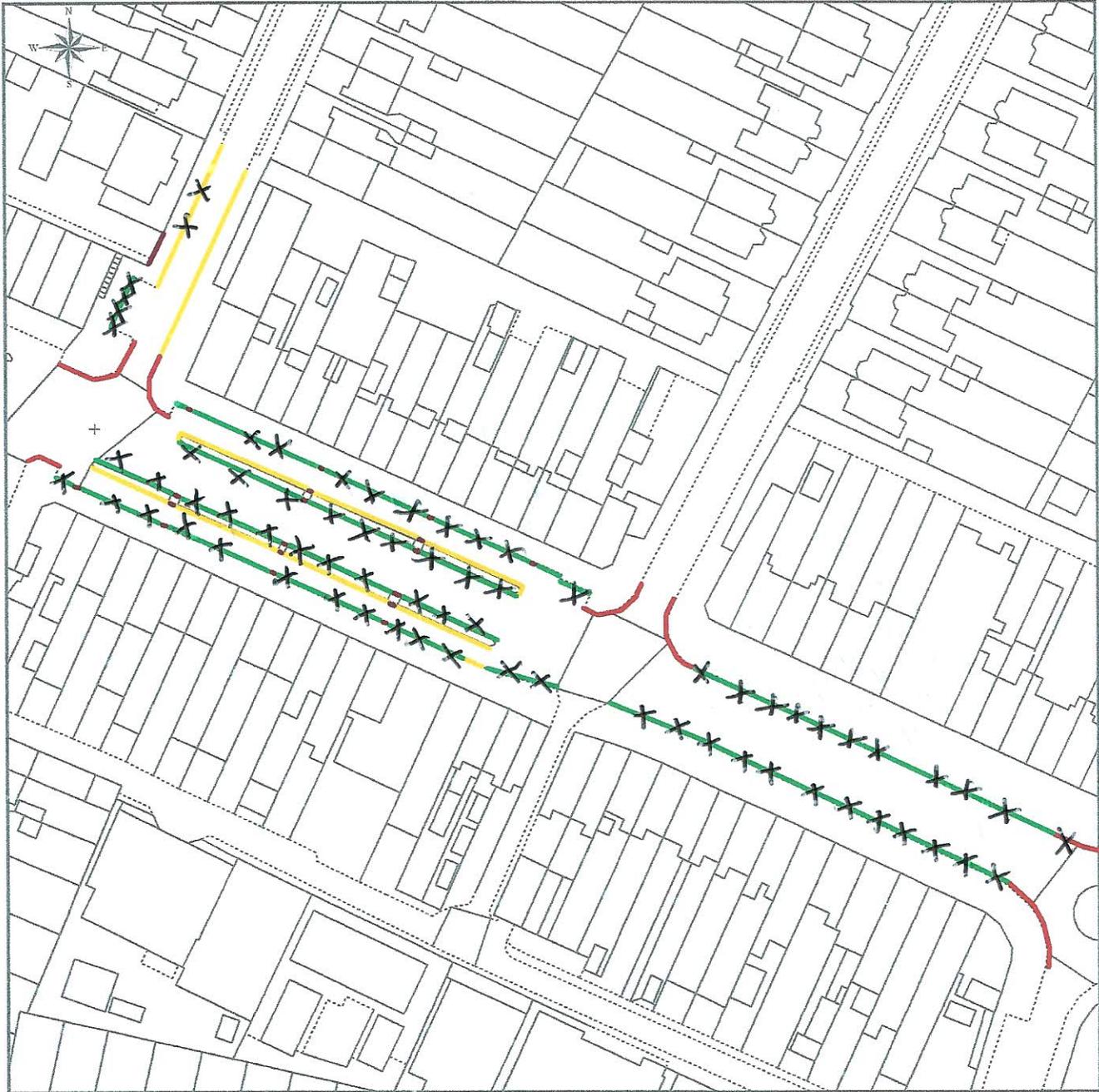
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PARKED VEHICLE LOCATION

SATURDAY 14/03/2020 12:00

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DK DROPPED KERB

Stoneleigh Parking Survey



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

Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION
SATURDAY 14/03/2020 12:00

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DK DROPPED KERB

Stoneleigh Parking Survey



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

Scale: 1:1250, paper size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DK DROPPED KERB

PARKED VEHICLE LOCATION
SATURDAY 14/03/2020 12:00

Stoneleigh Parking Survey



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Scale: 1:1250, paper size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DK DROPPED KERB

PARKED VEHICLE LOCATION

SATURDAY 14/03/2020 12:00

Appendix C

TRICS Output – Proposed Development

Calculation Reference: AUDIT-734001-200402-0408

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
09	NORTH	
	CB CUMBRIA	1 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: 6 to 94 (units:)
 Range Selected by User: 6 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: 01/01/12 to 25/09/19

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:

Tuesday	4 days
Thursday	3 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	6

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	4

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

Secondary Filtering selection:

Use Class:

C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000 1 days
15,001 to 20,000 1 days
25,001 to 50,000 5 days

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

Population within 5 miles:

50,001 to 75,000 3 days
75,001 to 100,000 1 days
125,001 to 250,000 2 days
250,001 to 500,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days
1.1 to 1.5 6 days

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

Travel Plan:

Yes 1 days
No 6 days

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

PTAL Rating:

No PTAL Present 7 days

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

LIST OF SITES relevant to selection parameters

1	BD-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	<i>Survey date: TUESDAY</i>		<i>15/05/18</i>	<i>Survey Type: MANUAL</i>
2	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>12/06/14</i>	<i>Survey Type: MANUAL</i>
3	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS		ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	<i>Survey date: TUESDAY</i>		<i>22/10/13</i>	<i>Survey Type: MANUAL</i>
4	EX-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	BLOCK OF FLATS		ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings:		94	
	<i>Survey date: TUESDAY</i>		<i>22/10/13</i>	<i>Survey Type: MANUAL</i>
5	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		90	
	<i>Survey date: TUESDAY</i>		<i>05/06/18</i>	<i>Survey Type: MANUAL</i>
6	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		51	
	<i>Survey date: THURSDAY</i>		<i>11/12/14</i>	<i>Survey Type: MANUAL</i>
7	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		85	
	<i>Survey date: THURSDAY</i>		<i>18/12/14</i>	<i>Survey Type: MANUAL</i>

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.

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

MULTI-MODAL 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	7	61	0.061	7	61	0.140	7	61	0.201
08:00 - 09:00	7	61	0.056	7	61	0.192	7	61	0.248
09:00 - 10:00	7	61	0.077	7	61	0.089	7	61	0.166
10:00 - 11:00	7	61	0.093	7	61	0.117	7	61	0.210
11:00 - 12:00	7	61	0.098	7	61	0.096	7	61	0.194
12:00 - 13:00	7	61	0.150	7	61	0.126	7	61	0.276
13:00 - 14:00	7	61	0.124	7	61	0.126	7	61	0.250
14:00 - 15:00	7	61	0.089	7	61	0.098	7	61	0.187
15:00 - 16:00	7	61	0.084	7	61	0.070	7	61	0.154
16:00 - 17:00	7	61	0.154	7	61	0.077	7	61	0.231
17:00 - 18:00	7	61	0.164	7	61	0.105	7	61	0.269
18:00 - 19:00	7	61	0.168	7	61	0.107	7	61	0.275
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.318			1.343			2.661

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: 6 - 94 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 7
 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.

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

MULTI-MODAL TOTAL PEOPLE

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	7	61	0.100	7	61	0.308	7	61	0.408
08:00 - 09:00	7	61	0.117	7	61	0.495	7	61	0.612
09:00 - 10:00	7	61	0.143	7	61	0.194	7	61	0.337
10:00 - 11:00	7	61	0.175	7	61	0.231	7	61	0.406
11:00 - 12:00	7	61	0.187	7	61	0.166	7	61	0.353
12:00 - 13:00	7	61	0.292	7	61	0.278	7	61	0.570
13:00 - 14:00	7	61	0.252	7	61	0.215	7	61	0.467
14:00 - 15:00	7	61	0.173	7	61	0.171	7	61	0.344
15:00 - 16:00	7	61	0.220	7	61	0.157	7	61	0.377
16:00 - 17:00	7	61	0.360	7	61	0.178	7	61	0.538
17:00 - 18:00	7	61	0.381	7	61	0.238	7	61	0.619
18:00 - 19:00	7	61	0.388	7	61	0.213	7	61	0.601
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.788			2.844			5.632

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.