

Highways Technical Note

Site: Land to the rear of 57 Warminster Road, South Norwood
Prepared by: EF
Approved by: DM
Date: 20 November 2023

motion
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1.0 Introduction

- 1.1 Motion has been appointed by Frankham Projects Ltd to prepare this Highways Technical Note to accompany a resubmitted planning application for the construction of 8 flats on land at the rear of 57 Warminster Road, South Norwood (herein referred to as 'the site').
- 1.2 The site is bound to the west by Warminster Road, and to the east by the railway line. The north and south of the site are bound by further residential properties. The site benefits from close proximity to Norwood Junction station and South Norwood town centre, and is located within the London Borough of Croydon.
- 1.3 The site currently comprises the rear gardens of 57 Warminster Road, and some parking associated with this property. The development proposals seek permission for the construction of a single two storey building comprising 8 flatted dwellings. The proposals also include the relocation of existing on-site parking associated with 57 Warminster Road.
- 1.4 The site has had a previous planning application refused (ref: 23/03053/FUL) with two highways reasons noted for the refusal. The first is a lack of a weekend overnight parking beat survey, the second related to refuse collection.
- 1.5 This Highway Technical Note has been prepared to address highways aspects relating to the above proposal, including the accessibility of the site, parking provision and servicing arrangements as well as commenting on the comments made by London Borough of Croydon for the previous refusal of planning consent.

2.0 Baseline Conditions

- 2.1 The site is located in a predominantly residential area of South Norwood, approximately 350m north of the centre of South Norwood. The site benefits from close proximity to Norwood Junction and South Norwood town centre. The location of the site is shown in Figure 2.1 below.

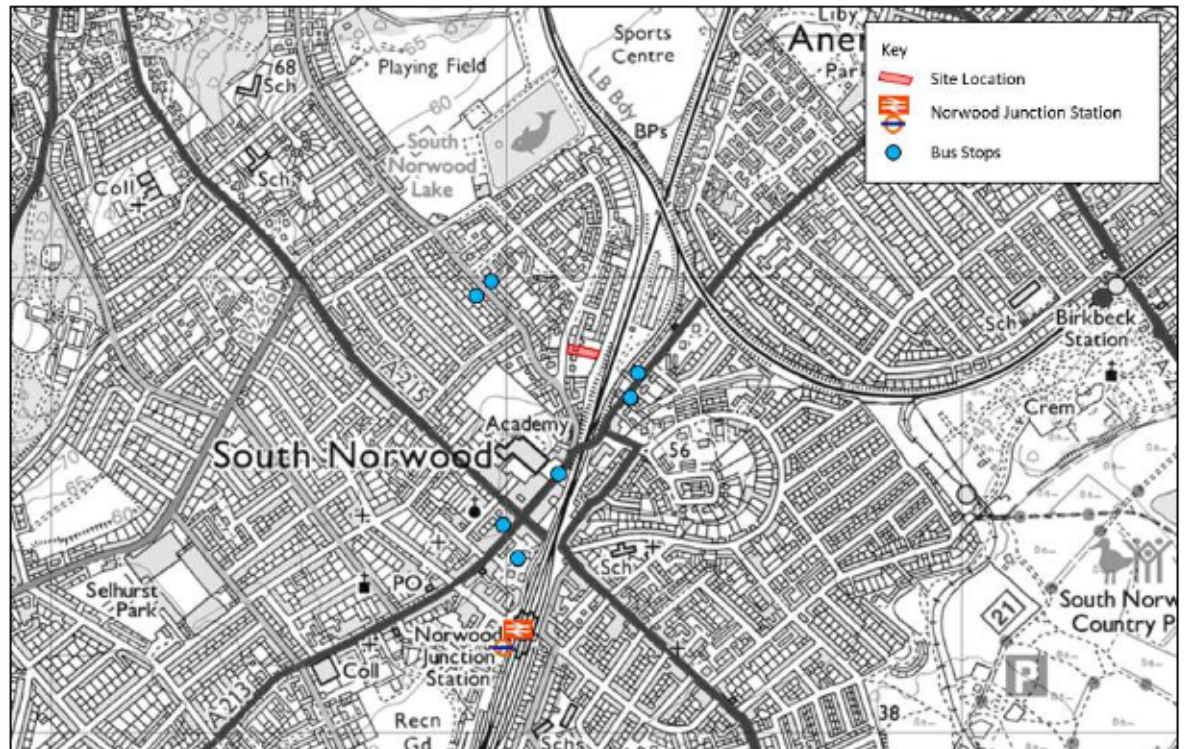


Figure 2.1 – Site Location Plan

- 2.2 Access to the site will be achieved via the existing crossover for 57 Warminster Road.

Highway Network

- 2.3 Warminster Road is a two-way residential street operating a 20mph speed limit. Both permit holder and unrestricted parking is provided along both sides of the carriageway. Wide, lit footways are provided along both sides of the road. Warminster Road connects with Lancaster Road in both the west and east.
- 2.4 Lancaster Road is a residential street providing access to the A213 in the south and towards Crystal Palace in the north. Parking is restricted by single yellow lines along large sections of Lancaster Road, however parking is largely unrestricted north of the junction with Warminster Road.

Sustainable Access

Access on Foot

- 2.5 The site is accessible via lit footways on all local roads. Continuous wide, lit footways provide access into South Norwood town centre. Signalised pedestrian crossing points are provided on all arms of the junction between High Street, South Norwood Road and Portland Road. The low 20mph and 30mph speed limits in the vicinity of the site make the areas suitable for pedestrians.

Access by Cycle

- 2.6 While there are no designated cycle facilities on Warminster Road, the road is considered suitable for cycling due to the low 20mph speed limit. Cycle lanes are provided in the carriageway along High Street to the south of the junction with Lancaster Road. These cycle lanes extend for 55 metres before ending, they re-establish to the south of the junction between High Street, South Norwood Road and Portland Road.

Public Transport

- 2.7 The site is situated in a PTAL 4 location, suggesting it has good access to local public transport services. These services are elaborated upon below.

Access by Bus

- 2.8 The closest bus stop to the site is located 300m (a 4 minute walk) south of the site, on the eastern edge of High Street. The stop here serves the 75 and 157 bus services. Which provide access between Lewisham and Croydon and Crystal Palace and Morden respectively.
- 2.9 Additional bus stops on Lancaster Road (350m from the site) and Penge Road (400m from the site) provide access to the 75, 157, 197 and 410 bus services. The location of each of these bus stops are shown in Figure 2.1.

Access by Train

- 2.10 South Norwood station is located approximately 700m south of the site, and can be accessed via a 9 minute walk or 4 minute cycle. The station provides mainline services and London Overground services to:
- ▶ Highbury & Islington (overground);
 - ▶ Bedford (Thameslink);
 - ▶ Epsom (Southern);
 - ▶ London Bridge (Southern);
 - ▶ West Croydon (overground);
 - ▶ Caterham (Southern);
 - ▶ Tattenham Corner (Southern);
 - ▶ Three Bridges (Thameslink);
 - ▶ London Victoria (Southern).

3.0 Development Proposals

3.1 Development proposals for the site include the construction of a three-storey building containing 8 flatted dwellings. The dwellings will be comprised of the following:

- ▶ 2 x 1-bedroom flats;
- ▶ 3 x 2-bedroom flats; and
- ▶ 3x 3-bed flats.

3.2 The site layout plan is attached at [Appendix A](#).

Access Arrangements

3.3 Access to the site will be take via the existing crossover for 57 Warminster Road. Vehicles will only be able to enter the western portion of the site, with the existing vehicular route to the rear of the site pedestrianised to restricted vehicular access. A new pedestrian access will be established into the site from Warminster Road at the southern corner of the site.

3.4 Demarcated pedestrian routes will be provided to the west and north of the existing building in order to keep pedestrian separate from any vehicular movement which might be occurring in this area of the site. Irrespective, a dedicated footway will be provided along the southern boundary of the site. As such, access to the new building will be possible via pedestrian routes to both the north and south of the existing building.

3.5 Sufficient space will be provided in the on-site parking court to enable vehicles to enter the site, turn and existing in a forward gear. The demarcated pedestrian areas will ensure that these movements do not conflict with pedestrian movements on site.

Parking Provision

Existing Building

3.6 As part of the development proposals, existing car parking provision at the site is being retained. The three spaces provided at the rear of the site will be relocated to the front of the site, where all five spaces will now be located (two spaces are currently provided to the front of the site). Swept path analysis illustrating the ingress/egress movement of a car using of these spaces has been attached at [Appendix B](#). These five spaces will only be available to the residents of the existing building onsite. On this basis, there will be no net change in existing parking provision.

Proposed Building

3.7 There will be no on-site parking available for the proposed 8 dwellings. As such, parking associated with these dwellings will be required to occur on street.

3.8 A review of 2021 census data for the category 'Accommodation Type by Car or Van Availability' has been undertaken for the E02000201 ward within Croydon, the ward the site is located within. Table 3.1 below sets out the car ownership for flatted dwellings in this area, and how these numbers related to the proposed development of 8 flatted dwellings.

Number of Cars/Vans	Car/Van Ownership rate	No. dwellings at this development	No. parking spaces needed
No cars/vans	60%	5	0
1 car/van	34%	3	3
2 cars/vans	6%	0	0
Total	100%	8	3

Table – Car/Van Availability – Flatted Dwellings in E02000201

- 3.9 Based on the above, the development could generate demand for up to 3 vehicles to park. This is also reflective of the PTAL 4 location of the site, which is close to being a PTAL 5 'car-free' proposal.
- 3.10 Due to the lack of on-site parking for the proposed 8 flats, the parking demand for 3 cars will need to be accommodated on street. Surveys to assess existing levels of on-street parking demand have been carried out, and summarised below.

Existing On-street Parking

- 3.11 The existing on-street parking levels, or 'stress', surrounding the development site have been assessed through the undertaking of manual surveys, in accordance with 'Richmond Parking Survey Guidance' This is very similar to guidance set out in the Lambeth parking survey methodology, although Richmond require a further overnight spot check on a weekend.
- 3.12 The guidance involves one overnight parking beat between the hours of 00:30 and 05:30 on 2 separate weeknights, alongside a further overnight survey during the same time period of a weekend. 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

- 3.13 In accordance with the above guidance, parking surveys were undertaken on Tuesday 21st March 2023 at 02:00 and on Thursday 23rd March 2023 at 01:55. To satisfy the requirements set out by the Richmond Guidance, an overnight weekend parking survey was completed on Saturday 5th November 2023 at 05:10 hours.
- 3.14 The guidance requires a 200-metres 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.
- 3.15 The survey area has been designed to extend 200 metres from the site, with the 200 metre radius comprising:
- ▶ Warminster Road;
 - ▶ Avenue Road;
 - ▶ Pittville Gardens;
 - ▶ Lancaster Road.
- 3.16 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.
- 3.17 Car parking is controlled on roads surrounding the site either via single yellow line which prevents parking taking place during the daytime, or parking within designated marked bays for permit holders only between 09:00 and 17:00 from Monday to Saturday. There are also unrestricted parking bays along the road.

Survey Results and Analysis

- 3.18 The parking survey results, including plans of the observed parking locations are included for reference at **Appendix C**. The results indicate that there are an equivalent of 158 car parking spaces, 101 of these are on unrestricted kerb lines, 19 of these are in controlled parking bays and 38 are on kerbs restricted by single yellow lines.

- 3.19 In terms of car parking occupancy, the survey results are set out in full within Table 3.1 for unrestricted kerblines and 3.2 for controlled parking bays and yellow line parking on Tuesday 21st March 2023 and Table 3.3 for unrestricted kerblines and 3.4 for controlled parking bays and yellow line parking for Thursday 23rd March 2023.

Street Name	Spaces	Used	% Stress
Warminster Road	54	36	67%
Avenue Road	23	10	43%
Pittville Gardens	9	11	122%
Lancaster Road	15	14	93%
Total	101	71	70%

Table 3.1 – Summary of Parking on Unrestricted Kerblines – Tuesday 21st March 2023

Street Name	Controlled Parking Bays			Single Yellow Line Parking		
	Spaces	Used	% Stress	Spaces	Used	% Stress
Warminster Road	11	8	73%	-	-	-
Lancaster Road	8	6	75%	38	2	5%
Total	19	14	74%	38	2	5%

Table 3.2 – Summary of Parking on Restricted Kerblines – Tuesday 21st March 2023

- 3.20 Table 3.1 indicates that on the night of the first survey, the unrestricted kerblines reach a parking stress of 70%, whilst Table 3.2 shows that the controlled bays reached a parking occupancy of 74% and the single yellow line parking spaces reached 5% occupancy. This equates to a total parking occupancy of 55%, which is considerably below the parking capacity at which a system is considered to be under parking 'stress'.

Street Name	Spaces	Used	% Stress
Warminster Road	54	37	69%
Avenue Road	23	14	61%
Pittville Gardens	9	11	122%
Lancaster Road	15	14	93%
Total	101	76	75%

Table 3.3 – Summary of Parking on Unrestricted Kerblines – Thursday 23rd March 2023

Street Name	Controlled Parking Bays			Single Yellow Line Parking		
	Spaces	Used	% Stress	Spaces	Used	% Stress
Warminster Road	11	3	27%	-	-	-
Lancaster Road	8	6	75%	38	2	5%
Total	19	9	47%	38	2	5%

Table 3.4 – Summary of Parking on Restricted Kerblines – Thursday 23rd March 2023

- 3.21 Table 3.3 indicates that on the night of the second survey, the unrestricted kerblines reach a parking occupancy of 75%, whilst Table 3.4 shows that the controlled bays reached a parking occupancy of 47%, and the single yellow line parking spaces reached 5% occupancy. This equates to a total parking occupancy of 55%, which is below the threshold at which a road network is considered 'stressed'.
- 3.22 A further overnight survey on a weekend has been undertaken at the request of Croydon Highways, in order to adhere to London Borough of Richmond Guidance. This is summarised below in Tables 3.5 and 3.6.

Street Name	Spaces	Used	% Stress
Warminster Road	54	64	65%
Avenue Road	23	15	65%
Pittville Gardens	9	7	78%
Lancaster Road	15	12	80%
Total	101	68	67%

Table 3.5 – Summary of Parking on Unrestricted Kerblines – Saturday 5th November 2023

Street Name	Controlled Parking Bays			Single Yellow Line Parking		
	Spaces	Used	% Stress	Spaces	Used	% Stress
Warminster Road	11	6	55%	-	1*	-
Lancaster Road	8	6	75%	38	3	8%
Total	19	12	63%	38	4	11%

Table 3.6 – Summary of Parking on Restricted Kerblines – Saturday 5th November 2023

- 3.23 Tables 3.5 and 3.6 highlight that the unrestricted kerblines reached a parking occupancy of 67%, a reduction on the weeknight figures. The controlled bays reached an occupancy of 63%. The single yellow line parking spaces had an occupancy of 11%. One of the vehicles parked within the single yellow lines was parked in a space smaller than the guidelines provided by LBC for parking beat surveys. This equates to a total parking occupancy of 53% which is below the threshold at which a road network is considered 'stressed'.

Development Summary

- 3.24 The maximum parking occupancy achieved was 55% on both of the weeknights. This is considerably below the 85% threshold at which a road network is considered to be under parking 'stress'.
- 3.25 The above must be considered alongside the aforementioned census data, which forecasted a probable car ownership at the proposed development. The census data suggested that the site is likely to generate parking demand for 3 vehicles, which due to the lack of on-site parking for the proposed 8 flats, will all need to be accommodated on-street.
- 3.26 The addition of 3 vehicles to the parking demand in either survey would increase parking capacity to 57% on a weekday, this remains below the threshold that categorises an area as 'stressed'. An addition of 3 vehicles to the parking demand for the weekend survey would increase the parking occupancy to 55%, this remains below the threshold that categorises an area as 'stressed'. As such the highway network in the vicinity of the site is able to accommodate the predicted parking demand associated with the proposed 8 flats.
- 3.27 This leaves an availability of 68 spaces available on-street for residential parking.

Committed Developments

- 3.28 London Borough of Croydon Highways has requested a review of committed developments in the surrounding area that may impact upon parking availability surrounding the site. This may include sites that have planning consent but have yet to be built-out.
- 3.29 Utilising the London Borough of Croydon Council 'Planning – Map Search' tool over the last 5-year period, 8 planning applications were recognised as potentially having an impact upon the on-street parking demand. These are summarised below where relevant.
- 3.30 The car ownership data for the E02000201 ward has been utilised to generate the potential car ownership for these developments. The findings are summarised below.

Application Reference/Proposal	Site Location	Potential Impact On-Street
22/00859/FUL – Single House	43C and 45 Warminster Road	One Car
20/03634/FUL – Two Flats	53A - 53H Warminster Road	One Car
17/06360/FUL – 12 Flats	Trellis Mews, Avenue Road	Up to Six cars – Potentially already fully built-out although included for robustness
20/02531/GDPO = Two Houses	16 Avenue Road	One Car
20/01272/FUL – Two Flats	63 High Street	One Car
TOTAL	-	Up to 10 Cars

Table 3.7 – Committed Development Sites

- 3.31 The above sets out residential developments that have either been granted consent or are awaiting a decision that could impact upon the parking demand for the proposed site.
- 3.32 The parking demand for the site has shown that there would be 68 spaces available once the predicted parking demand for the site has been factored in. The developments within the vicinity of the site show a predicted requirement for up to 10 additional parking spaces. This leaves 58 spaces available creating a parking occupancy of 63.3%. This figure is still below the threshold for parking 'stress'. Therefore the additional assessment has shown that demand from committed developments would not result in parking stress exceeding suitable levels.

Cycle Parking

- 3.33 Cycle parking for the proposed 8 flats will be located on the northern edge of the site, adjacent to the pedestrian route to the proposed building. The cycle storage will contain 16 long-stay spaces, comprising of a mix of two-tier racks and Sheffield hoops to accord with standards contained within the London Cycle Design Standards. This is also in line with the requirements set out in the London Plan, which require 1.5 spaces on average for 1-bed units, and 2 spaces for 2 or 3 bed units.
- 3.34 A further two Sheffield racks will be accommodated to the north of the existing building for visitors.

Servicing and Refuse Collection

- 3.35 Refuse collection will occur from the carriageway of Warminster Road to retain the existing refuse collection for the site.
- 3.36 Refuse storage for the proposed 8 dwellings will be located to the north of the site, to the north-west of the proposed flatted building. This will adhere with Croydon's guidance on bin storage provision and include shared bins for all new flats. This will include a 1,100 litre bin for general waste, and a 1,280 litre bin for recycling. A further 140 litre bin will be provided for food waste.
- 3.37 The previous refused application (REF: 23/03053/FUL) stated that on collection days, residents would be expected to move the bins to the collection area in the south-western corner of the site for refuse collection direct from the highway. This meant that the proposal didn't align with Policy DM13 of the Croydon Local Plan (2018) by requiring residents to drag their bins further than the maximum suggested drag distance.
- 3.38 The council also took exception with the location of the bin storage, which was considered to be too far from the building itself. The bin storage area now includes communal bins rather than individual bins, and is located to the immediate west of the building entrance.
- 3.39 This revised proposal will also integrate a management regime that ensures a suitable person(s) is available to move bins on the collection day to the separate collection point. This will prevent the residents from having to move the bins themselves. The proposal will still utilise the council refuse collection service as the collection point is adjacent to the public highway. It is not uncommon for flatted developments to operate with a

management scheme in place for aspects such as gardening/movement of waste, and would be factored into any tenancy agreement.

- 3.40 This ensures that neither resident's nor refuse collection operators are required to move bins over the maximum distance as stated by Policy DM13 in the Croydon Local Plan (2018).
- 3.41 Delivery vehicles visiting the site will be able to pull into the parking court on the western edge of the site so that no vehicles are required to wait in the carriageway. There is adequate space on site for an LGV to enter the site, turn and exit the site in a forward gear. This is illustrated within **Appendix B**.

4.0 Trip Generation

- 4.1 In order to establish the impact of the development on the local highway network, the TRICS database has been interrogated to establish the trip generation potential of the site. For the purpose of this assessment the weekday morning peak hour associated with the residential development is 08:00-09:00, the evening peak hour is 17:00-18:00.
- 4.2 The trip generation potential for the category '03- Residential: D-Affordable/Local Authority Flats' has been calculated under the following criteria:
- ▶ Sites in Greater London;
 - ▶ Locations classed as 'suburban';
 - ▶ Areas with PTALS 2-4.
- 4.3 The Trip generation potential for the proposed 8 flats is contained in Table 4.1 below. The output is Attached as **Appendix D**.

	Weekday AM Peak 08:00-09:00		Weekday PM Peak 17:00-18:00		Weekday Average	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rate	0.088	1.028	0.368	0.188	3.228	3.688
Total Person Trips	1	8	3	2	26	30
Vehicular Trip Rate	0.064	0.220	0.088	0.048	0.908	1.052
Vehicular Trips	1	2	1	0	7	8

Table 4.1 – Trip Generation Potential – 8 Affordable Flats

- 4.4 Table 4.1 indicates that the proposed net increase of 8 flatted dwellings would generate 9 total person trips in the morning peak hour, 3 of which would be vehicular. In the evening peak hour, the development could generate 5 total person trips, of which 1 would be vehicular.
- 4.5 Based on the above, the proposed development is only likely to generate an additional 3 vehicular trips in the morning peak hour, and 1 in the evening peak hour. Across a daily profile this translates to 15 two-way vehicular trips. This increase is negligible and will not have a material impact on the function of the local highway network.
- 4.6 In any event this demand would take place on-street, with the access junction serving the site not generating any additional vehicular traffic.

5.0 Conclusion

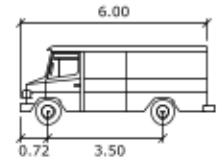
- 5.1 This Highways Technical Note for the resubmission of the proposed development of the land to the rear of 57 Warminster Road, South Norwood.
- 5.2 This Highway Technical Note has shown that the proposed development is accessible by sustainable and active transport methods and that the predicted total vehicle trips are minimal and won't have a negative impact upon the local highway network.
- 5.3 This Highways Technical Note has also addressed comments made by the London Borough of Croydon in association with as previous application for this site (REF: 23/03053/FUL). Refuse collection has been amended to include a private management scheme on site whereby an allocated person(s) will drag bins to the allocated collection point for council collection. The bin storage point has also been moved to a suitable location close to the entrance to the building.
- 5.4 It has also been shown that even with an overnight weekend parking beat survey, that there is still significant capacity for on-street parking within the vicinity of the site. This capacity remains even when other consented developments within the area are included.
- 5.5 In view of the above, the proposed development is considered acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would be no demonstrable harm arising from the scheme and it will not cause any severe impact. Therefore, there no traffic and transport related reasons why the development should not be granted planning consent.

Appendix A

Site Layout Plan

Appendix B

Swept Path Analysis



Delivery Van

	metres
Width	: 2.10
Track	: 2.10
Lock to Lock Time	: 6.0
Steering Angle	: 46.2

WARMINSTER ROAD



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8 Duncannon Street
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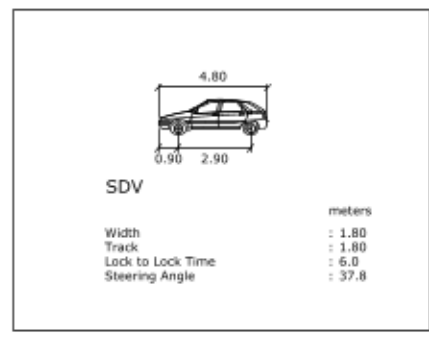
www.motion.co.uk

Project:
The Hawthorns

Title:
**Swept Path Analysis
4.8m Car**

Scale: 1:100 (@ A3)

Drawing: **2203079-TK04** Revision: **A**



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Project:	The Hawthorns
Title:	Swept Path Analysis 4.8m Car
Scale:	1:250 (@ A3)
Drawing:	2203079-TK01
Revision:	D

Appendix C

Parking Beat Survey Data

57 WARMINSTER ROAD, SOUTH NORWOOD SE25 4DF

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

MARCH 2023

LAMBETH METHODOLOGY



BENCHMARK DATA COLLECTION

57 WARMINSTER ROAD, SOUTH NORWOOD SE25 4DF - PARKING STRESS SURVEY - TUESDAY 21/03/2023 - 02:00

UNRESTRICTED PARKING AREA					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
WARMINSTER ROAD	476.2	318.3	54	36	67
AVENUE ROAD	151.2	127.4	23	10	43
PITTVILLE GARDENS	405.3	64.2	9	11	122
LANCASTER ROAD	171.3	98.7	15	14	93
TOTAL	1204	608.6	101	71	70

AREA WITHIN CONTROLLED PARKING ZONE (MON - SAT, 09:00 - 17:00)					SINGLE YELLOW LINE PARKING (MON - SAT, 09:00 - 17:00)		
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 %	NUMBER OF SYL (5 m) PARKING SPACES	NUMBER OF VEHICLES PARKED ON SYL	PARKING STRESS %
WARMINSTER ROAD	61.2	11	8	73	0	-	-
LANCASTER ROAD	42	8	6	75	38	2	5
TOTAL	103.2	19	14	74	38	2	5

57 WARMINSTER ROAD, SOUTH NORWOOD SE25 4DF - PARKING STRESS SURVEY - THURSDAY 23/03/2023 - 01:55

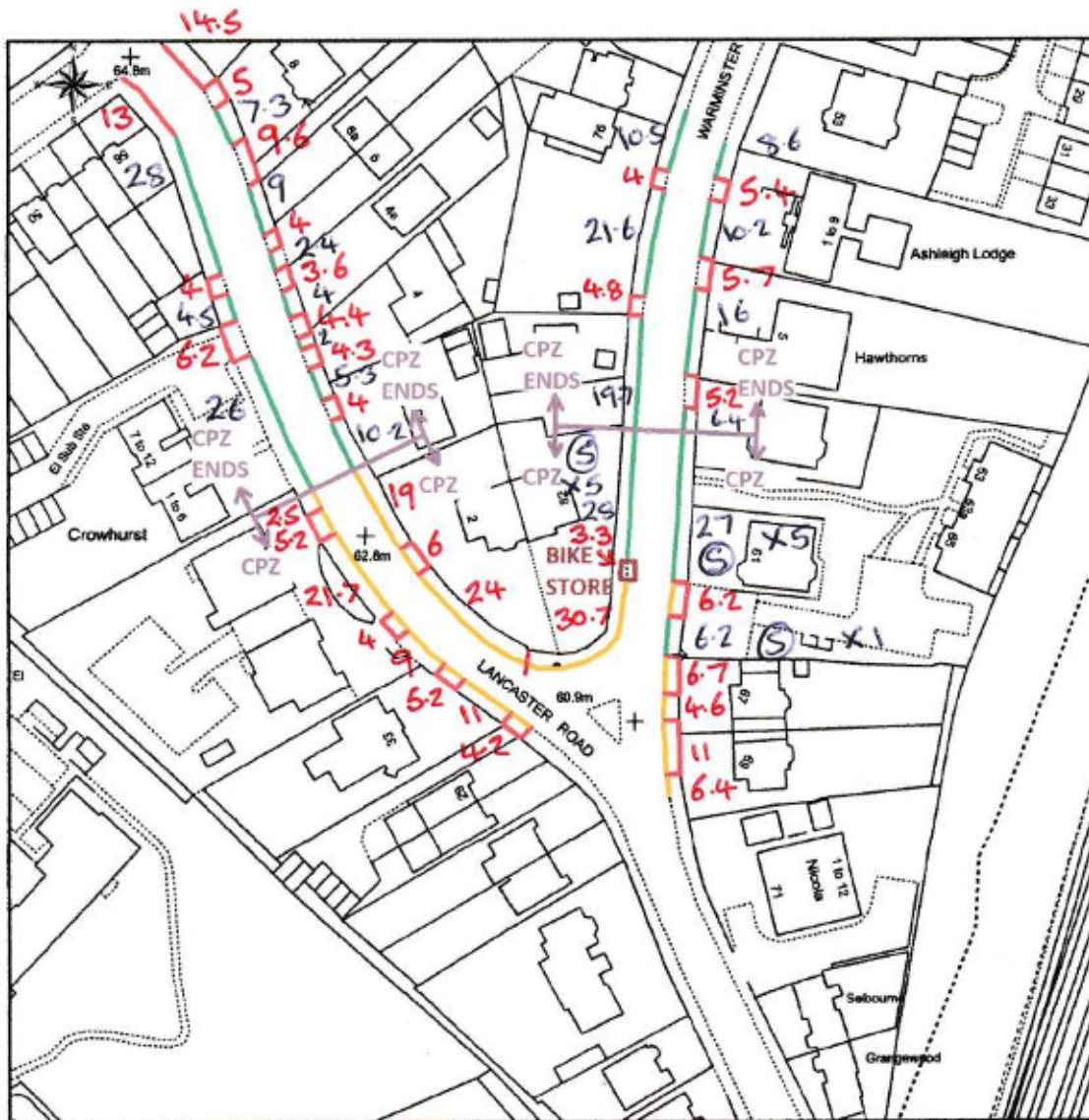
UNRESTRICTED PARKING AREA					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
WARMINSTER ROAD	476.2	318.3	54	37	69
AVENUE ROAD	151.2	127.4	23	14	61
PITTVILLE GARDENS	405.3	64.2	9	11	122
LANCASTER ROAD	171.3	98.7	15	14	93
TOTAL	1204	608.6	101	76	75

AREA WITHIN CONTROLLED PARKING ZONE (MON - SAT, 09:00 - 17:00)					SINGLE YELLOW LINE PARKING (MON - SAT, 09:00 - 17:00)		
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 %	NUMBER OF SYL (5 m) PARKING SPACES	NUMBER OF VEHICLES PARKED ON SYL	PARKING STRESS %
WARMINSTER ROAD	61.2	11	3	27	0	-	-
LANCASTER ROAD	42	8	6	75	38	2	5
TOTAL	103.2	19	9	47	38	2	5



SURVEY AREA

Harris Academy
South Norwood



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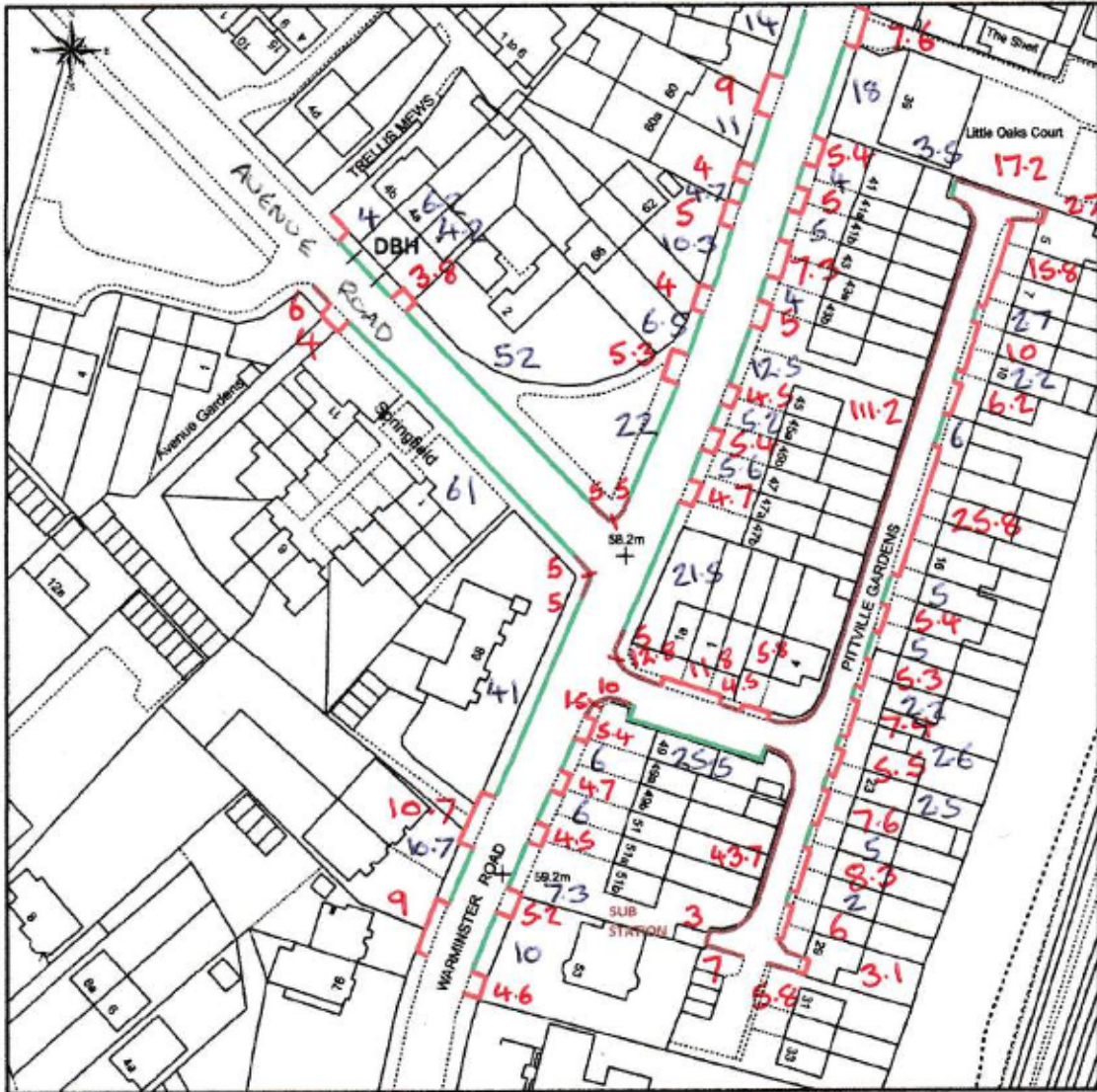
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- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ⌈ DROPPED KERB
- DBH DISABLED BADGE HOLDER
- ALL MEASUREMENTS IN METRES

PARKING RESTRICTIONS

S = MON - SAT, 09:00 - 17:00
PERMIT HOLDERS 'SN'
OR
PAY BY PHONE
MAX STAY 4 HOURS

S1 = SAME AS 'S', PAY BY MACHINE ALSO



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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

PARKING RESTRICTIONS

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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

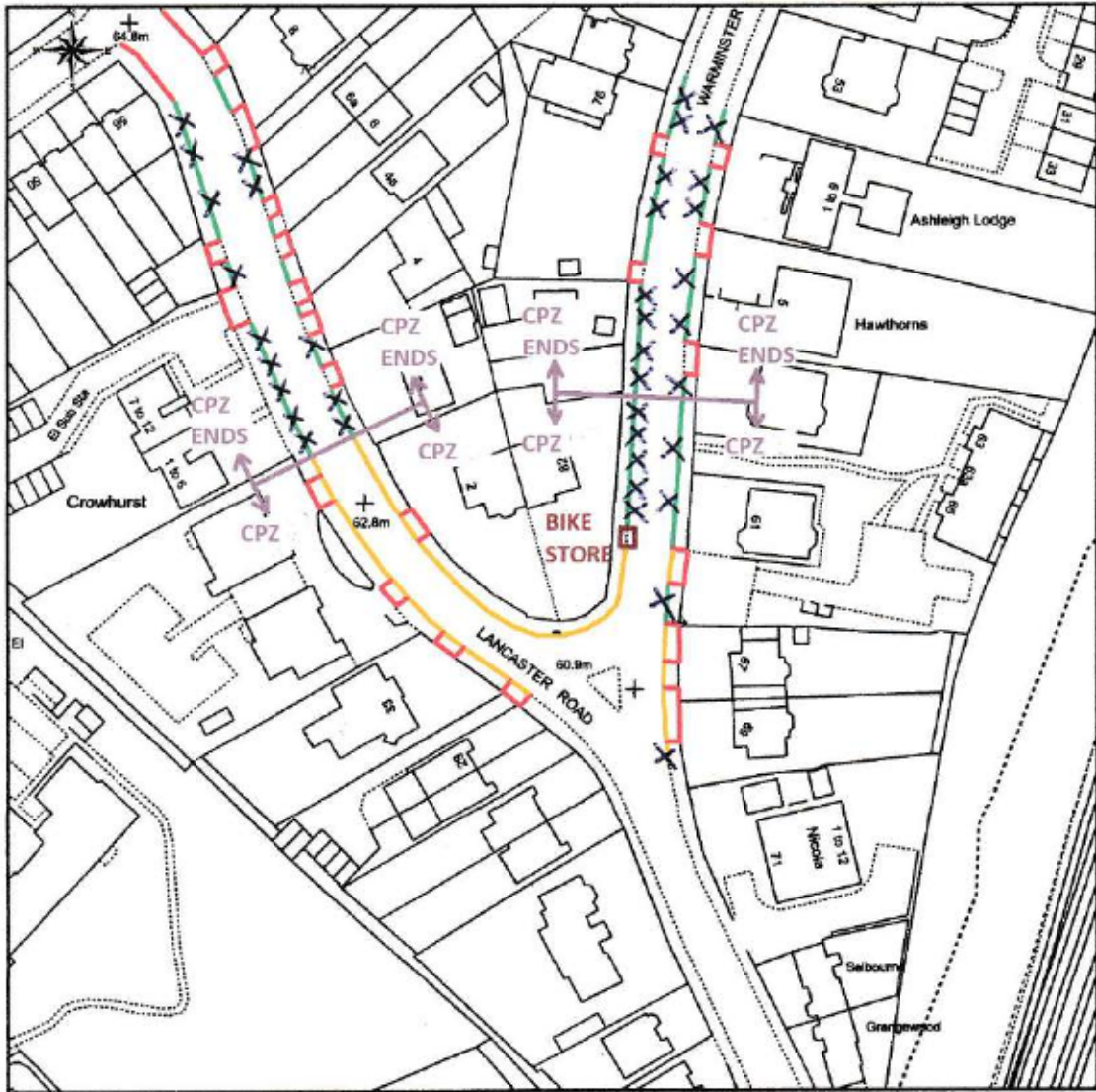
Scale: 1:1250, paper size: A4

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

**S = MON - SAT, 09:00 - 17:00
PERMIT HOLDERS 'SN'
OR
PAY BY PHONE
MAX STAY 4 HOURS**

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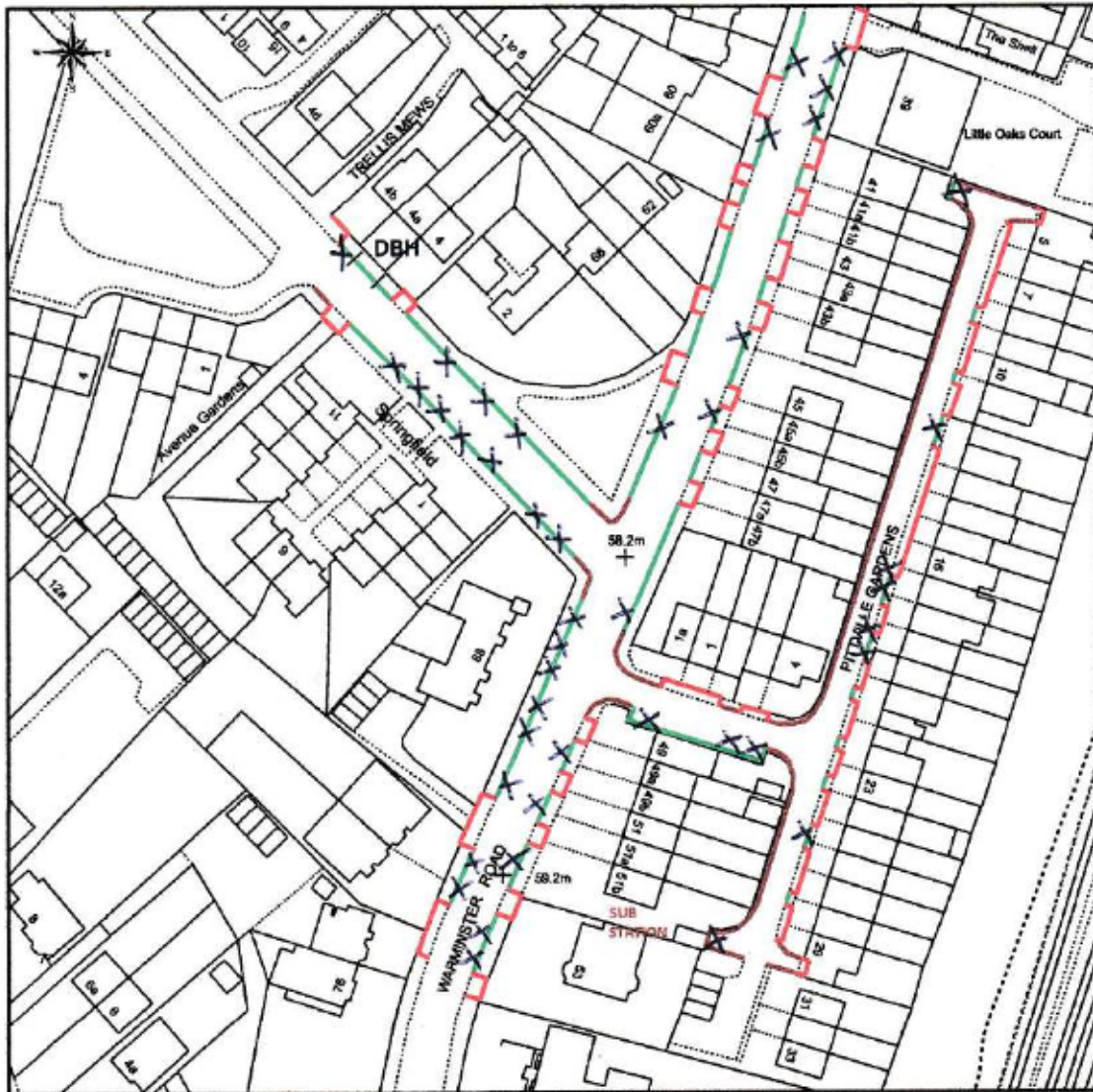
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PARKED VEHICLE LOCATION

TUESDAY 21/03/2023 - 02:00

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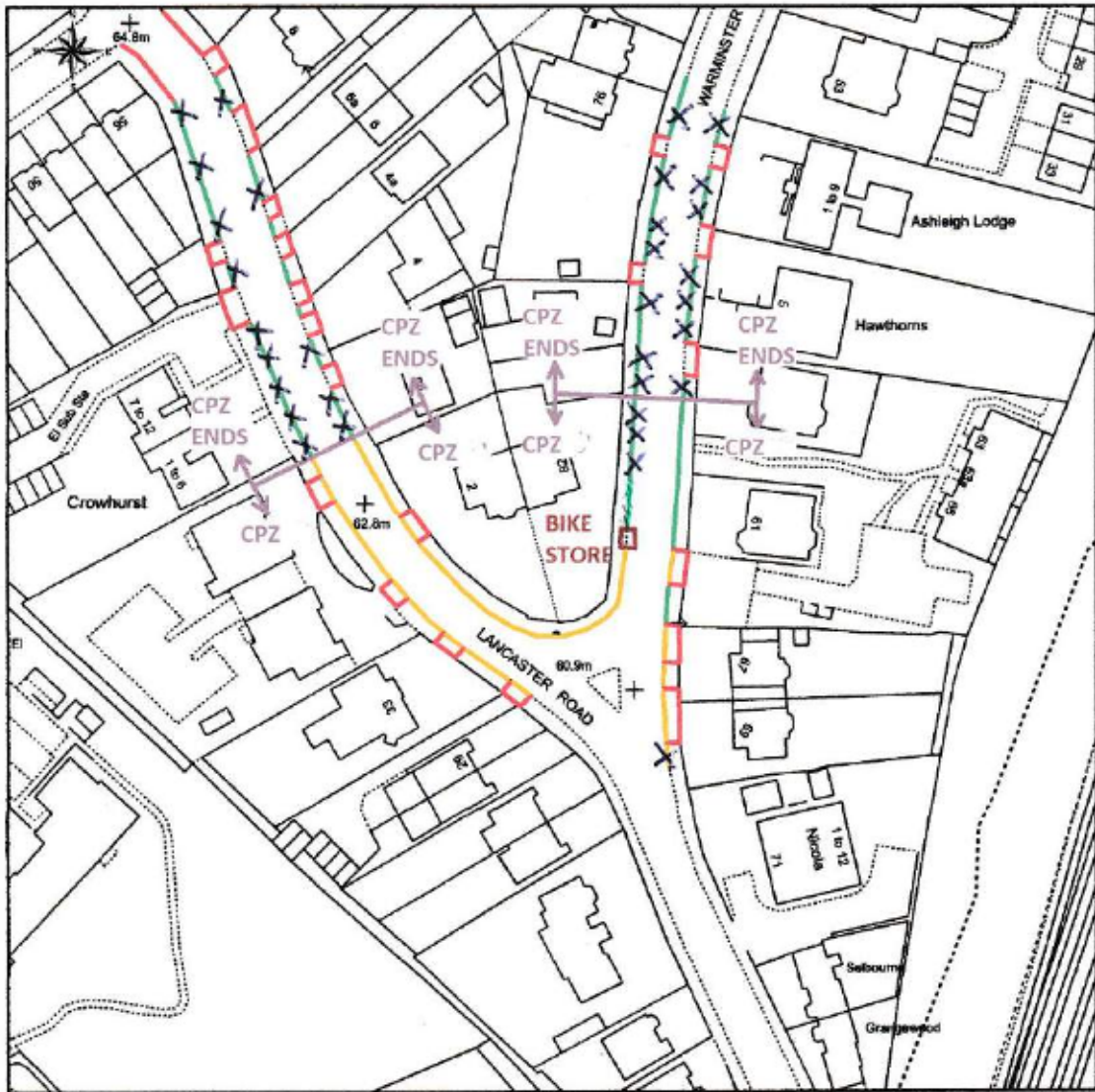
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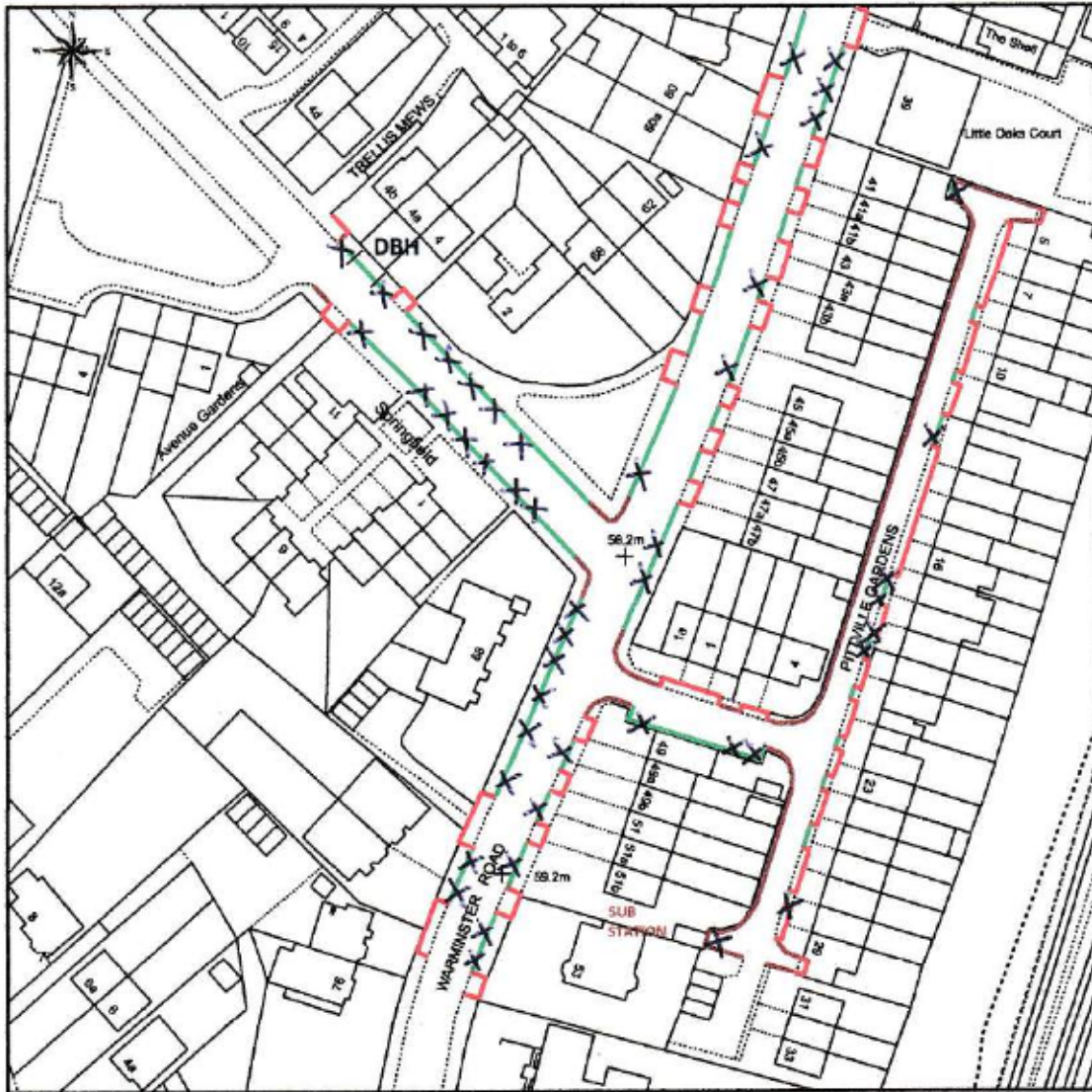
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PARKED VEHICLE LOCATION

THURSDAY 23/03/2023 - 01:55

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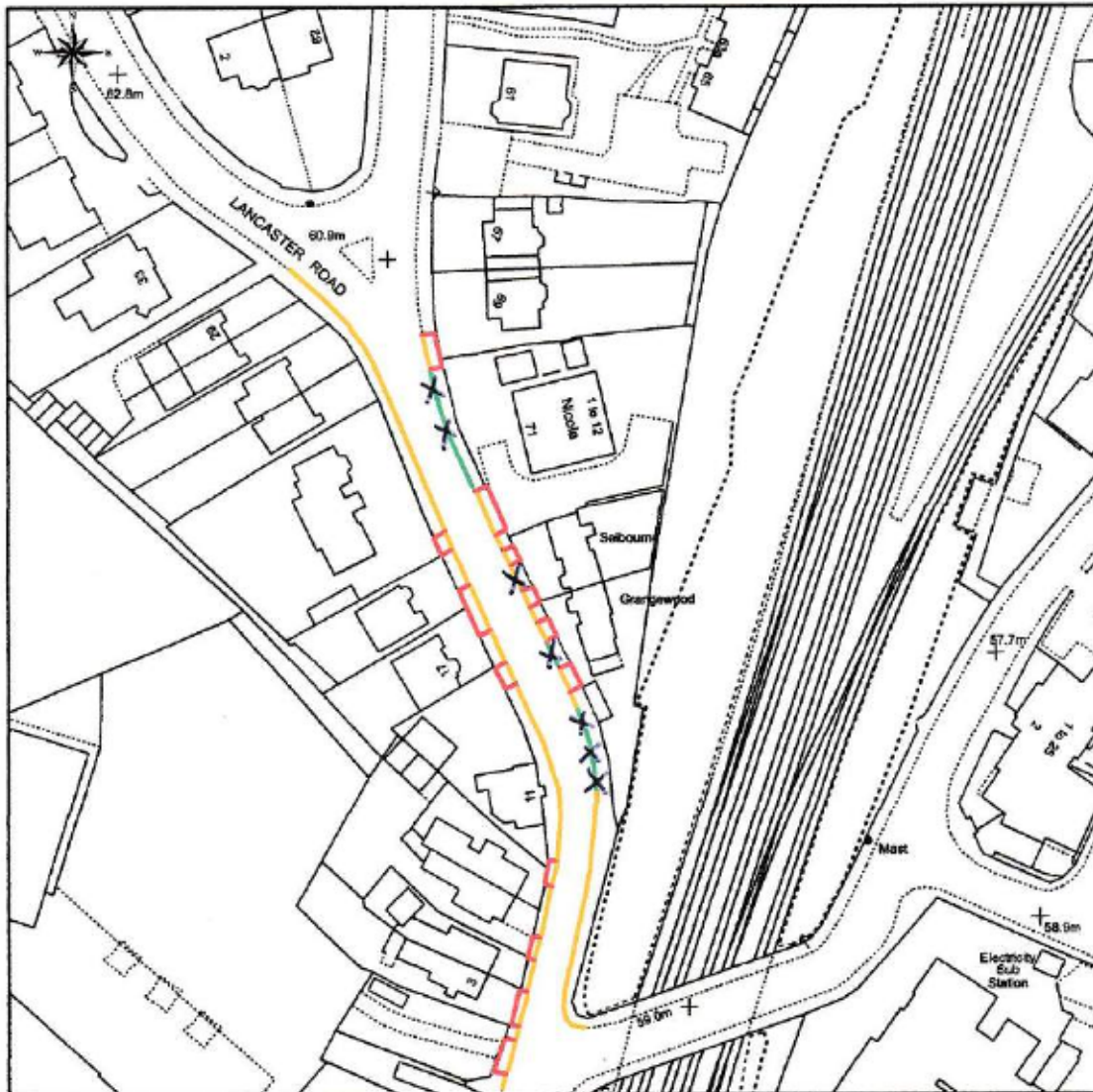
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ALL MEASUREMENTS IN METRES

57 WARMINSTER ROAD, SOUTH NORWOOD SE25 4DF

PARKING STRESS SURVEY

SUNDAY 05/11/2023

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

NOVEMBER 2023

LAMBETH METHODOLOGY



BENCHMARK DATA COLLECTION

57 WARMINSTER ROAD, SOUTH NORWOOD SE25 4DF - PARKING STRESS SURVEY - SUNDAY 05/11/2023 - 05:10

UNRESTRICTED PARKING AREA					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
WARMINSTER ROAD	476.2	318.3	54	34	63
AVENUE ROAD	151.2	127.4	23	15	65
PITTVILLE GARDENS	405.3	64.2	9	7	78
LANCASTER ROAD	171.3	98.7	15	12	80
TOTAL	1204	608.6	101	68	67

57 WARMINSTER ROAD, SOUTH NORWOOD SE25 4DF - PARKING STRESS SURVEY - SUNDAY 05/11/2023 - 05:10

AREA WITHIN CONTROLLED PARKING ZONE (MON - SAT, 09:00 - 17:00)					SINGLE YELLOW LINE PARKING (MON - SAT, 09:00 - 17:00)		
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 %	NUMBER OF SYL (5 m) PARKING SPACES	NUMBER OF VEHICLES PARKED ON SYL	PARKING STRESS %
WARMINSTER ROAD	61.2	11	6	55	0	1*	-
LANCASTER ROAD	42	8	6	75	38	3	8
TOTAL	103.2	19	12	63	38	4	11

* Undersized SYL space.



SURVEY AREA

Harris Academy
South Norwood

A213

Sunny Bank

Sunny Bank

Lancaster Road
Lancaster Road

Warminster Road
Pitville Gardens

Sunnybank
Pease Road Island
Car Wash

Pease Road

Southern Avenue

Chalfont Road

Lancaster Road

Sunny Bank

High Street

Sunny Bank Road

Sunny Bank

Bromley Junction to Norwood Junction

Lancaster Road to Warminster Road Junction



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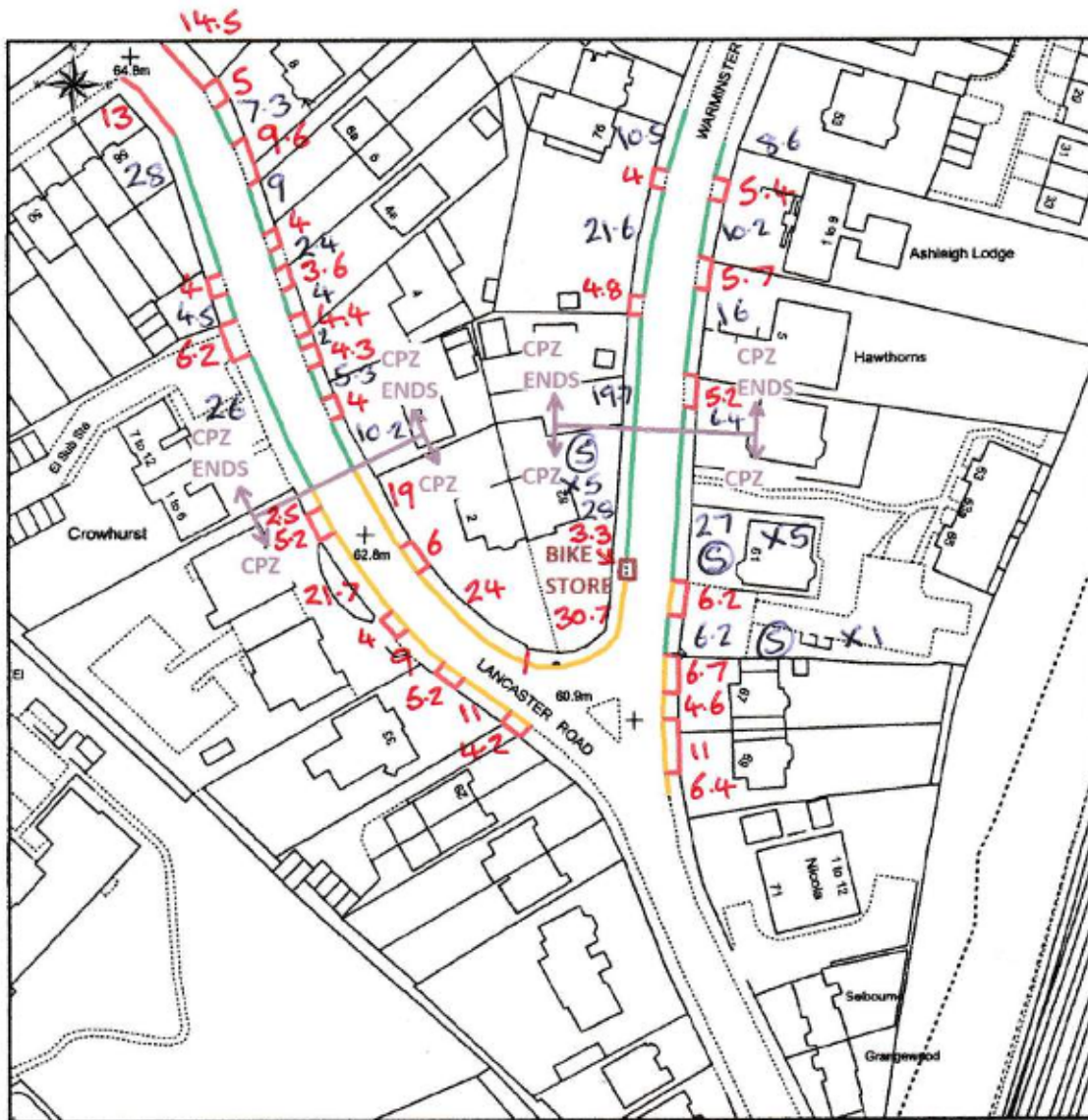
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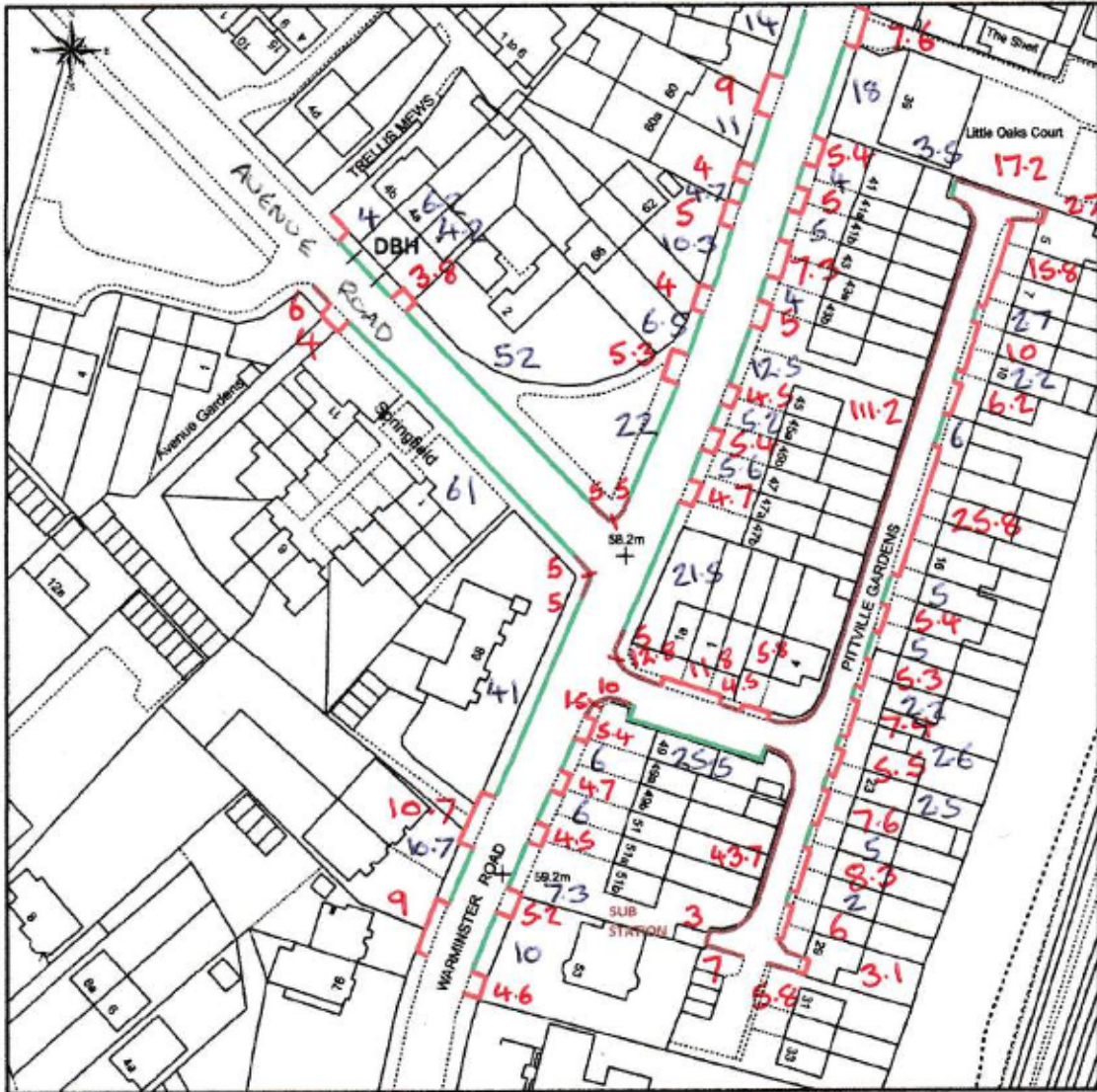
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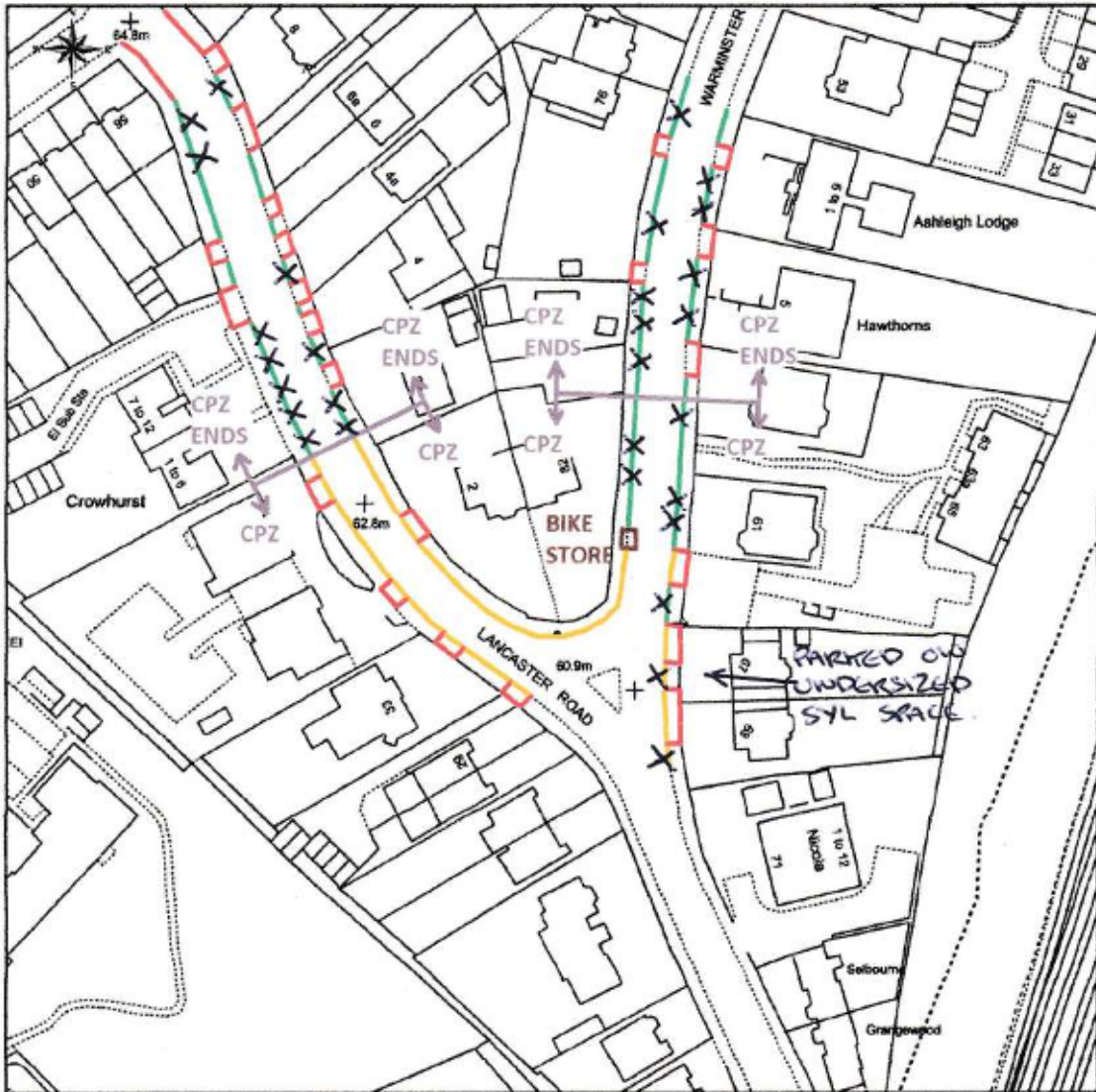
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PARKED VEHICLE LOCATION

SUNDAY 05/11/2023 - 05:10

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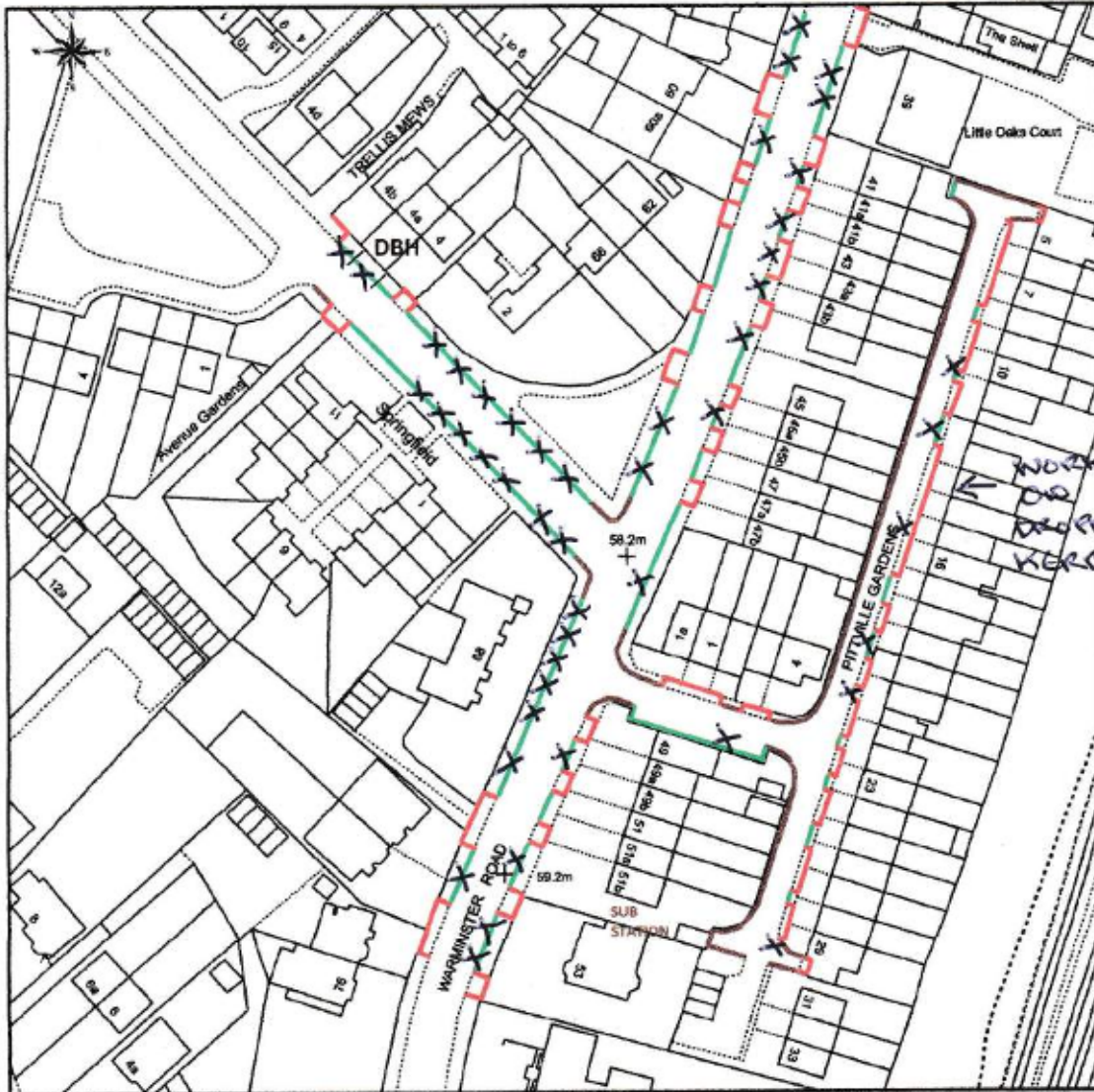
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PARKED VEHICLE LOCATION

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ALL MEASUREMENTS IN METRES

Appendix D

TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

01 GREATER LONDON
 BT BRENT 1 days
 HG HARINGEY 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: 90 to 160 (units:)
 Range Selected by User: 15 to 300 (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: 01/01/11 to 20/04/22

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:

Thursday 1 days
 Friday 1 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:

Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:

Residential Zone 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 1 days - Selected
 Servicing vehicles Excluded 2 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

Population within 1 mile:

50,001 to 100,000 2 days

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

Population within 5 miles:

500,001 or More 2 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:

Yes 1 days

No 1 days

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

PTAL Rating:

2 Poor 1 days

4 Good 1 days

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

LIST OF SITES relevant to selection parameters

<p>1</p> <p>BT-03-D-01</p> <p>FLOWERS CLOSE DOLLIS HILL</p> <p>Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 160 <i>Survey date: THURSDAY 26/06/14</i></p>	<p>BLOCKS OF FLATS</p> <p>BRENT</p> <p>HARINGEY</p>
<p>2</p> <p>HG-03-D-03</p> <p>COMMERCE ROAD WOOD GREEN WOODSIDE PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 90 <i>Survey date: FRIDAY 26/09/14</i></p>	<p>BLOCKS OF FLATS</p> <p>HARINGEY</p> <p>HARINGEY</p>

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 3.53

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	125	0.056	2	125	0.096	2	125	0.152
08:00 - 09:00	2	125	0.064	2	125	0.220	2	125	0.284
09:00 - 10:00	2	125	0.056	2	125	0.092	2	125	0.148
10:00 - 11:00	2	125	0.072	2	125	0.088	2	125	0.160
11:00 - 12:00	2	125	0.076	2	125	0.076	2	125	0.152
12:00 - 13:00	2	125	0.052	2	125	0.076	2	125	0.128
13:00 - 14:00	2	125	0.056	2	125	0.052	2	125	0.108
14:00 - 15:00	2	125	0.052	2	125	0.044	2	125	0.096
15:00 - 16:00	2	125	0.132	2	125	0.096	2	125	0.228
16:00 - 17:00	2	125	0.096	2	125	0.084	2	125	0.180
17:00 - 18:00	2	125	0.088	2	125	0.048	2	125	0.136
18:00 - 19:00	2	125	0.108	2	125	0.080	2	125	0.188
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.908			1.052			1.960

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:	90 - 160 (units:)
Survey date date range:	01/01/11 - 20/04/22
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 3.53

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	125	0.096	2	125	0.464	2	125	0.560
08:00 - 09:00	2	125	0.088	2	125	1.028	2	125	1.116
09:00 - 10:00	2	125	0.188	2	125	0.220	2	125	0.408
10:00 - 11:00	2	125	0.168	2	125	0.212	2	125	0.380
11:00 - 12:00	2	125	0.192	2	125	0.192	2	125	0.384
12:00 - 13:00	2	125	0.148	2	125	0.256	2	125	0.404
13:00 - 14:00	2	125	0.200	2	125	0.176	2	125	0.376
14:00 - 15:00	2	125	0.172	2	125	0.236	2	125	0.408
15:00 - 16:00	2	125	0.532	2	125	0.268	2	125	0.800
16:00 - 17:00	2	125	0.604	2	125	0.244	2	125	0.848
17:00 - 18:00	2	125	0.368	2	125	0.188	2	125	0.556
18:00 - 19:00	2	125	0.472	2	125	0.204	2	125	0.676
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.228			3.688			6.916

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.