

# **Therapia Lane Depot, Croydon**

## *Transport Assessment*



Transport Planning Consultants

Therapia Lane Depot, Croydon

***Transport Assessment***

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RM/BM/25260-02c Transport Assessment

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## **1.0 INTRODUCTION**

### **1.1 Overview**

1.1.1 The London Borough of Sutton's Waste Collection Services (WCS) and Street Cleansing Services (SCS) will be relocated back to its former depot on Therapia Lane, Sutton. This Transport Assessment (TA) has been prepared by David Tucker Associates (DTA) on behalf of the applicant and considers the transport and access implications of the proposed redevelopment of the vehicle depot site.

1.1.2 In transport planning terms the potential implications are limited given that there is no material change of use proposed as part of the application compared to the current and past use of the site as a vehicle depot. WCS currently run from a combined site with London Borough of Croydon at Factory Lane, Croydon. SCS currently run from a site in Morden. WCS and SCS will be relocated to the Therapia Lane site.

1.1.3 The development will provide a more efficient access and internal layout arrangement which is better suited to the future needs of WCS and SCS. There will be no material change in building size or area of hardstanding for parking. There will be no material change in the overall travel demand from the site. Notwithstanding this, travel demand estimates are set out within this report for context.

1.1.4 The TA therefore sets out:

- the technical justification for the new access arrangements which include improved pedestrian and cycle access to the site;
- the technical justification for the new internal site layout including the proposed operational and staff parking;

### **1.2 Report Purpose & Structure**

1.2.1 This Assessment considers the accessibility of the development site and surrounding area and examines the likely transport implications of the proposed development.

1.2.2 The remainder of the report is structured as follows:

**Chapter 2** outline the national, regional and local policy relevant to this document;

**Chapter 3** describes the site; including the accessibility of the site using sustainable

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modes of travel such as walking, cycling and public transport;

**Chapter 4** outlines the development proposals and the likely trip generation characteristics;

**Chapter 5** considers the access and internal layout; and

**Chapter 6** contains a summary of the assessment

- 1.2.3 The report concludes that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed.

## **2.0 POLICY REVIEW**

### **2.1 National Planning Policy Framework**

2.1.1 The current National Planning Policy Framework (NPPF) was published in September 2023 and sets out the Government's planning policies for England and how these are expected to be applied.

2.1.2 Paragraph 111 of the NPPF is clear that there is a high bar for refusal of an application on highways grounds:

*"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".*

2.1.3 Within this context, the NPPF identifies in Paragraph 112 that applications for development should:

*"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles;*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.1.4 Paragraph 113 of the NPPF goes on to state that:

*"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".*

2.1.5 In reinforcing the principle of supporting sustainable development, paragraph 10 stipulates that at the heart of the Framework is "...a presumption in favour of sustainable development".

## **2.2 The London Plan**

2.2.1 The Greater London Authority (GLA) is responsible for strategic planning in the capital. The Mayor of London published the Mayor's Transport Strategy in March 2018 and The London Plan in March 2021. These documents provide the framework for transport policy and development in London.

2.2.2 The London Plan's overarching framework for transport and integration is set out in Chapter 10 of the document.

2.2.3 Policy T1 relates to the strategic approach to transport and outlines that development should reflect its connectivity to public transport, walking and cycling routes and ensure that any impact is mitigated.

2.2.4 Policy T2 Healthy Streets indicates that development proposals should reduce the dominance of stationary or moving vehicles on London's streets and connect to local walking, cycling and public transport networks.

2.2.5 Policy T3 relates to transport capacity and outlines that development proposals should support connectivity to and from public transport infrastructure.

2.2.6 Policy T4 indicates that Transport Assessments/Statements should be submitted to assess the transport impacts of proposals on the transport network including for walking, cycling and public transport. Development proposals should not increase road danger.

2.2.7 Policy T5 deals with cycling and refers to provision of secure and well-located cycle parking for development in accordance with the minimum standards.

2.2.8 Policy T6 deals with car parking and requires development proposals to comply with maximum car parking standards set out in the London Plan including provision for disabled persons and infrastructure for electric vehicles. The PTAL at the site should be considered in applying the parking standards. Adequate provision should also be made for deliveries and servicing.

## **2.3 London Borough of Sutton Local Plan 2016-31 (2018)**

2.3.1 The Sutton Local Plan 2018 sets out the spatial vision and plan for the future of the borough and how it will be delivered.

2.3.2 The following relevant policies are included within the document:

### *Policy 36: Transport Impact*

*a Development proposals will be assessed for their impact on the highway and public transport network as well as the local environment and should be located so as to minimise any adverse impact on the highway network and maximise the use of sustainable modes of transport. Major trip-generating developments should be located in town centres and other locations with good public transport accessibility or take steps to raise the public transport accessibility levels (PTAL) through improvements to public transport.*

*b Applicants should set out how they propose to manage and mitigate the transport impacts of their development. Therefore Transport Assessments and Travel Plans will be required for all major development applications, while for smaller developments Transport Statements will be required. The thresholds as to whether a Transport Assessment, Transport Statement and/or Travel Plan will be required are set out in Appendix B of the Transport Assessments and Travel Plans SPD or any successor document. For most developments, Construction and Logistics Plans are likely to be required which set out the impacts from the construction of new developments and how they will be addressed. Where developments are likely to generate significant goods vehicle movements, either operationally or during construction, Delivery and Service Plans are likely to be required.*

*c Planning permission will not be granted unless any transport improvements considered necessary by the council to overcome any adverse impacts of the development can be secured by planning agreement (S106 Obligations) / planning conditions or an undertaking given by the developer that they will be implemented as part of the development.*

### *Policy 37: Parking*

*a New developments will be expected to provide car parking in accordance with the council's restraint-based, maximum car parking standards taking into account public transport accessibility levels, existing publicly available parking provision and usage in the vicinity of the site, and the need to deter unnecessary car use while avoiding overspill parking*



*problems. A proportion of all parking spaces should be provided for parking for disabled people and the charging of electric vehicles. New developments will also be required to provide cycle parking in accordance with the council's cycle parking standards. Details of these standards and how they will be applied are set out in Appendix 11.*

*b In town centres and other accessible locations, applications for developments proposing limited or no parking will be favourably considered, provided the applicant can demonstrate to the council's satisfaction that this will not result in an increase in on-street parking which would adversely affect traffic flow including bus movement, highway safety, residential amenity and the local environment.*

*c Proposals for car-free development should normally:*

- (i) be located in a PTAL 5 or 6 area.*
- (ii) provide disabled parking and parking for operational / servicing needs.*
- (iii) enter into a legal agreement prohibiting residents from obtaining on-street parking permits.*
- (iv) be located with a Controlled Parking Zone (CPZ) or contribute to the implementation of a CPZ where one does not currently exist.*
- (v) provide evidence that the public transport infrastructure has sufficient capacity to accommodate the increased demand from the development, or make a contribution towards increased capacity.*

### 3.0 EXISTING CONDITIONS

#### 3.1 Site Location & Description

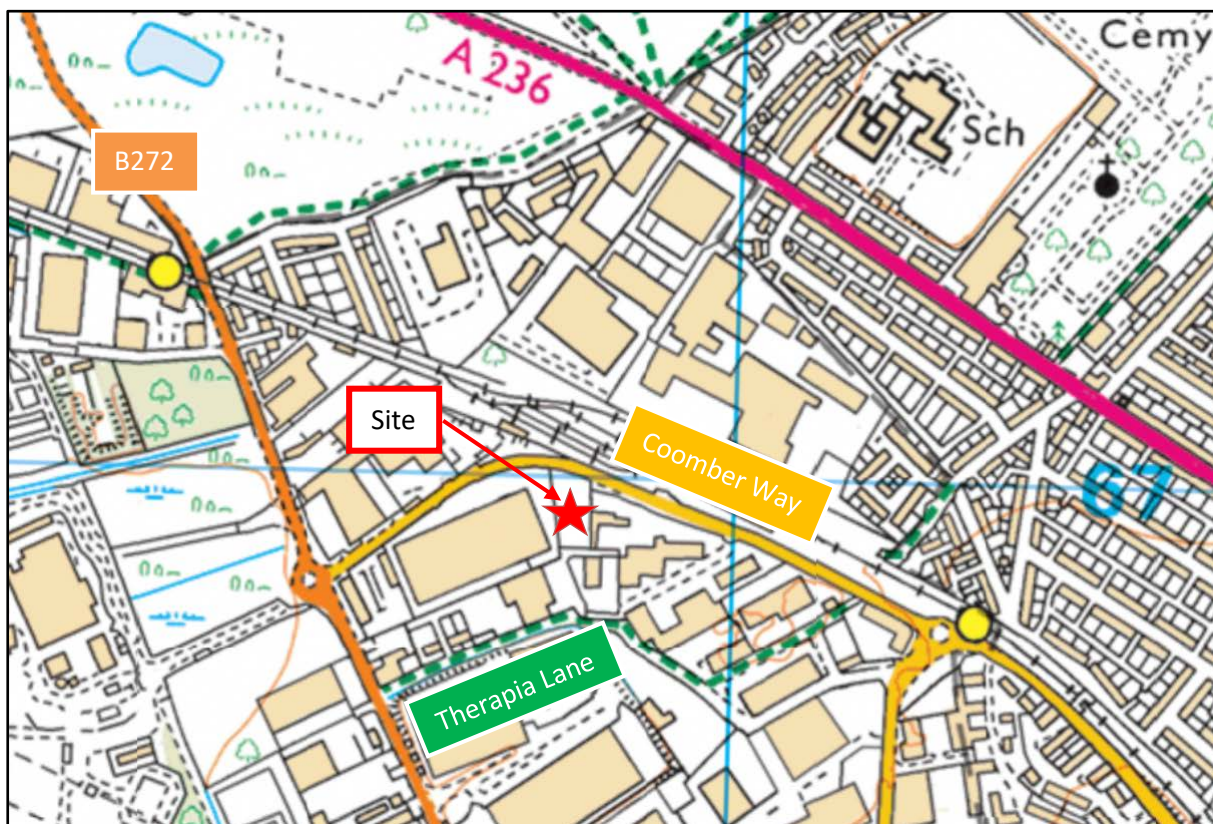
3.1.1 The Site is in a largely commercial area. Access to the site is currently from Therapia Lane and Greenland Way.

3.1.2 The Site has a site area of approximately 0.83 Ha.

3.1.3 The northern area of the site is an area of hardstanding used for commercial vehicle parking. There is also a refuelling facility within this area. There is no vehicular or pedestrian access to Coomber Way.

3.1.4 The southern area includes further hardstanding on the forecourt areas of the depot building. All pedestrian and vehicular access is from the south via either Greenland Way or Therapia Lane (including the pedestrian and cycle link to the east). This access is shared with a separate plant hire operation on an adjacent plot.

Figure 1: Site Location



### **3.2 Site Use**

- 3.2.1 The site was formerly a Council run depot prior to their relocation to their current Croydon site. The use of the site is established and consistent with the proposed use.
- 3.2.2 The operations of London Hire Community Transport are currently based on the site. The vehicular demand was surveyed on 21<sup>st</sup> November 2023. To ensure that all movements were captured excluding those of the adjacent plant hire operations the survey was undertaken by camera.
- 3.2.3 Between 7am and 7pm the site generated a total of 330 vehicle movements including 134 car movements, 108 bus movements, 84 commercial vehicles (vans and lorries) and 4 other movements. The peak periods occurred between 7am and 8am and between 4pm and 5pm. Full details of the survey are attached at **Appendix B**.

### **3.3 Local Road Network**

- 3.3.1 Therapia Lane is an access road, which runs between Beddington Lane to the west to Greenland Way to the east, that serves a mix of residential and commercial properties. The carriageway width is variable. It is widest near to its junction with Beddington Lane at between 4.8m and 5.5m. In front of the Portland Cottages, two terraces comprising together 12 residential dwellings, the carriageway narrows to 4.0m. The Cottages have parking to the rear which is accessed from a track which runs alongside No. 1. Immediately to the East of the Cottages is Phoenix House, the offices and compound of Phoenix Scaffolding. Phoenix House has parking within a forecourt area between the Cottages and the access to their yard. East of the yard access, Therapia Lane further narrows to circa 3.7m and is one-way in the eastbound direction. Notwithstanding the directional restriction on this northern section an automatic traffic counter (16/11/23 – 22/11/23) reported on average 165 vehicles per weekday on this section including 27 vehicles per weekday travelling in the westbound direction. Average vehicle speeds were less than 20mph. AM peak hour varied between 5am and 8am. PM peak hour occurred between 4pm and 5pm. The survey report is attached at **Appendix C**.
- 3.3.2 Therapia Lane is lit and there is a 3.5m wide foot/cycleway on the southern side of the carriageway. There are no parking restrictions on Therapia Lane and parking on the foot/cycleway is a regular occurrence. There is no direct access from the southern side onto Therapia Lane. There is a culvert which runs along the rear of the cycleway.

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- 3.3.3 Greenland Way is an access road which runs between Beddington Lane and Therapia Lane which provides access to commercial premises. Given the directional restrictions on Therapia Lane it is effectively a cul-de-sac circa 350m in length. The carriageway is at least 7.3m wide with overwidening on the bend where the horizontal alignment curves to the north circa 200m from Beddington Lane. The road is lit and has 2.0m wide footways on both sides. There are three direct accesses onto Greenland Way between Beddington Lane and Therapia Lane. On street parking is largely unrestricted except for sections of double yellow lines at and in the vicinity of direct accesses.
- 3.3.4 An automatic traffic counter (16/11/23 – 22/11/23) reported on average vehicle demand of 1,400 vehicles per weekday. Average vehicle speeds were less than 20mph. AM peak hour occurred between 8am and 9am. PM peak hour occurred between 4pm and 6pm. The survey report is attached at **Appendix D**.
- 3.3.5 Coomber Way is a single carriageway road measuring approximately 10m wide. The road runs in a broadly east to west alignment joining onto the B272 via a roundabout approximately 330m west of the proposed site exit. The road forms another roundabout with Ampere Way and Beddington Farm Road approximately 410m to the east. The road is subject to a 30mph speed limit with street lighting on the north side of the carriageway adjacent to the site.
- 3.3.6 To understand the current level of on-street parking demand a parking survey was commissioned. The survey brief was agreed with the LHA in advance and covered streets within a reasonable walking distance from the site. The survey was undertaken by K&M traffic on Thursday 16<sup>th</sup> November 2023 with an audit of the available on-street parking capacity with regular beats recording the on-street demand throughout that day. Full details of the survey are attached at **Appendix E**.
- 3.3.7 The survey shows that there is a relatively high level of parking stress on Therapia Lane and Greenland Way throughout the day. On Coomber Way parking is reported on the site frontage during the survey however there was available capacity throughout the day to the east of site frontage.

## **3.4 Pedestrian and Cycle Network**

- 3.4.1 There is a combined pedestrian and cycle path which runs from Beddington Lane along the side of Therapia Lane up to the junction with Greenland Way. The traffic free path

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continues to the west to the end Endeavour Way, a commercial cul-de-sac. The path runs along the northern side of Endeavour Way emerging onto Coomber Way near the roundabout junction with Beddington Farm Road and close to Coomber Way bus stops and Therapia Lane Tram Stop. The route is signed and lit. Other than the aforementioned parking the route is of good quality.

3.4.2 There are footways both sides of Greenland Way which provides a good route through to Beddington Lane. The combined pedestrian and cycle path on Therapia Lane runs south on Beddington Lane on the eastern side of the carriageway.

3.4.3 There is a continuous footway on the southern side of Coomber Way as well as sections on the northern side including in the vicinity of bus stops. These are the nearest bus boarding stops to the site but in the absence of access to Coomber Way these are not currently accessible.

### 3.5 Public Transport Provision - Bus

3.5.1 A summary of the nearby services and the frequencies are provided in **Table 1** below.

*Table 1: Bus Services and Frequencies*

Service	Route	Bus Stop Location	Typical Frequency Monday-Friday
455	Canons Hill – Croydon – Purley - Wallington	Coomber Way	20 mins from 6:30am to 00:24am
463	Coulston South Station – Wallington – Pollards Hill		20 mins from 6:10am to 00:33am

### 3.6 Public Transport - Tram

3.6.1 The Therapia Lane tram stop is located circa 500m due east of the site. It is located on Tramlink Route 3 which runs between Wimbledon and New Addington. Users can interchange with other Tramlink lines, with rail services at West Croydon and Wimbledon and underground services at Wimbledon.

### 3.7 Public Transport Accessibility Level (PTAL)

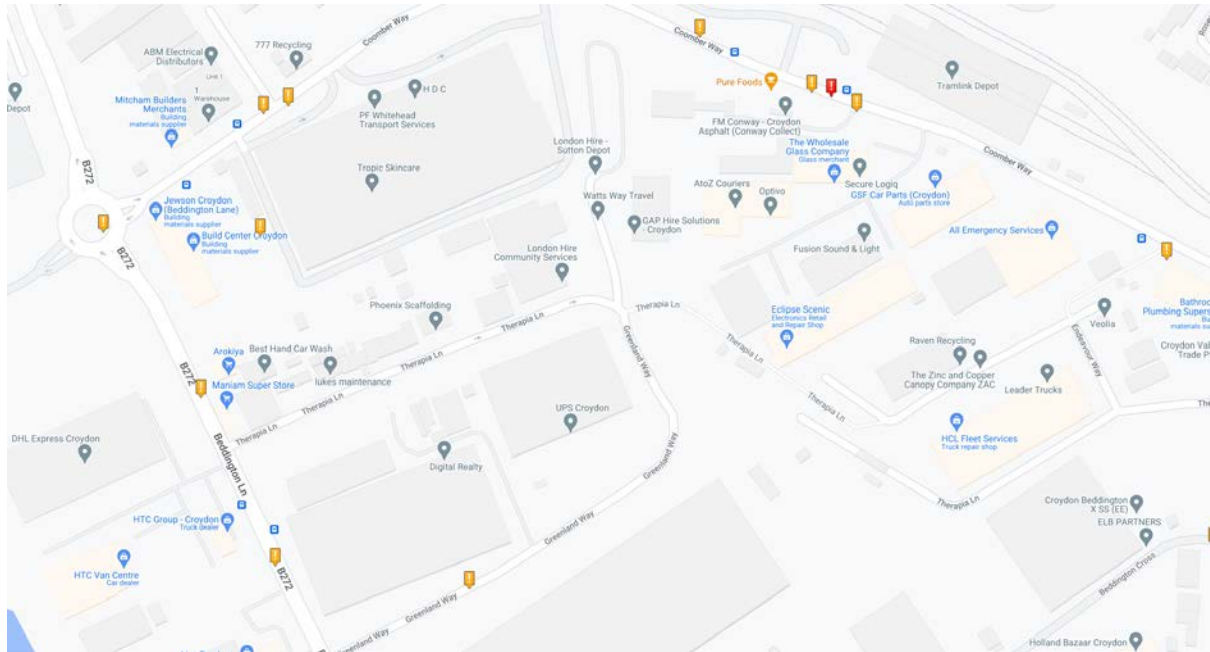
3.7.1 PTAL is an established method for measurement of accessibility to the public transport network within London. The assessment provides an indication of the relative density of the public transport network at specific locations. PTAL considers factors including walking times, distance and the frequency of services. PTAL scores range from 1 to 6 with





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Figure 3: Collision Location Plan



- 3.8.2 There were overall 12 reported incidents of which 11 incidents were of slight severity and one incident was serious. On average there were two incidents per year and the accident rate was consistent during this period +/- 1/yr.
- 3.8.3 There was a single slight incident involving a cyclist where the Endeavour Way cycle path emerges onto Coomber Way.
- 3.8.4 Three slight incidents involved motorcyclists and another vehicle.
- 3.8.5 Four slight incidents involved commercial vehicles one of which also involved a bus (on Greenland Way).
- 3.8.6 There were no incidents at either the existing or proposed access locations. There are no trends that have a bearing on the development.

## **4.0 DEVELOPMENT PROPOSALS & TRAFFIC IMPACT**

### **4.1 Introduction**

- 4.1.1 The Council's Waste Collection Services (WCS) and Street Cleansing Services (SCS) will be relocated back to its former depot which in the interim has been used for the passenger vehicle operations of London Hire.
- 4.1.2 In transport planning terms, the proposals do not change the permitted use of the site and the travel and traffic demands will not materially alter. The envelope of traffic generation will therefore not change. Notwithstanding this the transport and access arrangements are to be optimised and to inform this the travel demand and vehicular generation of the site has been considered.
- 4.1.3 WCS currently operate from a shared depot in Croydon. The vehicular demand was surveyed on 21<sup>st</sup> November 2023. To ensure that all movements were captured the survey was undertaken by camera.
- 4.1.4 Between 7am and 7pm the site generated a total of 620 vehicle movements including 262 car movements, 180 heavy good vehicles (HGV) movements and 170 vans. The peak periods occurred between 1pm and 3pm. Full details of the survey are attached at **Appendix G**. These are not directly applicable to the development site as they relate to a larger scale of operation inclusive of Croydon traffic however the data provides an indication of the daily profile and types of vehicles accessing the site. Additional information about the anticipated operation has therefore been provided by the applicant.

### **4.2 Staff Travel Demand**

- 4.2.1 WCS will operate up to 30 Refuse Collection Vehicles (RCV) from the site. Based on information provided by WCS/SCS (THERAPIA LANE DEPOT – PROPOSED STAFF PARKING 22.11.23 attached at **Appendix J**) around 28 RCV will be in use on any day. Each vehicle will have a driver and one or two loaders. On this basis there will typically be 79 RCV crew members operating from the site (28 drivers and 51 loaders). This will give rise to 158 commuting trips by RCV crew members.
- 4.2.2 A survey of existing staff travel from the Veolia Factory Lane Depot was provided by the Council. The RCV drivers travelled to work by private car (90%), by active travel (5%) and public transport (5%). The loaders travelled to work by public transport (60%), by



car (23%), by active travel (11%) and by lift share (6%). Overall, therefore the WCS staff will generate circa 64 car commuting trips per day (32 cars).

4.2.3 SCS will employ 81 operational staff. This will include 45 beat street staff and 36 vehicle-based drivers and sweepers.

4.2.4 A survey of existing staff travel was provided by the Council. The drivers travelled to work by private car (92%), and by motorcycle (8%). The sweepers/beat staff travelled to work by public transport (69%), by car (11%), by active travel (17%). On this basis the SCS staff will generate circa 28 commuting car movements per day (14 cars).

4.2.5 Clienting Services and Operations team will employ 17 staff. It is assumed that office-based staff would travel in accordance with SCS and WCS teams. On this basis the site-based staff will generate circa 14 commuting car movements per day (7 cars).

4.2.6 Overall, the site will generate a staff travel demand of circa 108 car movements per day and give rise to a car parking demand of circa 54 car parking spaces.

### **4.3 Operational Travel Demand**

4.3.1 The operational demand generated by WCS will relate to RCV movements to and from the northern RCV parking area as well as deliveries including fuel. There will be 28 RCV in use daily plus deliveries. On this basis the two-way movements generated by WCS will be of the order of 65 HGV movements per day relating to the RCV and deliveries. In addition to the HGV movements will be circa 42 light goods vehicles (LGV) movements related to deliveries.

4.3.2 SCS will generate vehicle movements throughout the day although a greater proportion of their staff are not vehicle based. The SCS demand will be predominantly to and from the southern parking area adjacent to the building. It is estimated that there will be of the order of 65 vehicle movements including 50 LGV movements 15 HGV movements per day.

### **4.4 Trip Distribution**

4.4.1 The site is located in the northeast corner of the Borough. Most operational trips will be to and from areas within the Borough. Moreover, RCV will unload at the EfW site at Beddington to the East.

4.4.2 Staff trips will be less governed by administrative boundaries. Based on the existing staff

survey approximately 30% originate within the Borough, i.e., 70% will be external.

#### **4.5 Trip Assignment**

4.5.1 As set out above, the development does not represent an intensification of use of the site but by virtue of the new accesses onto Coomber Way will result in a re-routeing of traffic that has been associated with the site.

4.5.2 WCS operational demand will use the Coomber Way accesses. From the site virtually all traffic will route to and from the West to the Beddington Lane Roundabout. This traffic, circa 65 HGV movements per day, would previously have used Greenland Way or Therapia Lane to reach Beddington Lane.

4.5.3 WCS staff demand will use the Coomber Way accesses and park in RCV spaces. Holding areas have been provided to support this transition. The staff demand will assign more widely onto the local road network and it is reasonable to assume that they will split 50:50 to home destinations east – west at the Coomber Way accesses. This traffic, circa 64 car movements per day (WCS staff commuting tips), would previously have used Greenland Way or Therapia Lane to reach Beddington Lane.

4.5.4 SCS operational demand will use Greenland Way to access the site (staff will be advised not to use Therapia Lane). This traffic, circa 65 movements per day, would previously have used Greenland Way or Therapia Lane to reach Beddington Lane.

4.5.5 SCS staff demand will use Greenland Way to access the site (staff will be advised not to use Therapia Lane). This traffic, circa 34 car movements per day, would previously have used Greenland Way or Therapia Lane to reach Beddington Lane.

4.5.6 Site based operational demand will use the internal access route.

4.5.7 Site based staff demand will use Greenland Way to access the site (staff will be advised not to use Therapia Lane). This traffic, circa 10 car movements per day, would previously have used Greenland Way or Therapia Lane to reach Beddington Lane.

#### **4.6 Summary**

4.6.1 As set out in Section 3.2 site operations by community transport operator generates circa 330 vehicle movements per day including 134 car movements, 108 bus movements and 84 commercial vehicles (vans and lorries).

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- 4.6.2 The WSC and SCS operations will generate circa 280 vehicle movements per day including 80 HGV, 92 van and 108 car movements per day.
- 4.6.3 Based on the current access arrangements, these movements will be via Therapia Lane and Greenland Way.
- 4.6.4 The access arrangement will be modified with the construction of the Coomber Way accesses resulting in a reassignment of circa 65 HGV and 64 car or van movements per day. This will result in a reduction in site traffic using Greenland Way and Therapia Lane. In practice the greatest potential reduction will be Therapia Lane as this will no longer be the shortest available route for RCV returning from Beddington EfW plant. Routeing on Therapia Lane by the tenant discouraged as a condition of the lease.
- 4.6.5 In terms of change in traffic flow on the wider road network, there will be no net change overall. In addition to the above reduction on Therapia Lane and Greenland Way, there will be an increase in HGV demand on the section between the Coomber Way access and Beddington Lane - Coomber Way roundabout. This will be equivalent to 65 HGV movements per day. Coomber Way currently carries over 10,000 vehicles per day of which 10% are HGV or buses (survey report attached at **Appendix K**). The additional demand resulting from the change to the access strategy will not have a material impact on performance or safety.

## **5.0 ACCESS & LAYOUT**

### **5.1 Access**

- 5.1.1 The site benefits from an existing access onto Therapia Lane which is shared with an adjacent plant hire company. The access joins at the junction of Therapia Lane and Greenland Way. This access will be retained.
- 5.1.2 New accesses will be formed onto Coomber Way. Two accesses are proposed to allow efficient circulation within the site, i.e., separate in and out for RCV. Each access will be circa 6m in width. Rather than a cross over configuration, these will be kerbed to aid legibility particularly for pedestrians on Coomber Way.
- 5.1.3 The accesses will provide direct routeing onto the principal road network and minimise the demand onto/displace demand from the relatively constrained Therapia Lane and Greenland Way. No public through route will be created. An internal link will be available so that RCVs can transfer to and from the workshop. The General Arrangement Drawing is attached at **Appendix H**.
- 5.1.4 Visibility at the exit will be provided commensurate with prevailing 85%ile speeds (survey attached at **Appendix K**):
- Eastbound approach speeds were 31.8mph (85%ile) for which a stopping sight distance of 44.1m is appropriate; and
  - Westbound approach speeds were 31.5mph (85%ile) for which a stopping sight distance of 43.6m is appropriate.
- 5.1.5 Forward visibility commensurate with the above SSDs is achievable in both directions. Minor arm visibility will be provided from a 2.4m setback to a point on the nearside kerb SSD from the egress in each direction. To ensure that the splays are maintained the boundary fence will be repositioned to the rear of the splays. The area in front of the fence will be paved to prevent parking the details of which will be agreed with the LHA at the detailed design stage.
- 5.1.6 Parking on the frontage will be restricted to ensure that the accesses are not blocked. A parking survey was undertaken to understand the effect of displacement of this demand. Full details of the parking survey are attached at **Appendix E**. The survey shows that

although parking stress is relatively high on some local roads, the existing demand from the site frontage could be accommodated on adjacent sections of Coomber Way. The restriction on parking across the site frontage will therefore not have a significant effect. The precise extents of parking restriction and need for/extent of traffic regulation order (TRO) will be agreed with the LHA at the detailed design stage.

5.1.7 Vehicle Tracking based on a Narrow Body Dennis Eagle RCV has been undertaken. This appraisal is attached at **Appendix I**.

## **5.2 Internal Layout and Car Parking**

5.2.1 The layout of the northern area will be amended in response to the change in access strategy.

5.2.2 A new pedestrian gate will be provided on the western side of the site frontage onto Coomber Way. From this gate there will be a segregated footpath connection between Coomber Way and Therapia Lane. The footpath will be 2.0m wide. The path follows the toe of the existing bank on the western edge of the site.

5.2.3 On the hardstanding, 30 formal bays for RCV will be marked out. These will be laid out in an echelon configuration where RCVs will be reversed into spaces and leave spaces in forward gear. This ensures that optimum visibility is achieved and support the safe internal operation of the site.

5.2.4 The RCV bays are capable of being reconfigured for electric RCV in the future without requiring fundamental change to the accesses.

5.2.5 There is an existing refueling point on the southeast corner of the site which will be removed. The refuelling point will be relocated to a central position close of the southern boundary. Fuel and ad-blue tanks will be located on a central plinth and allow RCV to refuel either side of the tank.

5.2.6 Two holding areas will be created in the northeast and southwest corners of the hardstanding areas which are not required for RCVs. These will be used by WCS staff as set down areas before parking within vacated RCV bays (up to two cars per bay). It is envisaged that there will be a demand for 32 WCS staff cars to park within RCV bays.

5.2.7 The layout of the southern area will be amended in response to the requirements for the

depot operation.

5.2.8 Local parking standards are set in the London Plan (2021). The London Plan are maximum parking standards based on the location of the site and associated PTAL rating. Parking will be provided in broad accordance with policy requirements considering the sustainable travel credentials of the location and the implications of high levels of on-street parking stress on Greenland Way and Therapia Lane.

5.2.9 On the forecourt, the following spaces will be provided:

- 15 No 'car' parking bays (2.4m×4.8m) including 3 accessible bays (3.6×6.0m);
- 5 No Sweeper/LGV bays (3.5×8.0m);
- 4 No RCV bays (3.5m×11m).

5.2.10 These forecourt spaces will accommodate a demand of 7 office/operation team cars. SCS will generate a further demand for 14 cars. These will be accommodated within the remaining bays and LGV bays once vacated. Any excess demand will be accommodated within the holding area in the southwest corner of the northern area (which has capacity for 8 cars or 16 cars if tandem parked).

5.2.11 EV charging in line with policy will be provided (20% active and 10% passive). The parking schedule is set out in **Table 2**.

*Table 2 Parking schedule*

Vehicle type	Space dimensions	No EV charging	EV (active)	EV (passive)	No spaces
RCV	11m×3.5m	30			30
Staff/visitor	5m×2.5m		7	3	10
7.5T tipper	8m×3.5m		4		4
Graffiti van	8m×3.5m	1			1
12T sweeper	11m×3.5m	2			2
Hia-ab	11m×3.5m	2			2
Manager van	5m×2.5m	2		3	5
Total		37	11	6	54

### 5.3 Cycle Parking

5.3.1 Cycle parking will be secure and located adjacent to the depot building on the Therapia Lane frontage. Spaces for 20 cycles will be provided. This allows for forecast demand plus sufficient headroom for cycling increase. This has been calculated on 10% of staff

plus 10%.

#### **5.4 Traffic Impact**

- 5.4.1 There will not be a change in use of the site and hence no intensification relative to the current use by London Hire or indeed the permitted use of the site. The relocation of the depot back within the Borough and close to the EfW site is likely to reduce vehicle kilometres travelled overall. The impact on the wider network will be neutral to slight beneficial effect.
- 5.4.2 There will be new accesses. These will comply with contemporary design standards and therefore represent no significant additional risk. Removal of some large commercial vehicles from Therapia Lane and Greenland Way will have a slight beneficial effect.
- 5.4.3 The parking strategy for the site will minimise the risk of displaced demand on local roads.

## **6.0 CONCLUSION**

6.1.1 The development at Therapia Lane will enable the return of the depot for London Borough of Sutton WCS and SCS to be brought back into the Borough at their former site. The existing depot will be refurbished as part of this process. This Transport Assessment has reviewed the highways and transport implications of this development.

6.1.2 The development does not represent a change of use of the site; the scale of the built form and area of hardstanding for operational and staff parking are unchanged. The site is in use. The refurbished site will generate a similar overall quantum of vehicular traffic to current levels.

6.1.3 The development will change the access arrangements to the site:

- A new pedestrian access will be created onto Coomber Way. This will increase the accessibility of the site including to local bus stops on Coomber Way.
- New vehicular access will be created onto Coomber Way. These will reduce the demand on Therapia Lane and Greenland Way which are constrained by on-street parking.
- The accesses onto Coomber Way will result in a reduction in the unrestricted kerblines available for parking but a parking survey shows that displaced demand can be accommodated locally on Coomber Way without wider implications.

6.1.4 The internal layout of the site will be changed in response to the new access arrangements.

- Parking for RCV will be configured to allow vehicles to be reverse parked within echelon bays. These bays are capable of being reconfigured for electric RCV in the future without requiring fundamental change to the accesses.
- EV charging in line with policy will be provided (20% active and 10% passive).
- Overall parking will be provided in broad accordance with policy requirements considering the sustainable travel credentials of the location and the implications of high levels of on-street parking stress on Greenland Way and Therapia Lane.

6.1.5 This Transport Assessment has demonstrated that the development is fully in accordance



**Therapia Lane Depot**  
Transport Assessment

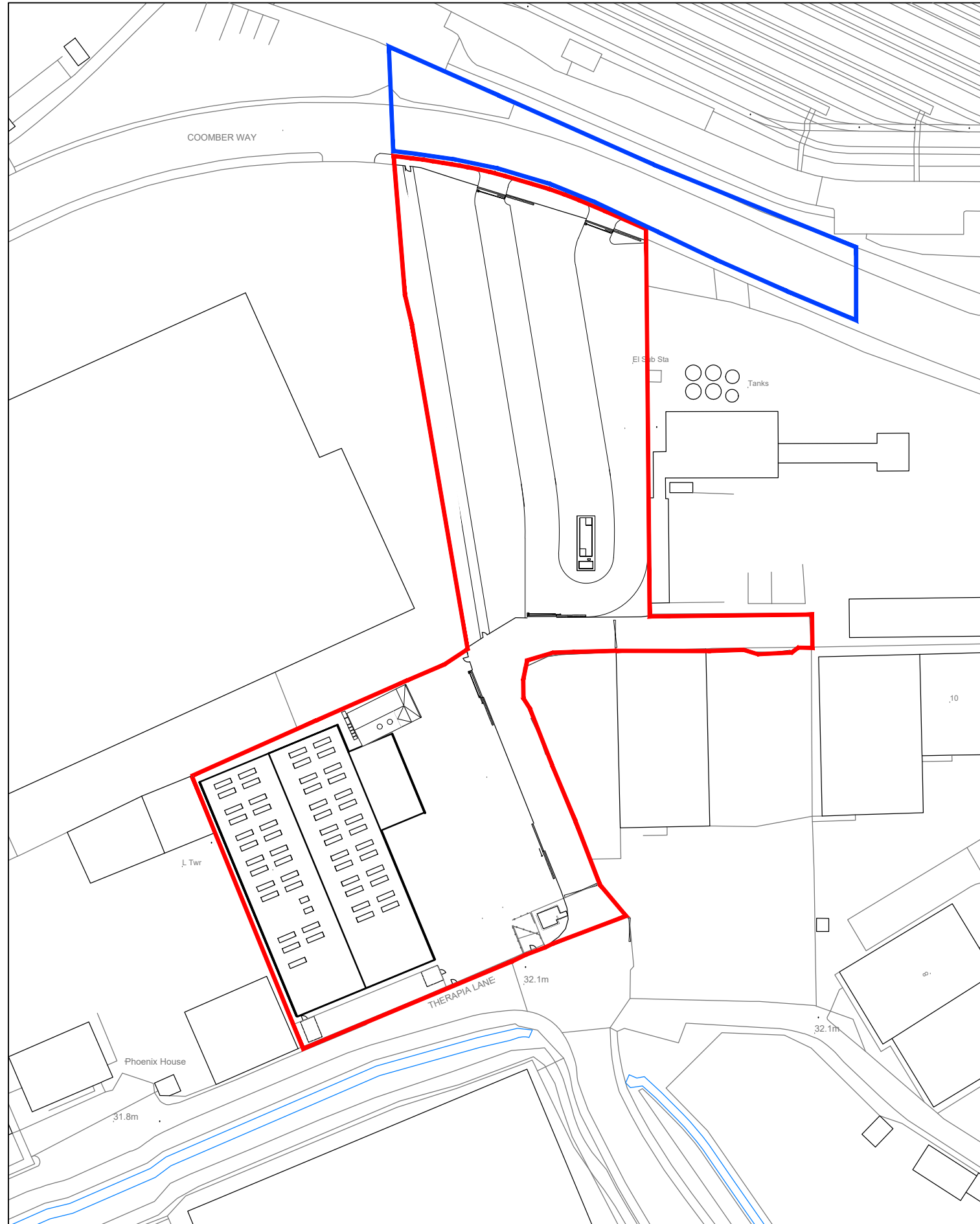
with both national and local policy and confirms that the development will have a positive impact on the operation and safety of the local road network. On this basis it is concluded that there are no grounds for refusal on highway grounds.

## **Appendix A**

### Site Layout Plan



This drawing is to be read in conjunction with structural, services and any other relevant information.  
 Any discrepancies are to be reported to the Architect. All dimensions have been taken from existing records and must be verified on site by the contractor, sub-contractors and suppliers before commencing any work.  
 Do not scale from this drawing.



**KEY**  
 — Application Site  
 — Other land owned by applicant

**PLANNING**

P03 15/12/23	Office roof lights omitted	EH
P02 08/12/23	Scale changed to 1:500	EH
P01 15/09/23	Preliminary issue	EH

**REVISIONS**

121 Salisbury Road, London, NW6 6RG  
 Email: mail@bickerdikeallen.com T: 0207 625 4411  
 www.bickerdikeallen.com F: 0207 625 0250

Therapia Lane Depot  
 Therapia Lane Trading Estate, Croydon

**Proposed Block Plan**









DRAWN: RM CHECKED: RJ

DATE: 08/09/2023 SCALE: 1:500@A1/ 1:1000@A3

DRAWING No:  
 TLVD-BAP-ZZ-ZZ-D-A-2001-P3



This drawing is to be read in conjunction with structural, services and any other relevant information.  
Any discrepancies are to be reported to the Architect. All dimensions have been taken from existing records and must be verified on site by the contractor, sub-contractors and suppliers before commencing any work.  
Do not scale from this drawing.

- KEY**
-  Existing hardstanding areas to be retained and made good
  -  Existing hardstanding areas to be repaired and resurfaced
  -  Soft landscaping (refer to Terra Firma information)
  -  Light grey paving slabs
  -  Pebble margin
  -  Deterrent paving
  -  Tarmac finish to new vehicle crossing
  -  New weld mesh fencing -

NOTE: Refer to the highways consultant drawings for the setting out of vehicle routes, crossings, kerb lines and visual splays. These drawings are for reference only and the highways consultant drawings are to be referred to for the design and specification of all materials used for the work carried out under the S278 Agreement.

NOTE: Refer to the landscape architects drawings for details of the planting proposals and soft landscaping.

**PLANNING**

P02 15/12/23	Fuel tank and scale bar added	RM
P01 08/12/23	Preliminary issue	RM
<b>REVISIONS</b>		

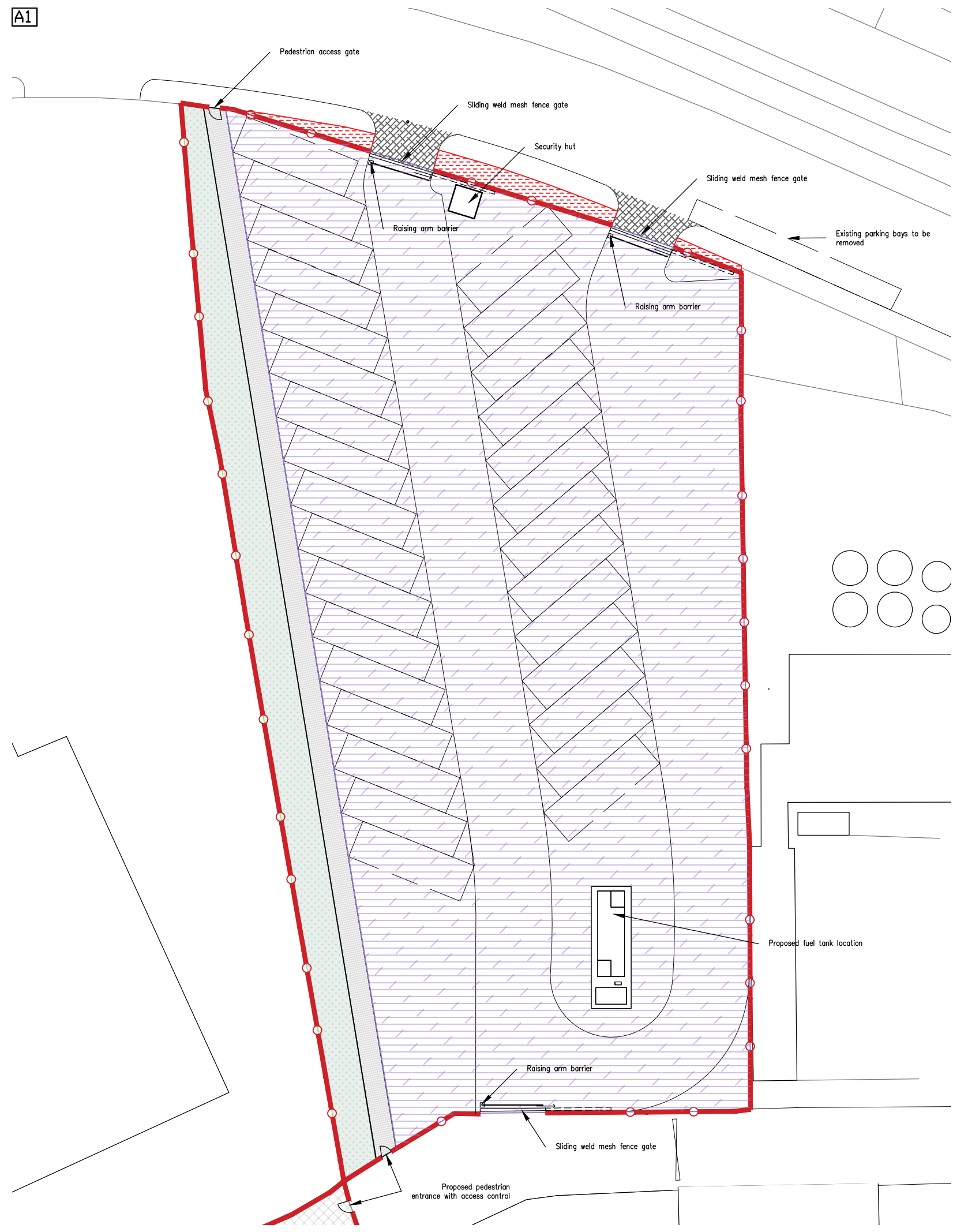
121 Salisbury Road, London, NW6 6RG  
Email: mail@bickerdikeallen.com T: 0207 625 4411  
www.bickerdikeallen.com F: 0207 625 0250

Therapia Lane Depot  
Therapia Lane Trading Estate, Croydon

**Proposed Site Plan**

DRAWN: RM	CHECKED: RJ
DATE: 08/09/2023	SCALE: 1:200@A1/ 1:400@A3









DRAWING No:  
**TLVD-BAP-ZZ-ZZ-D-A-2004-P2**





This drawing is to be read in conjunction with structural, services and any other relevant information.  
Any discrepancies are to be reported to the Architect. All dimensions have been taken from existing records and must be verified on site by the contractor, sub-contractors and suppliers before commencing any work.  
Do not scale from this drawing.

KEY

-  Existing hardstanding areas to be retained and made good
-  Existing hardstanding areas to be repaired and resurfaced
-  Soft landscaping (refer to Terra Firma information)
-  Light grey paving slabs
-  Pebble margin
-  Deterrent paving
-  Tarmac finish to new vehicle crossing
-  New weld mesh fencing

NOTE: Refer to the highways consultant drawings for the setting out of vehicle routes, crossings, kerb lines and visual splays. These drawings are for reference only and the highways consultant drawings are to be referred to for the design and specification of all materials used for the work carried out under the S278 Agreement.

NOTE: Refer to the landscape architects drawings for details of the planting proposals and soft landscaping.

PLANNING

PO2 15/12/23 Office roof lights omitted, cycle storage updated, scale bar added EH

PO1 08/12/23 Preliminary issue RM

REVISIONS

121 Salisbury Road, London, NW6 6RG  
Email: mail@bickerdikeallen.com T: 0207 625 4411  
www.bickerdikeallen.com F: 0207 625 0250

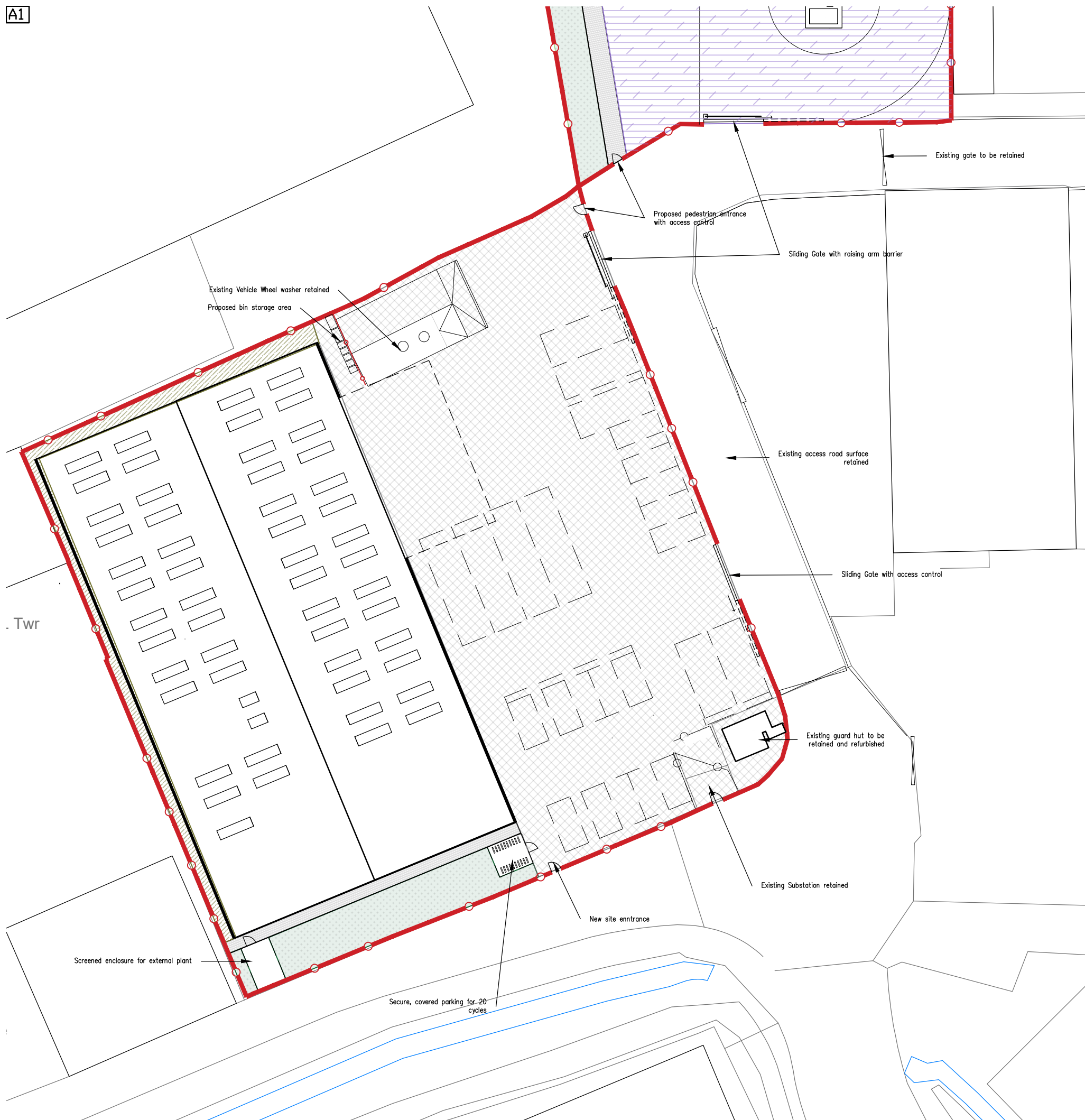
Therapia Lane Depot  
Therapia Lane Trading Estate, Croydon

Proposed Site Plan

DRAWN: RM CHECKED: RJ

DATE: 08/09/2023 SCALE: 1:200@A1/ 1:400@A3

DRAWING No:  
TLVD-BAP-ZZ-ZZ-D-A-2005-P2



## **Appendix B**

### Survey Report of Current Operations



<b>SITE:</b>  1A		<b>DATE:</b>  21/11/2023
<b>LOCATION:</b>  TRAMSHED INDUSTRIAL ESTATE		<b>DAY:</b>  TUESDAY

**CAM 1A**



<b>JOB TITLE:</b>  SUTTON		<b>JOB NUMBER:</b>  12878
---------------------------------	--	---------------------------------

<b>SITE:</b>  <b>1B</b>		<b>DATE:</b>  <b>21/11/2023</b>
<b>LOCATION:</b>  <b>TRAMSHED INDUSTRIAL ESTATE</b>		<b>DAY:</b>  <b>TUESDAY</b>



<b>JOB TITLE:</b>  <b>SUTTON</b>	<b>JOB NUMBER:</b>  <b>12878</b>
--	--



# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 1A & 1B

DATE: 21/11/2023

LOCATION: TRAMSHED INDUSTRIAL ESTATE

DAY: TUESDAY

**NOTE: ANY VEHICLES USING THE DIGGER YARD HAVE BEEN DISCOUNTED FROM THE COUNTS.**

TIME	MOVEMENT 1 - INBOUND								MOVEMENT 2 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
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11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 1A & 1B

DATE: 21/11/2023

LOCATION: TRAMSHED INDUSTRIAL ESTATE

DAY: TUESDAY

**NOTE: ANY VEHICLES USING THE DIGGER YARD HAVE BEEN DISCOUNTED FROM THE COUNTS.**

TIME	MOVEMENT 1 - INBOUND								MOVEMENT 2 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
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13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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<b>H/TOT</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>
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18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>P/TOT</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>8</b>

# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 1A & 1B

DATE: 21/11/2023

LOCATION: TRAMSHED INDUSTRIAL ESTATE

DAY: TUESDAY

**NOTE: ANY VEHICLES USING THE DIGGER YARD HAVE BEEN DISCOUNTED FROM THE COUNTS.**

TIME	MOVEMENT 3 - INBOUND								MOVEMENT 4 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
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07:15	4	1	0	0	2	0	0	7	1	4	0	0	2	0	0	7
07:30	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>
08:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
09:45	0	1	0	1	1	0	0	3	3	0	0	0	0	0	0	3
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
10:00	0	1	0	0	1	0	0	2	0	0	0	1	0	0	0	1
10:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
10:45	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	3	0	0	3	0	0	0	0	1	0	0	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	0	0	1	0	0	2	0	0	0	0	4	0	0	4
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>
12:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
12:15	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1
12:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>

# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 1A & 1B

DATE: 21/11/2023

LOCATION: TRAMSHED INDUSTRIAL ESTATE

DAY: TUESDAY

**NOTE: ANY VEHICLES USING THE DIGGER YARD HAVE BEEN DISCOUNTED FROM THE COUNTS.**

TIME	MOVEMENT 3 - INBOUND								MOVEMENT 4 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1
13:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
13:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
14:15	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	2
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
15:30	0	0	0	0	1	0	0	1	1	0	1	0	0	0	0	2
15:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
16:00	0	3	0	0	2	0	0	5	1	1	0	0	0	0	0	2
16:15	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2
16:30	0	2	0	0	3	0	0	5	3	0	0	0	0	0	0	3
16:45	0	2	0	0	4	0	0	6	5	0	0	0	0	0	0	5
<b>H/TOT</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
17:00	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
17:15	1	1	0	0	2	0	0	4	5	0	0	0	0	0	0	5
17:30	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0
17:45	0	0	0	0	3	0	0	3	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1
18:45	0	0	0	0	3	0	0	3	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>P/TOT</b>	<b>13</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>33</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>75</b>

# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 1A & 1B

DATE: 21/11/2023

LOCATION: TRAMSHED INDUSTRIAL ESTATE

DAY: TUESDAY

**NOTE: ANY VEHICLES USING THE DIGGER YARD HAVE BEEN DISCOUNTED FROM THE COUNTS.**

TIME	MOVEMENT 5 - INBOUND								MOVEMENT 6 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	0	0	1	0	0	2	2	1	0	0	1	0	0	4
07:15	2	0	0	0	1	0	0	3	2	3	0	0	1	1	0	7
07:30	0	1	0	0	1	0	0	2	0	2	0	0	2	0	0	4
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
12:15	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	2
12:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:45	0	0	1	0	0	0	0	1	1	0	1	0	0	0	0	2
<b>H/TOT</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>

# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 1A & 1B

DATE: 21/11/2023

LOCATION: TRAMSHED INDUSTRIAL ESTATE

DAY: TUESDAY

**NOTE: ANY VEHICLES USING THE DIGGER YARD HAVE BEEN DISCOUNTED FROM THE COUNTS.**

TIME	MOVEMENT 5 - INBOUND								MOVEMENT 6 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	0	1	0	0	1	0	0	2	0	0	0	0	1	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
<b>H/TOT</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
14:00	2	0	0	0	1	0	0	3	3	0	0	0	0	0	0	3
14:15	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
14:30	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	2
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
16:00	2	2	0	0	1	0	0	5	2	1	0	0	1	0	0	4
16:15	3	0	0	0	0	0	0	3	3	1	1	0	0	0	0	5
16:30	3	1	0	0	0	0	0	4	2	0	0	0	0	0	0	2
16:45	5	0	0	0	0	0	0	5	4	1	0	0	0	0	0	5
<b>H/TOT</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>
17:00	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4
17:15	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
18:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
18:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>P/TOT</b>	<b>34</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>41</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>67</b>

# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 1A & 1B

DATE: 21/11/2023

LOCATION: TRAMSHED INDUSTRIAL ESTATE

DAY: TUESDAY

**NOTE: ANY VEHICLES USING THE DIGGER YARD HAVE BEEN DISCOUNTED FROM THE COUNTS.**

TIME	MOVEMENT 7 - INBOUND								MOVEMENT 8 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
09:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
10:00	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1
10:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	2	0	0	2	0	0	0	0	1	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>

# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 1A & 1B

DATE: 21/11/2023

LOCATION: TRAMSHED INDUSTRIAL ESTATE

DAY: TUESDAY

**NOTE: ANY VEHICLES USING THE DIGGER YARD HAVE BEEN DISCOUNTED FROM THE COUNTS.**

TIME	MOVEMENT 7 - INBOUND								MOVEMENT 8 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:45	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	2
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
18:45	1	0	0	0	1	0	0	2	0	0	0	1	0	0	0	1
<b>H/TOT</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>P/TOT</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>



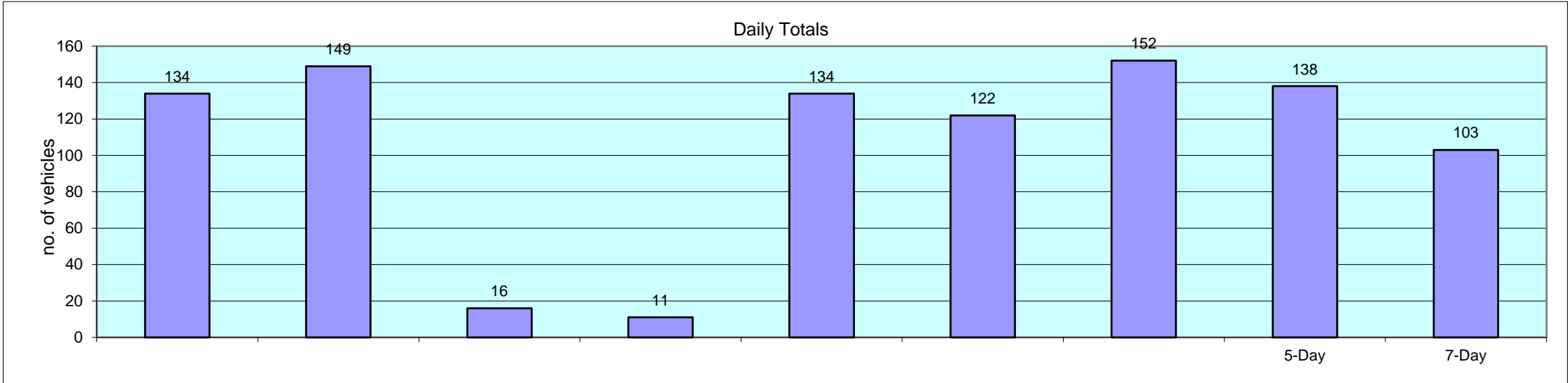
## **Appendix C**

### Therapia Lane Survey

12878 SUTTON										
NOVEMBER 2023										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12878001	Site 1 - Therapia Ln, Sutton 51.385454, -0.137039	Channel: Eastbound	Thu 16-Nov-23	Wed 22-Nov-23	30	718	138	103	24.7	19.2
		Channel: Westbound	Thu 16-Nov-23	Wed 22-Nov-23		143	27	20	23.7	17.2

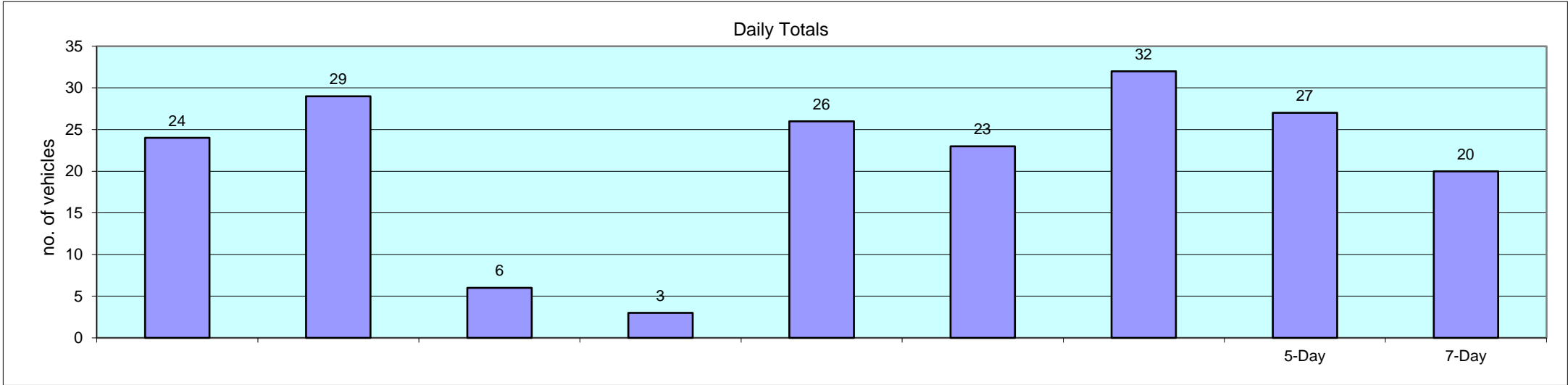
12878	SUTTON		Site No: 12878001		Location		Site 1 - Therapia Ln, Sutton			
			Channel: Eastbound							
TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av	
Week Begin: 16-Nov-23										
00:00	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	1	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
04:00	2	2	0	0	1	2	3	2	1	
05:00	12	9	2	1	13	9	8	10	8	
06:00	18	16	2	0	9	18	17	16	11	
07:00	14	18	0	0	13	14	19	16	11	
08:00	4	4	1	0	4	2	5	4	3	
09:00	7	8	3	1	11	6	14	9	7	
10:00	8	7	0	1	9	3	11	8	6	
11:00	2	12	0	3	6	9	7	7	6	
12:00	3	3	1	0	9	5	8	6	4	
13:00	6	9	0	0	6	6	3	6	4	
14:00	5	4	1	2	5	3	7	5	4	
15:00	5	3	0	0	2	2	2	3	2	
16:00	21	25	0	1	20	20	24	22	16	
17:00	17	20	2	2	14	14	17	16	12	
18:00	3	2	1	0	6	4	2	3	3	
19:00	1	3	1	0	2	1	2	2	1	
20:00	3	1	0	0	2	1	1	2	1	
21:00	3	2	2	0	2	1	2	2	2	
22:00	0	1	0	0	0	1	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	
<b>12H,7-19</b>	<b>95</b>	<b>115</b>	<b>9</b>	<b>10</b>	<b>105</b>	<b>88</b>	<b>119</b>	<b>104</b>	<b>77</b>	
<b>16H,6-22</b>	<b>120</b>	<b>137</b>	<b>14</b>	<b>10</b>	<b>120</b>	<b>109</b>	<b>141</b>	<b>125</b>	<b>93</b>	
<b>18H,6-24</b>	<b>120</b>	<b>138</b>	<b>14</b>	<b>10</b>	<b>120</b>	<b>110</b>	<b>141</b>	<b>126</b>	<b>93</b>	
<b>24H,0-24</b>	<b>134</b>	<b>149</b>	<b>16</b>	<b>11</b>	<b>134</b>	<b>122</b>	<b>152</b>	<b>138</b>	<b>103</b>	
<b>Am</b>	<b>06:00</b>	<b>07:00</b>	<b>09:00</b>	<b>11:00</b>	<b>05:00</b>	<b>06:00</b>	<b>07:00</b>			
<b>Peak</b>	<b>18</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>18</b>	<b>19</b>			
<b>Pm</b>	<b>16:00</b>	<b>16:00</b>	<b>21:00</b>	<b>17:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>			
<b>Peak</b>	<b>21</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>20</b>	<b>20</b>	<b>24</b>			

12878	SUTTON	Site No: 12878001	Location	Site 1 - Therapia Ln, Sutton					
		Channel: Eastbound							
<b>TIME PERIOD</b>	<b>Thu 16-Nov-23</b>	<b>Fri 17-Nov-23</b>	<b>Sat 18-Nov-23</b>	<b>Sun 19-Nov-23</b>	<b>Mon 20-Nov-23</b>	<b>Tue 21-Nov-23</b>	<b>Wed 22-Nov-23</b>	<b>5-Day Av</b>	<b>7-Day Av</b>



12878	SUTTON		Site No: 12878001		Location		Site 1 - Therapia Ln, Sutton			
	Channel: Westbound									
TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av	
Week Begin: 16-Nov-23										
00:00	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	1	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	
06:00	1	0	0	0	1	0	1	1	0	
07:00	4	7	0	1	6	5	6	6	4	
08:00	0	0	2	1	4	1	2	1	1	
09:00	0	1	0	0	1	1	0	1	0	
10:00	1	1	0	0	1	0	0	1	0	
11:00	5	1	1	0	1	1	3	2	2	
12:00	0	0	0	0	0	1	3	1	1	
13:00	1	2	0	0	0	0	2	1	1	
14:00	0	1	0	0	1	2	2	1	1	
15:00	1	0	0	0	0	1	1	1	0	
16:00	5	9	1	0	3	6	4	5	4	
17:00	4	2	0	0	2	2	4	3	2	
18:00	0	2	0	0	1	2	1	1	1	
19:00	2	1	1	0	4	0	1	2	1	
20:00	0	1	0	0	1	1	2	1	1	
21:00	0	0	1	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	
23:00	0	1	0	0	0	0	0	0	0	
<b>12H,7-19</b>	<b>21</b>	<b>26</b>	<b>4</b>	<b>2</b>	<b>20</b>	<b>22</b>	<b>28</b>	<b>23</b>	<b>18</b>	
<b>16H,6-22</b>	<b>24</b>	<b>28</b>	<b>6</b>	<b>2</b>	<b>26</b>	<b>23</b>	<b>32</b>	<b>27</b>	<b>20</b>	
<b>18H,6-24</b>	<b>24</b>	<b>29</b>	<b>6</b>	<b>2</b>	<b>26</b>	<b>23</b>	<b>32</b>	<b>27</b>	<b>20</b>	
<b>24H,0-24</b>	<b>24</b>	<b>29</b>	<b>6</b>	<b>3</b>	<b>26</b>	<b>23</b>	<b>32</b>	<b>27</b>	<b>20</b>	
<b>Am</b>	<b>11:00</b>	<b>07:00</b>	<b>08:00</b>	<b>02:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>			
<b>Peak</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>6</b>			
<b>Pm</b>	<b>16:00</b>	<b>16:00</b>	<b>21:00</b>	<b>23:00</b>	<b>19:00</b>	<b>16:00</b>	<b>17:00</b>			
<b>Peak</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>4</b>			

12878	SUTTON	Site No: 12878001	Location	Site 1 - Therapia Ln, Sutton					
		Channel: Westbound							
<b>TIME PERIOD</b>	<b>Thu 16-Nov-23</b>	<b>Fri 17-Nov-23</b>	<b>Sat 18-Nov-23</b>	<b>Sun 19-Nov-23</b>	<b>Mon 20-Nov-23</b>	<b>Tue 21-Nov-23</b>	<b>Wed 22-Nov-23</b>	<b>5-Day Av</b>	<b>7-Day Av</b>



## **Appendix D**

### Greenland Way Survey

12878 SUTTON										
NOVEMBER 2023										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12878002	Site 2 - Greenland Way, Sutton 51.384045, -0.137567	Channel: Eastbound	Thu 16-Nov-23	Wed 22-Nov-23	30	4008	737	573	20.3	17.1
		Channel: Westbound	Thu 16-Nov-23	Wed 22-Nov-23		3772	682	539	20.3	17.6



12878	SUTTON		Site No: 12878002		Location		Site 2 - Greenland Way, Sutton		
			Channel: Eastbound						
TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av
Week Begin: 16-Nov-23									
00:00	8	8	12	7	6	6	6	7	8
01:00	4	8	5	9	8	5	6	6	6
02:00	1	0	1	1	1	3	0	1	1
03:00	4	4	0	0	4	3	2	3	2
04:00	2	9	4	0	7	10	12	8	6
05:00	4	4	6	2	2	10	3	5	4
06:00	50	45	7	7	47	45	38	45	34
07:00	35	43	12	3	56	52	51	47	36
08:00	103	93	6	2	75	89	78	88	64
09:00	44	33	17	4	43	43	70	47	36
10:00	39	22	3	2	32	23	35	30	22
11:00	34	32	19	4	36	38	41	36	29
12:00	43	31	12	6	38	39	47	40	31
13:00	43	53	11	6	37	21	26	36	28
14:00	48	51	14	3	45	37	48	46	35
15:00	41	31	15	10	41	34	30	35	29
16:00	59	51	12	10	74	67	71	64	49
17:00	80	77	9	5	54	54	59	65	48
18:00	36	50	14	8	34	36	37	39	31
19:00	30	37	6	3	34	34	44	36	27
20:00	29	19	6	5	21	25	20	23	18
21:00	16	10	5	7	16	16	11	14	12
22:00	6	8	4	7	6	13	10	9	8
23:00	15	8	4	6	9	7	5	9	8
<b>12H,7-19</b>	<b>605</b>	<b>567</b>	<b>144</b>	<b>63</b>	<b>565</b>	<b>533</b>	<b>593</b>	<b>573</b>	<b>439</b>
<b>16H,6-22</b>	<b>730</b>	<b>678</b>	<b>168</b>	<b>85</b>	<b>683</b>	<b>653</b>	<b>706</b>	<b>690</b>	<b>529</b>
<b>18H,6-24</b>	<b>751</b>	<b>694</b>	<b>176</b>	<b>98</b>	<b>698</b>	<b>673</b>	<b>721</b>	<b>707</b>	<b>544</b>
<b>24H,0-24</b>	<b>774</b>	<b>727</b>	<b>204</b>	<b>117</b>	<b>726</b>	<b>710</b>	<b>750</b>	<b>737</b>	<b>573</b>
<b>Am</b>	<b>08:00</b>	<b>08:00</b>	<b>11:00</b>	<b>01:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>		
<b>Peak</b>	<b>103</b>	<b>93</b>	<b>19</b>	<b>9</b>	<b>75</b>	<b>89</b>	<b>78</b>		
<b>Pm</b>	<b>17:00</b>	<b>17:00</b>	<b>15:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>	<b>16:00</b>		

12878	SUTTON		Site No: 12878002		Location		Site 2 - Greenland Way, Sutton		
			Channel: Eastbound						
<b>TIME PERIOD</b>	<b>Thu 16-Nov-23</b>	<b>Fri 17-Nov-23</b>	<b>Sat 18-Nov-23</b>	<b>Sun 19-Nov-23</b>	<b>Mon 20-Nov-23</b>	<b>Tue 21-Nov-23</b>	<b>Wed 22-Nov-23</b>	<b>5-Day Av</b>	<b>7-Day Av</b>
<b>Peak</b>	<b>80</b>	<b>77</b>	<b>15</b>	<b>10</b>	<b>74</b>	<b>67</b>	<b>71</b>		

12878

SUTTON

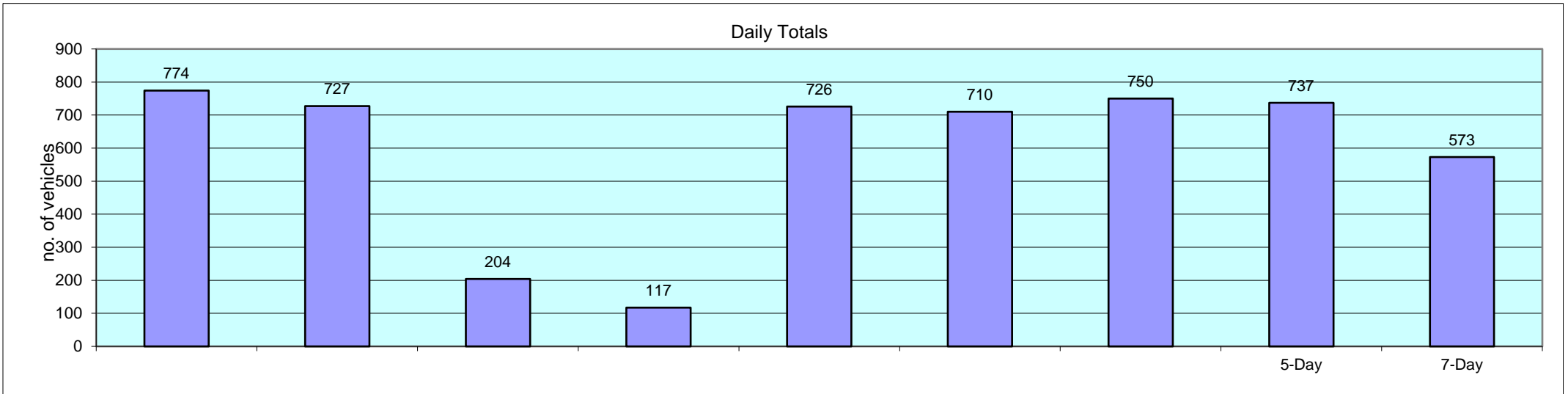
Site No: 12878002

Location

Site 2 - Greenland Way, Sutton

Channel: Eastbound

TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av
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12878	SUTTON		Site No: 12878002		Location		Site 2 - Greenland Way, Sutton		
			Channel: Westbound						
TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av
Week Begin: 16-Nov-23									
00:00	2	4	2	0	0	0	0	1	1
01:00	0	0	0	0	0	0	0	0	0
02:00	1	0	1	2	0	0	0	0	1
03:00	5	4	1	0	2	1	2	3	2
04:00	24	28	10	2	27	39	33	30	23
05:00	28	25	16	5	27	34	36	30	24
06:00	52	52	30	18	53	46	48	50	43
07:00	75	59	18	9	72	59	65	66	51
08:00	56	43	29	2	54	49	54	51	41
09:00	45	32	9	3	48	36	53	43	32
10:00	43	24	18	6	27	22	33	30	25
11:00	40	21	19	6	34	45	38	36	29
12:00	31	41	16	7	31	22	34	32	26
13:00	40	36	6	7	31	26	45	36	27
14:00	36	37	13	8	27	35	28	33	26
15:00	31	39	12	6	39	31	23	33	26
16:00	50	42	17	15	41	34	34	40	33
17:00	74	58	13	4	48	65	69	63	47
18:00	39	56	6	6	53	56	59	53	39
19:00	20	28	0	1	27	41	38	31	22
20:00	18	15	2	3	12	7	3	11	9
21:00	4	4	4	6	3	6	7	5	5
22:00	3	3	0	2	4	2	3	3	2
23:00	3	3	2	1	5	4	5	4	3
<b>12H,7-19</b>	<b>560</b>	<b>488</b>	<b>176</b>	<b>79</b>	<b>505</b>	<b>480</b>	<b>535</b>	<b>514</b>	<b>403</b>
<b>16H,6-22</b>	<b>654</b>	<b>587</b>	<b>212</b>	<b>107</b>	<b>600</b>	<b>580</b>	<b>631</b>	<b>610</b>	<b>482</b>
<b>18H,6-24</b>	<b>660</b>	<b>593</b>	<b>214</b>	<b>110</b>	<b>609</b>	<b>586</b>	<b>639</b>	<b>617</b>	<b>487</b>
<b>24H,0-24</b>	<b>720</b>	<b>654</b>	<b>244</b>	<b>119</b>	<b>665</b>	<b>660</b>	<b>710</b>	<b>682</b>	<b>539</b>
<b>Am</b>	<b>07:00</b>	<b>07:00</b>	<b>06:00</b>	<b>06:00</b>	<b>07:00</b>	<b>07:00</b>	<b>07:00</b>		
<b>Peak</b>	<b>75</b>	<b>59</b>	<b>30</b>	<b>18</b>	<b>72</b>	<b>59</b>	<b>65</b>		
<b>Pm</b>	<b>17:00</b>	<b>17:00</b>	<b>16:00</b>	<b>16:00</b>	<b>18:00</b>	<b>17:00</b>	<b>17:00</b>		

12878	SUTTON		Site No: 12878002		Location		Site 2 - Greenland Way, Sutton		
			Channel: Westbound						
<b>TIME PERIOD</b>	<b>Thu 16-Nov-23</b>	<b>Fri 17-Nov-23</b>	<b>Sat 18-Nov-23</b>	<b>Sun 19-Nov-23</b>	<b>Mon 20-Nov-23</b>	<b>Tue 21-Nov-23</b>	<b>Wed 22-Nov-23</b>	<b>5-Day Av</b>	<b>7-Day Av</b>
<b>Peak</b>	<b>74</b>	<b>58</b>	<b>17</b>	<b>15</b>	<b>53</b>	<b>65</b>	<b>69</b>		

12878

SUTTON

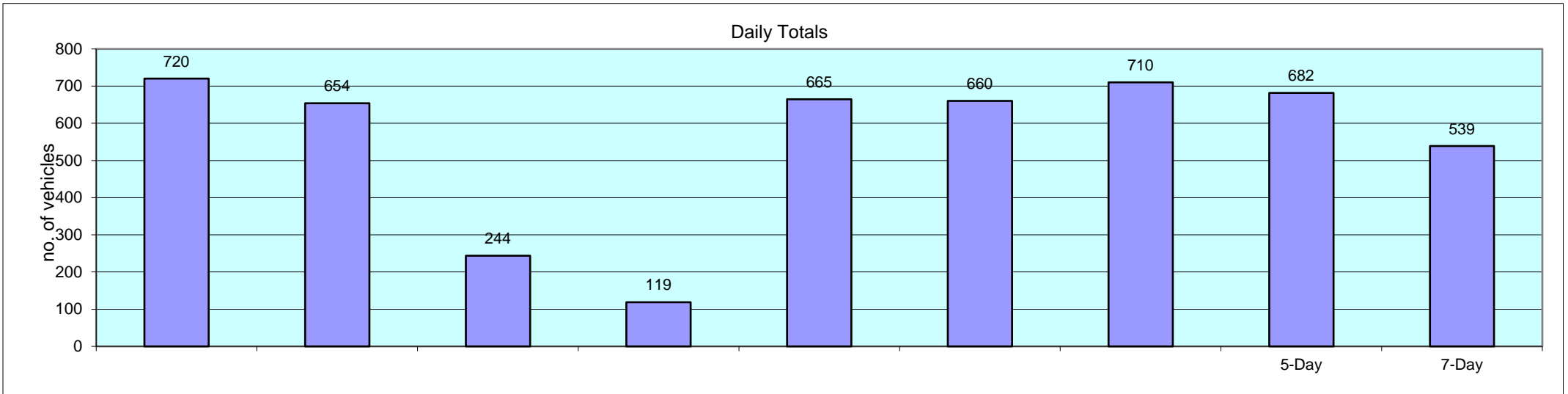
Site No: 12878002

Location

Site 2 - Greenland Way, Sutton

Channel: Westbound

TIME PERIOD	Thu 16-Nov-23	Fri 17-Nov-23	Sat 18-Nov-23	Sun 19-Nov-23	Mon 20-Nov-23	Tue 21-Nov-23	Wed 22-Nov-23	5-Day Av	7-Day Av
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## **Appendix E**

### Report of Parking Survey

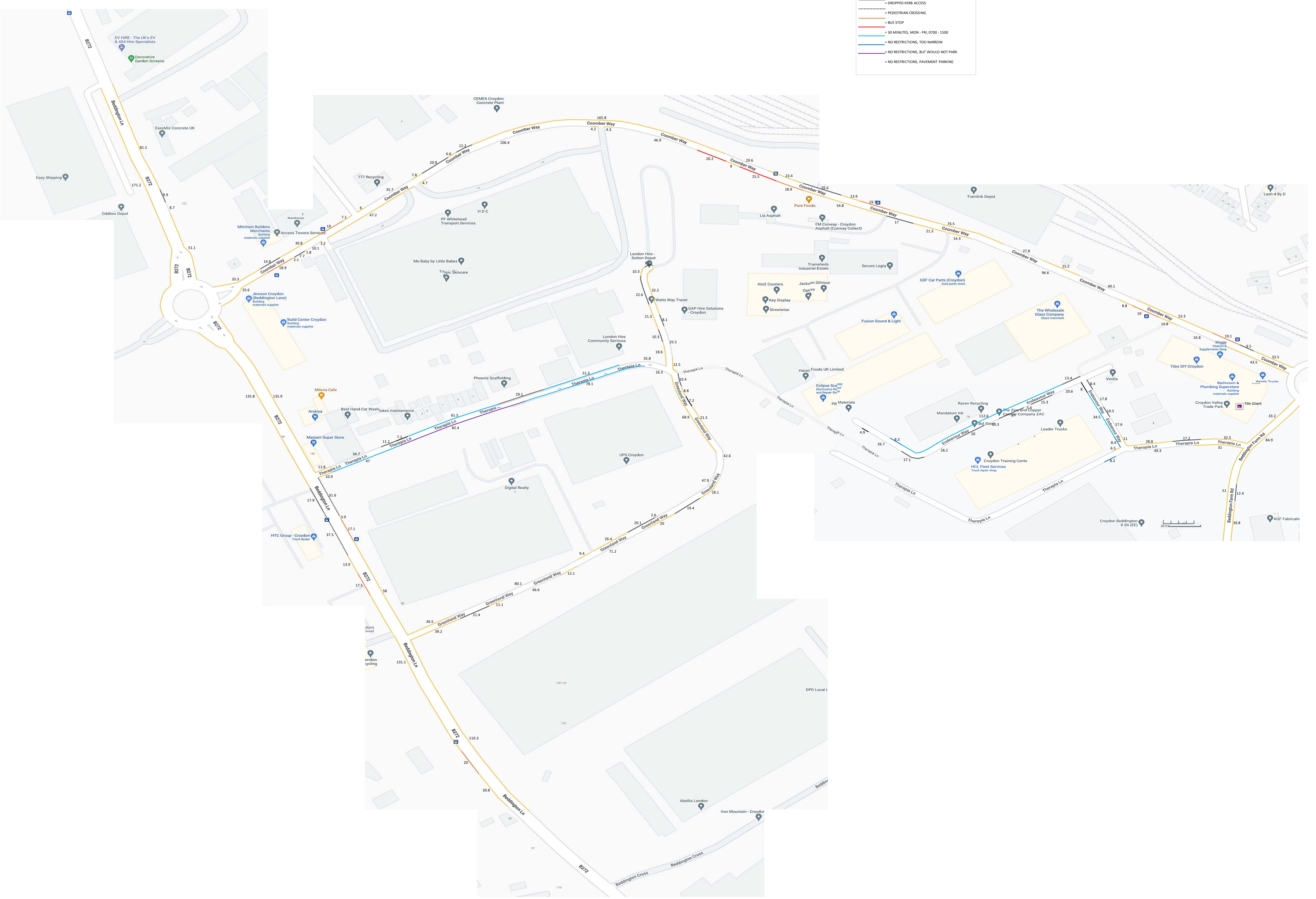






**KEY:**

- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = DROPPED KERB ACCESS
- - - = PEDESTRIAN CROSSING
- = BUS STOP
- = 30 MINUTES, MON - FRI, 0700 - 1500
- = NO RESTRICTIONS, TOO NARROW
- = NO RESTRICTIONS, BUT WOULD NOT PARK
- = NO RESTRICTIONS, PAVEMENT PARKING









TIME : 0700

- KEY:
- = DOUBLE YELLOW LINE
  - = DROPPED KERB
  - = DROPPED KERB ACCESS
  - = PEDESTRIAN CROSSING
  - = BUS STOP
  - = 30 MINUTES, MON - FRI, 0700 - 1500
  - = NO RESTRICTIONS, TOO NARROW
  - = NO RESTRICTIONS, BUT WOULD NOT PARK
  - = NO RESTRICTIONS, PAVEMENT PARKING

- KEY
- CAR/LGV
  - PARKED VEHICLE
  - OBSERVED SPACE
  - PARKED ON YELLOW LINES
  - PARKED ON DROPPED KERB





TIME : 1000

- KEY:
- = DOUBLE YELLOW LINE
  - = DROPPED KERB
  - = DROPPED KERB ACCESS
  - = PEDESTRIAN CROSSING
  - = BUS STOP
  - = 30 MINUTES, MON - FRI, 0700 - 1500
  - = NO RESTRICTIONS, TOO NARROW
  - = NO RESTRICTIONS, BUT WOULD NOT PARK
  - = NO RESTRICTIONS, PAVEMENT PARKING

- KEY
- CAR/LGV
  - PARKED VEHICLE
  - OBSERVED SPACE
  - PARKED ON YELLOW LINES
  - PARKED ON DROPPED KERB

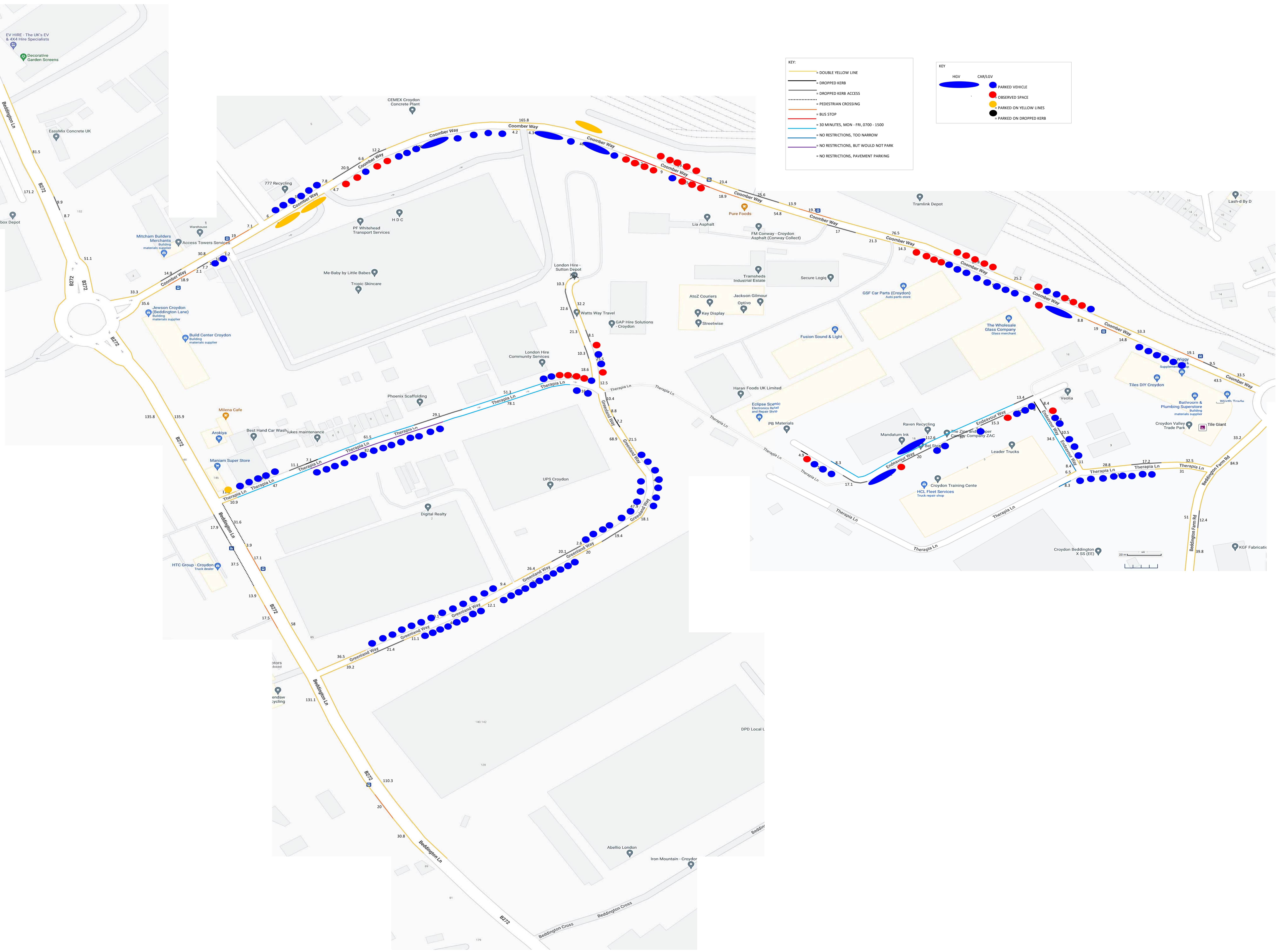




TIME : 1300

- KEY:
- = DOUBLE YELLOW LINE
  - = DROPPED KERB
  - = DROPPED KERB ACCESS
  - = PEDESTRIAN CROSSING
  - = BUS STOP
  - = 30 MINUTES, MON - FRI, 0700 - 1500
  - = NO RESTRICTIONS, TOO NARROW
  - = NO RESTRICTIONS, BUT WOULD NOT PARK
  - = NO RESTRICTIONS, PAVEMENT PARKING

- KEY
- CAR/LGV
  - PARKED VEHICLE
  - OBSERVED SPACE
  - PARKED ON YELLOW LINES
  - PARKED ON DROPPED KERB





TIME : 1600

- KEY:
- = DOUBLE YELLOW LINE
  - = DROPPED KERB
  - = DROPPED KERB ACCESS
  - = PEDESTRIAN CROSSING
  - = BUS STOP
  - = 30 MINUTES, MON - FRI, 0700 - 1500
  - = NO RESTRICTIONS, TOO NARROW
  - = NO RESTRICTIONS, BUT WOULD NOT PARK
  - = NO RESTRICTIONS, PAVEMENT PARKING

- KEY:
- CAR/LGV
  - PARKED VEHICLE
  - OBSERVED SPACE
  - PARKED ON YELLOW LINES
  - PARKED ON DROPPED KERB





## **Appendix F**

PTAL Rating Output

## **Appendix G**

### Report of Factory Lane Depot Survey



<b>SITE:</b>  2A		<b>DATE:</b>  21/11/2023
<b>LOCATION:</b>  FACTORY LANE		<b>DAY:</b>  TUESDAY

2A



<b>JOB TITLE:</b>  SUTTON	<b>JOB NUMBER:</b>  12878
---------------------------------	---------------------------------





# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 2A

LOCATION: FACTORY LANE

DATE: 21/11/2023

DAY: TUESDAY

TIME	MOVEMENT 3 - INBOUND								MOVEMENT 4 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	7
07:30	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	6
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
08:00	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4
08:15	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	4
08:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>
09:00	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	7
09:30	0	0	0	0	0	0	0	0	3	3	2	0	0	0	0	8
09:45	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	7
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
10:00	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5
10:15	0	0	0	0	0	0	0	0	1	2	1	0	0	1	0	5
10:30	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
10:45	0	0	0	0	0	0	0	0	6	6	2	0	0	0	0	14
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>27</b>
11:00	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5
11:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
11:45	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
12:00	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5
12:15	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
12:30	0	0	0	0	0	0	0	0	9	5	0	0	0	1	1	16
12:45	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	8
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>35</b>

# ENTRY & EXIT COUNTS



JOB REF: 12878

JOB NAME: SUTTON

SITE: 2A

LOCATION: FACTORY LANE

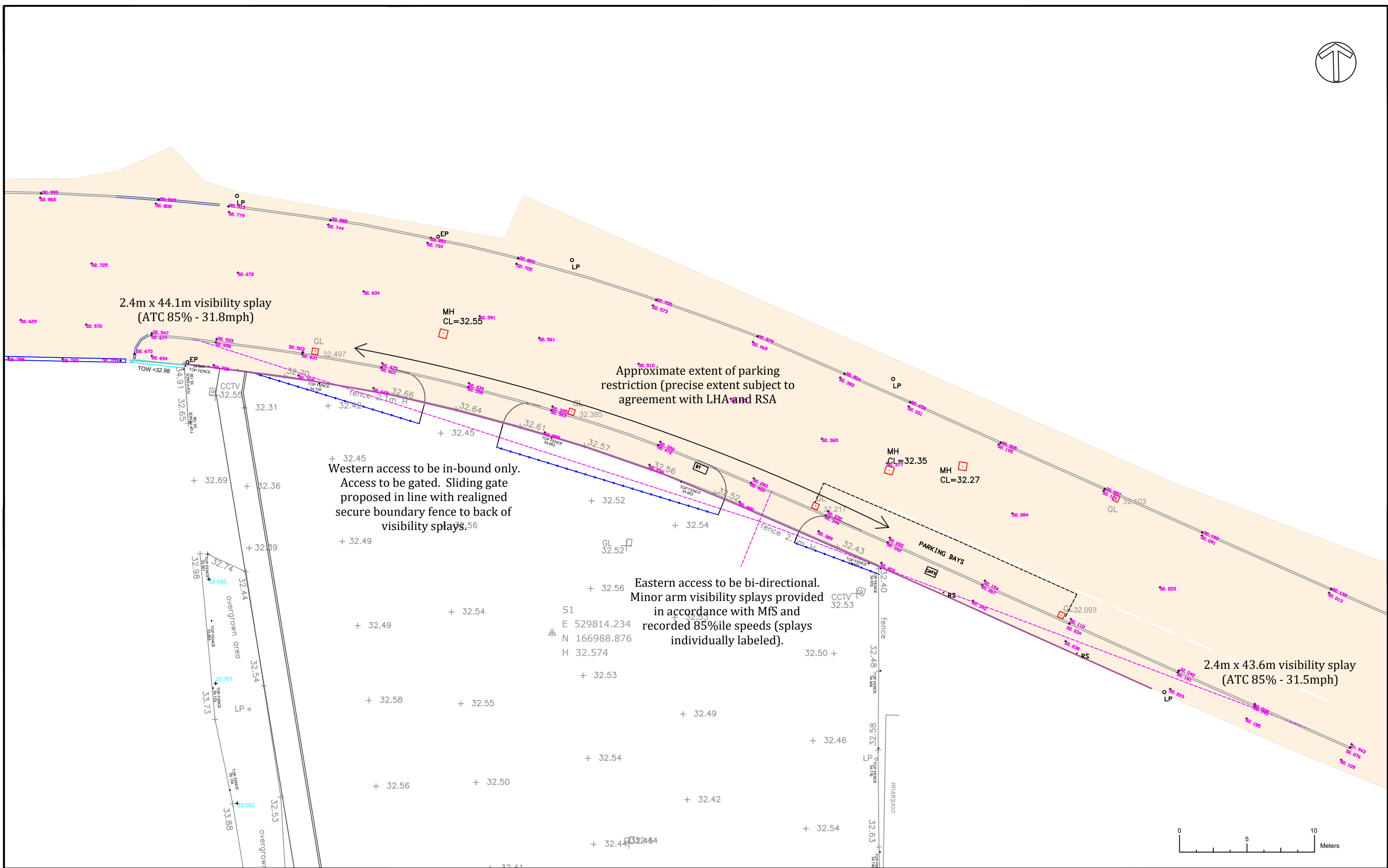
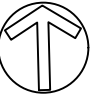
DATE: 21/11/2023

DAY: TUESDAY

TIME	MOVEMENT 3 - INBOUND								MOVEMENT 4 - OUTBOUND							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13:00	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	16
13:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
13:30	0	0	0	0	0	0	0	0	11	6	1	0	0	0	0	18
13:45	0	0	1	0	0	0	0	1	22	2	0	0	0	0	0	24
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>
14:00	0	0	0	0	0	0	0	0	14	5	3	0	0	0	0	22
14:15	0	0	0	0	0	0	0	0	12	2	3	0	0	0	0	17
14:30	0	0	0	0	0	0	0	0	7	3	4	1	0	0	0	15
14:45	0	0	0	0	0	0	0	0	7	2	0	1	0	0	1	11
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>65</b>
15:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
15:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
15:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
15:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
16:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
16:15	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
16:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
16:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
17:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
18:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>H/TOT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>P/TOT</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>185</b>	<b>86</b>	<b>49</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>328</b>

## **Appendix H**

### Site Access General Arrangement



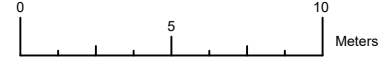
Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE  
 © Crown Copyright AL 100030412  
 © David Tucker Associates

REV	DESCRIPTION	DRAWN	INITIALS	DATE

**DTA**  
 Transport Planning Consultants

Forester House, Doctors Lane,  
 Henley in Arden,  
 Warwickshire B95 5AW  
 Tel: +44(0)1564 793598  
 Fax: +44(0)1564 793983  
 www.dtatransportation.co.uk

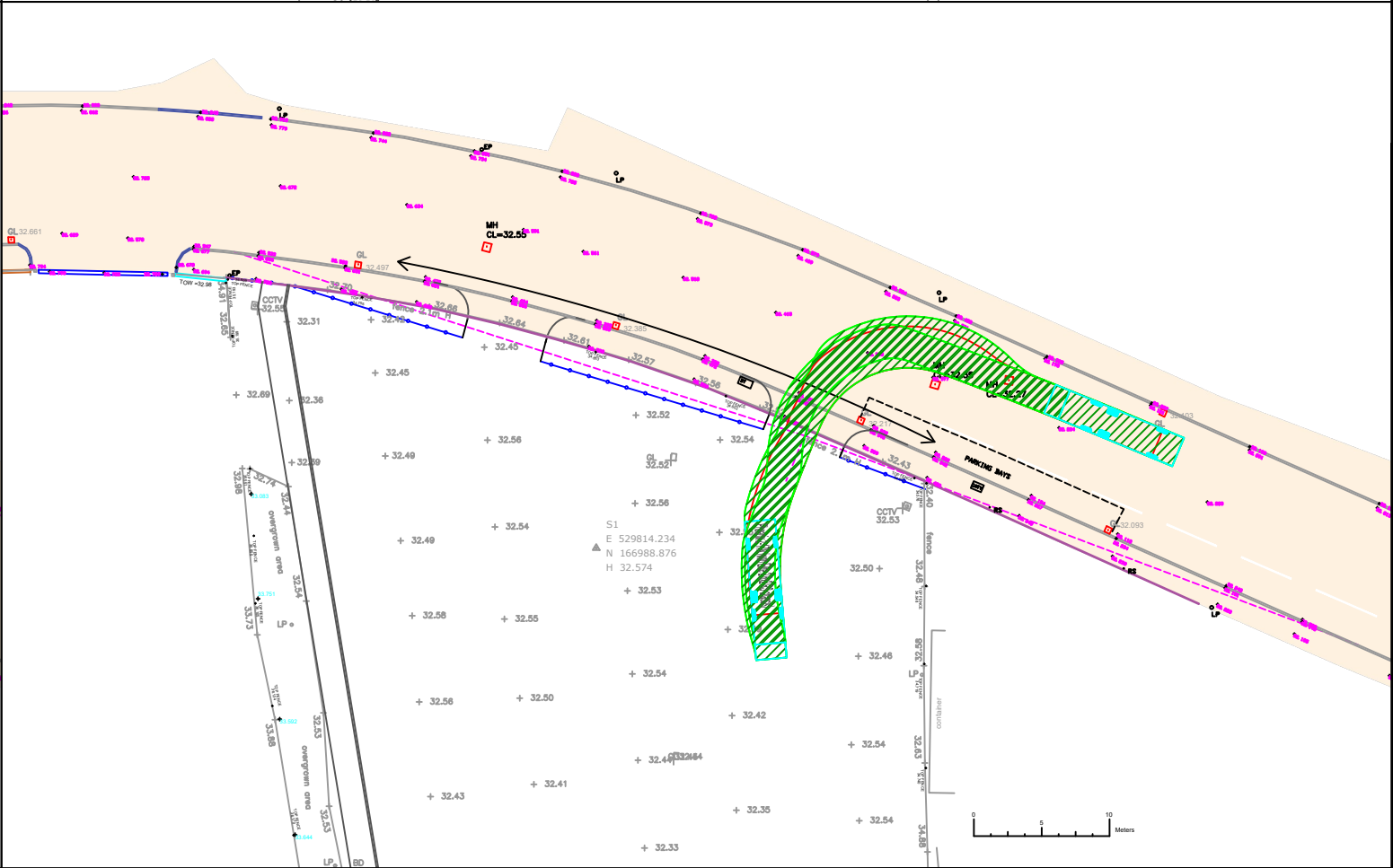
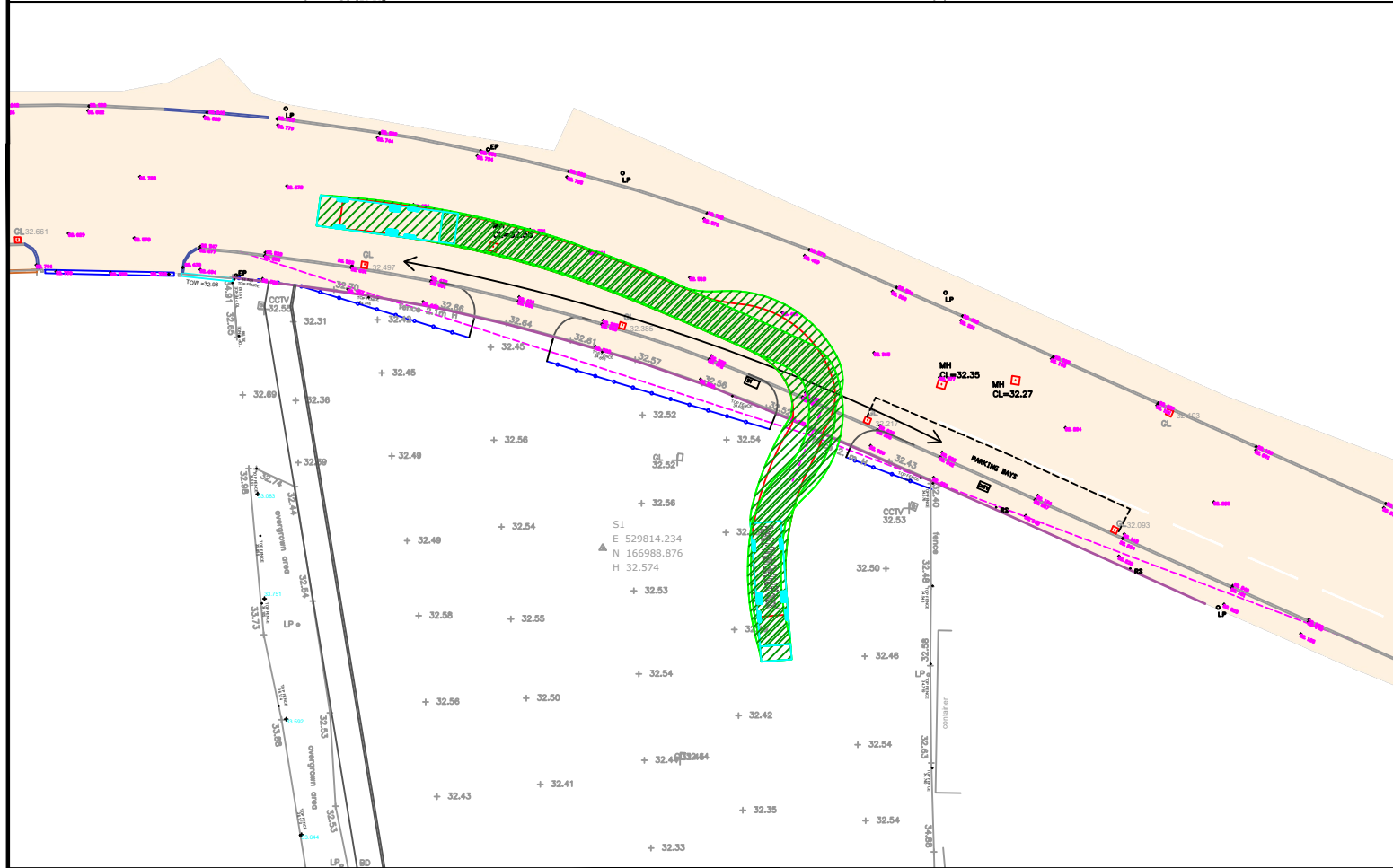
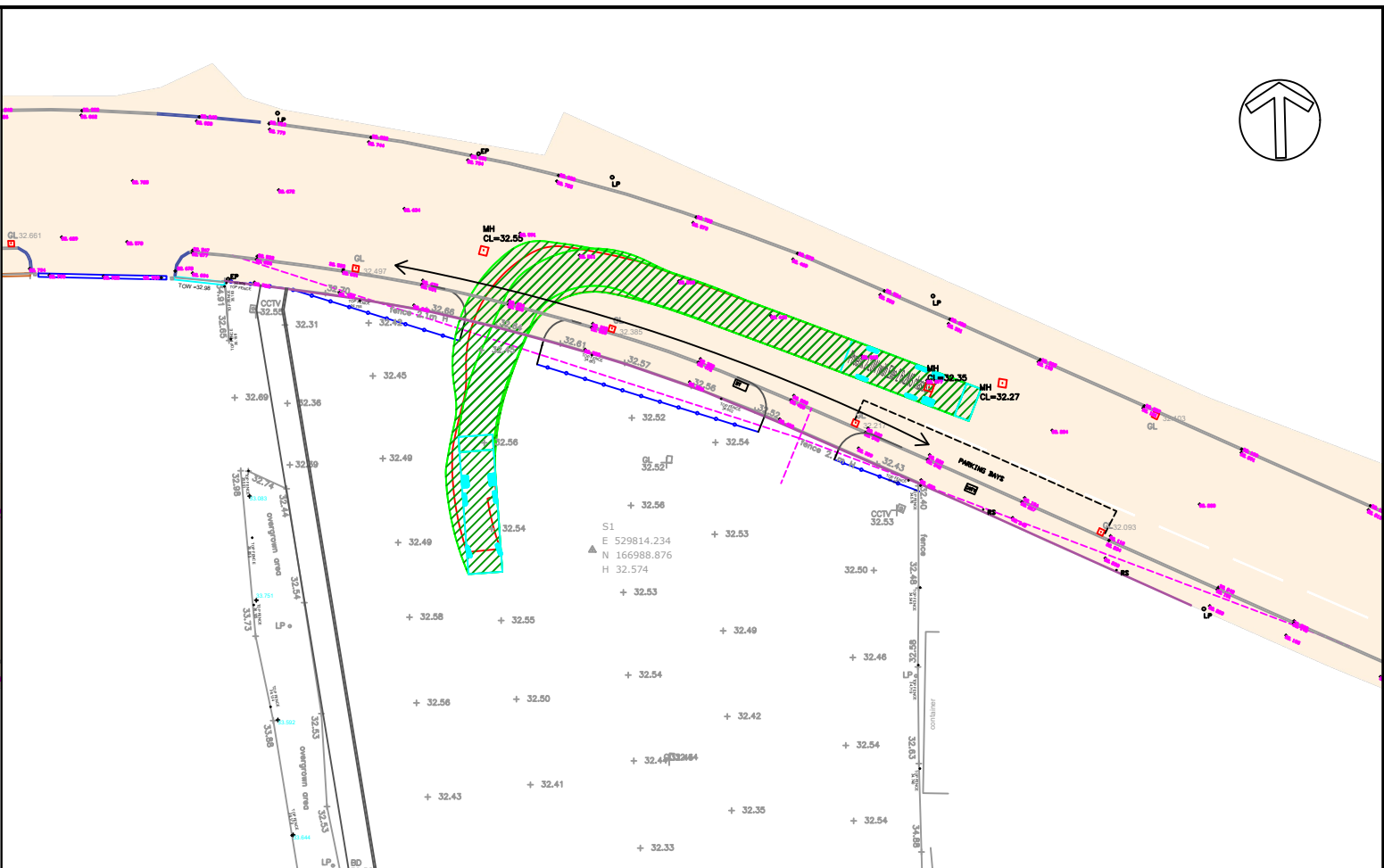
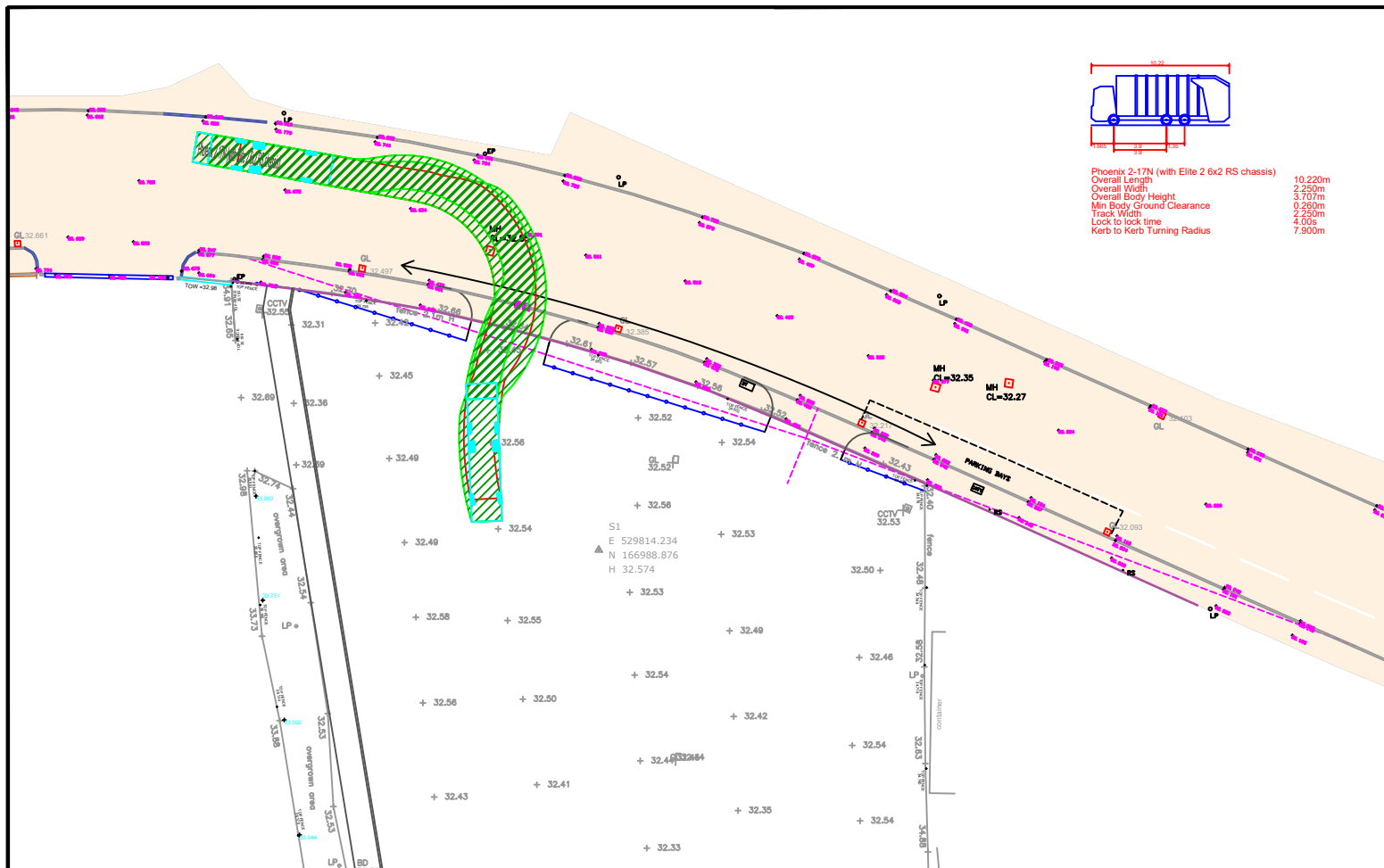
JOB TITLE Therapia Lane Depot, Croydon		CLIENT Willmott Dixon Construction	
DRAWING TITLE Preliminary Layout Concept Coomber Way Site Accesses TLVD-DTA-ZZ-XX-F-SK-C-07			
SCALE 1:250@A3	DRAWN BY BP	DATE 08/12/23	DRAWING No 25260-07-GA
REVISION F			



## **Appendix I**

### Vehicle Tracking





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REV	DESCRIPTION	DRAWN	INITIALS	DATE

**DTA**  
 Transport Planning Consultants

Forester House, Doctors Lane,  
 Henley in Arden,  
 Warwickshire B95 5AW  
 Tel: +44(0)1564 793598  
 Fax: +44(0)1564 793983  
 www.dtatransportation.co.uk

JOB TITLE Therapia Lane Depot, Croydon		CLIENT Willmott Dixon Construction	
DRAWING TITLE Preliminary Layout Concept Coomber Way Site Accesses TLVD-DTA-ZZ-XX-F-SK-C-07-TRK			
SCALE 1:500@A3	DRAWN BY BP	DATE 08/12/23	DRAWING No 25260-07-TRK
REVISION F			

## **Appendix J**

WCS/SCS Demand

**THERAPIA LANE DEPOT – PROPOSED STAFF PARKING 22.11.23**

One of the key considerations in the development stage of this project was to understand how the staff will travel to the depot on a daily basis and how we can accommodate their vehicles within the depot site without the need to use the public highway for parking.

The staff resources are divided into three key departments. These include the Waste Team, the Streets Cleansing Team and the Office / Operations Team and the tables below show the proposed staff numbers from the current operator, namely Veolia.

Waste Team			
	Drivers	Loaders	Total
Staff Numbers	28	51	79

Street Cleansing Team			
	Drivers	Operatives	Total
Staff Numbers	35.5	45.5	81

Office / Operations Team	
	Total
Staff Numbers	17

In November 2023 Veolia undertook a staff survey to establish how their existing staff travel to/from the existing depot (Factory Lane, Croydon). This survey showed that 40% of staff use their own vehicles to travel to the depot.

Note: From the Streets Cleansing Team it is only the drivers that travel to/from the depot. This reduces the total to 35.5 staff.

The table below shows the 40% ratio applied to the proposed staff that will travel to/from the depot on a daily basis.

	Estimated No. of Vehicles Travelling to/from the depot
Waste Team	31.6
Street Cleansing Team	14.2
Office / Operations Team	6.8
<b>Total</b>	<b>52.6 (say 53 No.)</b>

We estimate that from the 52.6 vehicles we would expect to have a reduction of 10% due to staff annual leave / illness. This equates to a reduction from 52.6 No. vehicles to 47.3 No. vehicles estimated to be travelling to work on a daily basis.

These vehicles will be parked across the depot site as follows:

1. 10 No. Waste Team staff parking in the holding areas to the North Car Park.
2. 7 No. Office/Operations Team staff in the staff vehicles parking bays to the South Car Park.
3. 10 No. Street Cleansing Team staff parking to the Street Cleansing parking bays to the South Car Park.
4. 20-21 No. Waste Team staff parking within the 30 No. Waste Vehicle parking bays (see Operational statement from Veolia).

## **Appendix K**

### Coomber Way Survey

12462 CROYDON									
JUNE 2023									
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed
Site No: 12462001	Coomber Way, Croydon 51.387291, -0.135717	Channel: Eastbound	Fri 16-Jun-23	Thu 22-Jun-23	30	32106	4958	4587	31.8
		Channel: Westbound	Fri 16-Jun-23	Thu 22-Jun-23		34518	5291	4931	31.5

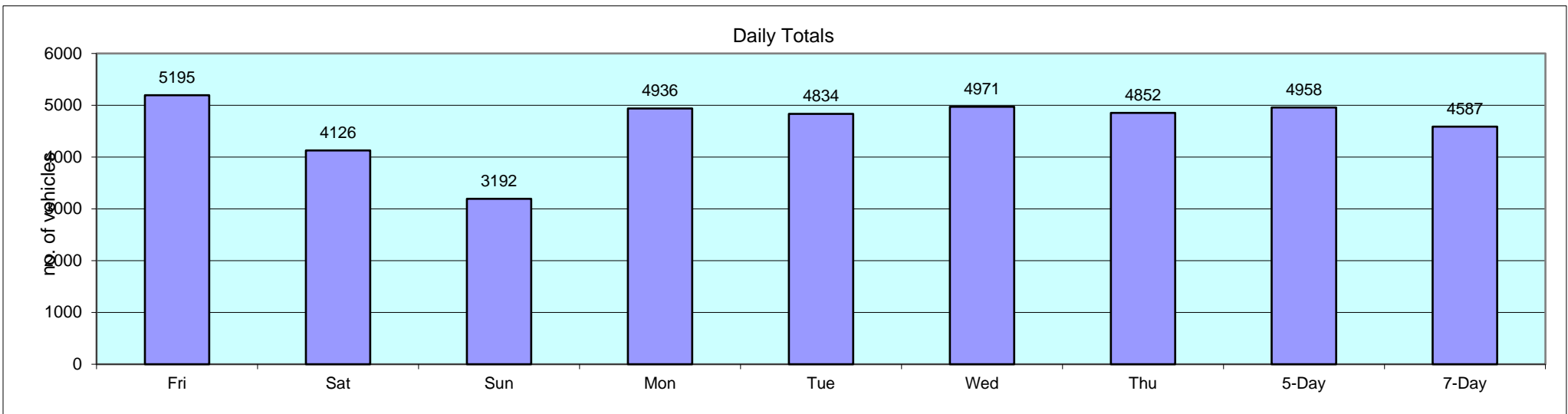
12462		CROYDON			Posted Speed Limit (PSL)	Average Mean Speed
		JUNE 2023				
Site	Location	Direction	Start Date	End Date		
Site No: 12462001	Coomber Way, Croydon 51.387291, -0.135717	Channel: Eastbound	Fri 16-Jun-23	Thu 22-Jun-23	30	26.7
		Channel: Westbound	Fri 16-Jun-23	Thu 22-Jun-23		26.6

12462	CROYDON		Site No: 12462001		Location		Coomber Way, Croydon		
				Channel: Eastbound					
TIME PERIOD	Fri 16/06/2023	Sat 17/06/23	Sun 18/06/23	Mon 19/06/23	Tue 20/06/23	Wed 21/06/23	Thu 22/06/23	5-Day Av	7-Day Av
<b>Week Begin: 16-Jun-23</b>									
00:00	36	44	59	25	26	25	30	28	35
01:00	29	32	45	16	26	30	29	26	30
02:00	18	26	29	16	14	13	14	15	19
03:00	28	25	25	21	24	30	36	28	27
04:00	49	40	16	47	55	47	51	50	44
05:00	110	53	40	93	98	101	96	100	84
06:00	216	98	60	192	206	198	206	204	168
07:00	298	142	82	272	280	252	284	277	230
08:00	357	190	101	344	357	330	301	338	283
09:00	352	278	137	314	299	315	286	313	283
10:00	331	325	242	324	282	343	321	320	310
11:00	301	310	326	302	326	334	335	320	319
12:00	314	327	301	346	334	322	320	327	323
13:00	326	322	298	346	320	347	289	326	321
14:00	351	292	301	341	285	359	351	337	326
15:00	320	273	246	344	299	341	338	328	309
16:00	335	246	173	316	336	325	297	322	290
17:00	353	264	149	336	325	327	344	337	300
18:00	323	206	161	311	286	292	273	297	265
19:00	260	191	137	252	221	244	237	243	220
20:00	189	162	97	157	180	152	164	168	157
21:00	114	107	71	93	105	106	95	103	99
22:00	108	96	55	80	92	92	95	93	88
23:00	77	77	41	48	58	46	60	58	58
<b>12H,7-19</b>	<b>3961</b>	<b>3175</b>	<b>2517</b>	<b>3896</b>	<b>3729</b>	<b>3887</b>	<b>3739</b>	<b>3842</b>	<b>3558</b>
<b>16H,6-22</b>	<b>4740</b>	<b>3733</b>	<b>2882</b>	<b>4590</b>	<b>4441</b>	<b>4587</b>	<b>4441</b>	<b>4560</b>	<b>4202</b>
<b>18H,6-24</b>	<b>4925</b>	<b>3906</b>	<b>2978</b>	<b>4718</b>	<b>4591</b>	<b>4725</b>	<b>4596</b>	<b>4711</b>	<b>4348</b>
<b>24H,0-24</b>	<b>5195</b>	<b>4126</b>	<b>3192</b>	<b>4936</b>	<b>4834</b>	<b>4971</b>	<b>4852</b>	<b>4958</b>	<b>4587</b>
<b>Am</b>	<b>08:00</b>	<b>10:00</b>	<b>11:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>11:00</b>		
<b>Peak</b>	<b>357</b>	<b>325</b>	<b>326</b>	<b>344</b>	<b>357</b>	<b>343</b>	<b>335</b>		
<b>Pm</b>	<b>17:00</b>	<b>12:00</b>	<b>14:00</b>	<b>13:00</b>	<b>16:00</b>	<b>14:00</b>	<b>14:00</b>		

12462	CROYDON		Site No: 12462001	Location	Coomber Way, Croydon				
			Channel: Eastbound						
	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>5-Day</b>	<b>7-Day</b>
<b>TIME PERIOD</b>	16/06/2023	17/06/23	18/06/23	19/06/23	20/06/23	21/06/23	22/06/23	Av	Av
<b>Peak</b>	<b>353</b>	<b>327</b>	<b>301</b>	<b>346</b>	<b>336</b>	<b>359</b>	<b>351</b>		



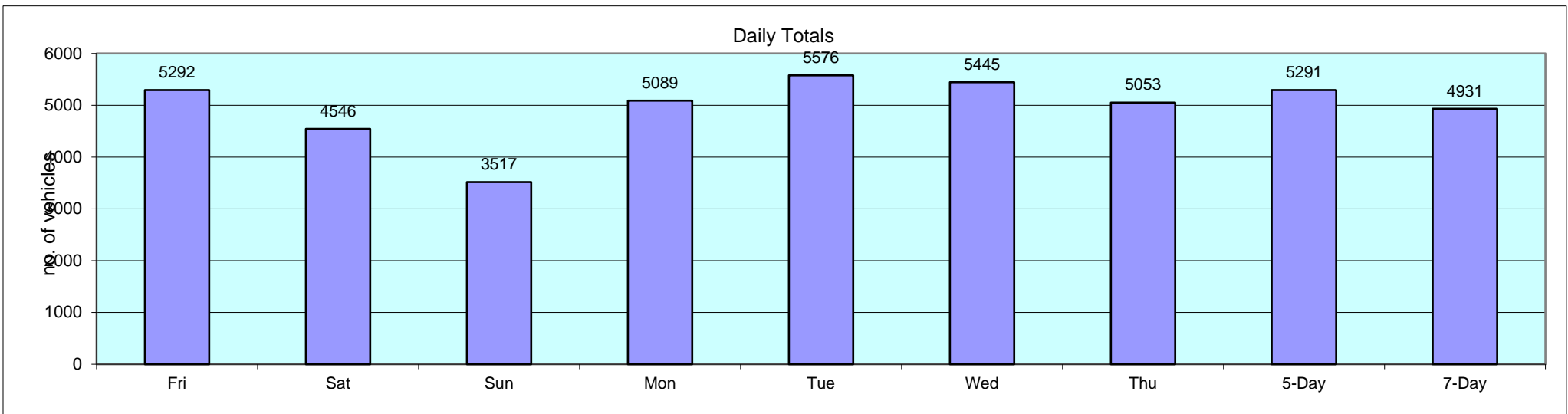
12462	CROYDON		Site No: 12462001	Location		Coomber Way, Croydon			
			Channel: Eastbound						
<b>TIME PERIOD</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>5-Day</b>	<b>7-Day</b>
	16/06/2023	17/06/23	18/06/23	19/06/23	20/06/23	21/06/23	22/06/23	Av	Av




12462	CROYDON		Site No: 12462001		Location		Coomber Way, Croydon				
			Channel: Westbound								
TIME PERIOD	Fri 16/06/2023	Sat 17/06/23	Sun 18/06/23	Mon 19/06/23	Tue 20/06/23	Wed 21/06/23	Thu 22/06/23	5-Day Av	7-Day Av		
<b>Week Begin: 16-Jun-23</b>											
00:00	60	62	54	33	36	51	50	46	49		
01:00	42	45	41	25	31	26	31	31	34		
02:00	17	27	21	15	26	14	16	18	19		
03:00	32	18	7	24	25	25	23	26	22		
04:00	55	31	17	49	56	55	55	54	45		
05:00	95	50	24	91	102	103	90	96	79		
06:00	243	98	44	240	256	283	285	261	207		
07:00	345	118	59	293	299	340	299	315	250		
08:00	272	156	65	323	278	283	281	287	237		
09:00	268	177	96	258	284	322	255	277	237		
10:00	294	252	129	241	297	316	260	282	256		
11:00	360	307	212	323	386	385	361	363	333		
12:00	316	363	335	346	392	379	340	355	353		
13:00	337	371	344	375	361	399	323	359	359		
14:00	343	346	340	338	409	349	360	360	355		
15:00	350	352	355	345	365	356	349	353	353		
16:00	325	350	374	371	405	356	320	355	357		
17:00	304	319	346	336	393	328	324	337	336		
18:00	293	291	193	301	347	284	277	300	284		
19:00	277	269	156	234	241	234	257	249	238		
20:00	253	175	110	200	255	227	202	227	203		
21:00	191	169	93	162	160	139	132	157	149		
22:00	128	121	60	108	113	138	101	118	110		
23:00	92	79	42	58	59	53	62	65	64		
<b>12H,7-19</b>	<b>3807</b>	<b>3402</b>	<b>2848</b>	<b>3850</b>	<b>4216</b>	<b>4097</b>	<b>3749</b>	<b>3944</b>	<b>3710</b>		
<b>16H,6-22</b>	<b>4771</b>	<b>4113</b>	<b>3251</b>	<b>4686</b>	<b>5128</b>	<b>4980</b>	<b>4625</b>	<b>4838</b>	<b>4508</b>		
<b>18H,6-24</b>	<b>4991</b>	<b>4313</b>	<b>3353</b>	<b>4852</b>	<b>5300</b>	<b>5171</b>	<b>4788</b>	<b>5020</b>	<b>4681</b>		
<b>24H,0-24</b>	<b>5292</b>	<b>4546</b>	<b>3517</b>	<b>5089</b>	<b>5576</b>	<b>5445</b>	<b>5053</b>	<b>5291</b>	<b>4931</b>		
<b>Am</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>	<b>11:00</b>				
<b>Peak</b>	<b>360</b>	<b>307</b>	<b>212</b>	<b>323</b>	<b>386</b>	<b>385</b>	<b>361</b>				
<b>Pm</b>	<b>15:00</b>	<b>13:00</b>	<b>16:00</b>	<b>13:00</b>	<b>14:00</b>	<b>13:00</b>	<b>14:00</b>				

12462	CROYDON		Site No: 12462001	Location	Coomber Way, Croydon				
			Channel: Westbound						
	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>5-Day</b>	<b>7-Day</b>
<b>TIME PERIOD</b>	16/06/2023	17/06/23	18/06/23	19/06/23	20/06/23	21/06/23	22/06/23	Av	Av
<b>Peak</b>	<b>350</b>	<b>371</b>	<b>374</b>	<b>375</b>	<b>409</b>	<b>399</b>	<b>360</b>		

12462	CROYDON			Site No: 12462001	Location	Coomber Way, Croydon			
				Channel: Westbound					
<b>TIME PERIOD</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>5-Day</b>	<b>7-Day</b>
	16/06/2023	17/06/23	18/06/23	19/06/23	20/06/23	21/06/23	22/06/23	Av	Av





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