



**MARIAN COURT, ROBIN HOOD LANE,
SUTTON SM1 2SB**

**Proposed C3 Residential Use Upward
Extension**

**Transport Statement
On behalf of M&D Properties Investment Ltd**

August 2023

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Project: Marian Court, Robin Hood Lane, Sutton SM1 2SB
Proposed C3 Residential Use Upward Extension

Client: M&D Properties Investment Ltd

Document: Transport Statement

Crosby TP ref: PC/P23035 TS

Issue date: 4 August 2023

Status: 1st issue

Authorised by: PC

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1 INTRODUCTION

- 1.1** This Transport Technical Note is prepared on behalf of M&D Properties Investment Ltd (“the Applicant”) and sets out the highways and transport considerations in relation to their Permitted Development application for the addition of a single storey of C3 residential use at Marian Court, Robin Hood Lane, Sutton, London SM1 2SB, located within the London Borough of Sutton (LB Sutton).
- 1.2** Marian Court comprises three detached three-storey buildings in residential use totalling 42 self-contained dwellings and the applicant proposes a single storey rooftop extension totalling 14 units across all three buildings under Class A of Part 20 of The Town and Country Planning (General Permitted Development) (England) Order 2015 No. 596, as amended by The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 No.632.
- 1.3** Class A of Part 20 of the GPDO requires the developer to apply to the local authority for prior approval as to transport and highways impacts of the development and the provisions of paragraph B (prior approval) will apply.
- 1.4** Paragraph B(5)(b) requires *“where in the opinion of the local authority the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site the local planning authority must consult the local highway authority, where the increase or change relates to traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority”*.
- 1.5** Paragraph B(15)(b) stipulates that the local authority must, when determining an application for Prior Approval, have regard to the National Planning Policy Framework (NPPF) so far as is relevant to the subject matter of the prior approval, as if the application were a planning application.

1.6 Paragraph 111 of the NPPF states *“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”*.

1.7 This report considers the transport and highways effects of the proposed single storey upwards extension comprising 3 x studio (1-person), 10 x 1-bed (2-person) and 1 x 2-bed (4-person) flatted dwellings in terms of accessibility, parking provision and traffic generation in order to assist LB Sutton as local authority in their determination of whether *‘the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site’*.

1.8 This Transport Statement is set out as follows:-

- Section 2 describes the site location and the surrounding highway network
- Section 3 describes the accessibility of the site by non-car modes of travel;
- Section 4 provides details of the proposals, including car parking provision, cycle parking and delivery and servicing strategy;
- Section 5 discusses the likely trip generation of the proposals; and
- Section 6 provides a summary and conclusion to the report.

2 SITE LOCATION AND SURROUNDING HIGHWAY NETWORK

Site Location and Use

- 2.1 The location of the site in the context of its local setting is shown in **Figure 1**. The site is situated within a 450 metre walk distance of Sutton High Street to the east and a 900 metre walk distance from Sutton rail station to the southeast. West Sutton rail station is a 850 metre walk distance to the northwest.

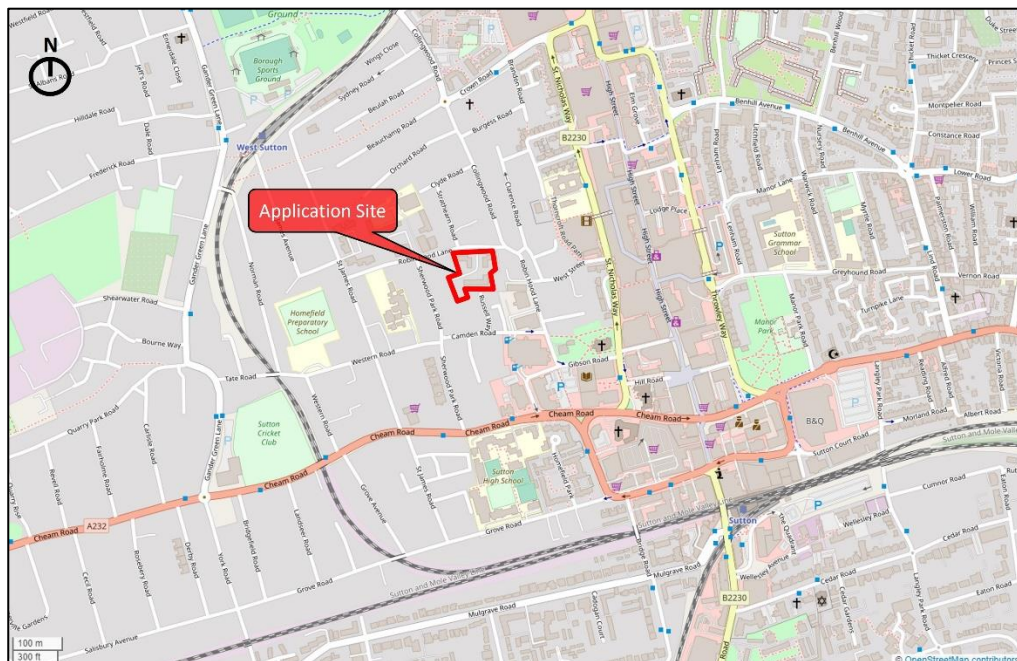


Figure 1: Site Location

- 2.2 The site is situated along the southern side of Robin Hood Lane, some 50 metres to the west of its priority junction with Collingwood Road. The site is accessed from Marian Court which is a publicly adopted access road which forms a three-arm priority junction with Robin Hood Lane.

- 2.3** From its junction with Robin Hood Lane, the Marian Court access road is a two-way, single carriageway road with street lighting, grassed verges and pedestrian footways along both sides, all of which are adopted as public highway. The carriageway width is 4.8 metres and is subject to single yellow line restrictions. Upon entry to the site, two small surface car parks are provided on each side of the carriageway, each accommodating four marked bays for residents (unallocated, on a first come first served basis). Some 40 metres into the site is a central courtyard containing a marked disabled parking bay, with the area of sufficient size to accommodate the turning movements of large vehicles.
- 2.4** From the central courtyard to the west, Marian Court provides access to a private parking area for residents of Marian Court. Within the parking area are ten marked surface bays and five rows of garages totalling 41 garages.
- 2.5** The garages are numbered 1-41 and it is understood that they are assigned to mix of residents and non-residents alike. Site observations suggest the garages are unlikely to be frequently used for parking purposes, with cars observed parked in front of and around garages, effectively blocking access. The property manager has since confirmed that the vast majority (40 of the 41 garages) are used for storage of cycles, motorbikes and general storage, with only one garage used regularly for parking a car.
- 2.6** Marian Court is covered by the Town Centre Controlled Parking Zone (CPZ), which is in force between Monday to Saturday 8am-630pm. There are no CPZ car parking bays within Marian Court, only the single disabled parking bay which measures 2.0m x 6.0m.

- 2.7** Robin Hood Close within the vicinity of the site is a two-way, 6.0 metre wide, single carriageway road with street lighting and subject to a 20mph speed limit. Along both sides of the carriageway are intermittent marked on-street car parking bays provided for Resident Permit Holders (Permit 'B') or Pay and Display parking, between Monday to Saturday 8am-630pm. Elsewhere, the carriageway is subject to double and single yellow line restrictions. Pedestrian footways are present along both sides of the carriageway.
- 2.8** The site itself is occupied by the three detached, three-storey blocks which comprise Marian Court. The eastern block contains units 1-12, the southern block contains units 13-30 and the western block contains units 31-42.

3 ACCESSIBILITY BY NON-CAR MODES

Walking

- 3.1** The site is located within a predominantly residential area, but within a 450 metre walk distance of the Sutton town centre High Street. Consequently, the site benefits from extensive pedestrian infrastructure in the locality. There are few barriers to walking, with standard width footways and street lighting provided along both sides of Marian Court, Robin Hood Lane and roads leading to the town centre and rail stations.
- 3.2** At the Robin Hood Lane priority junction with Collingwood Road some 50 metres to the east of the site, a crossing facility is provided in the form of a pedestrian refuge with dropped kerbs on the Robin Hood Lane approach. For pedestrians routing directly between the site and the town centre, the most desirable route would be via the footways along both sides of Robin Hood Lane and West Street, a distance of some 300 metres to St Nicholas Way.
- 3.3** As the site is situated within a 450 metre walk distance of the Sutton town centre High Street, there are numerous local amenities and employment facilities typical of a town centre environment within the locality.

Cycling

- 3.4** There are a number of cycle routes in the surrounding area which are identified within the Sutton Cycling Guide produced by LB Sutton. An extract of the Sutton Cycling Guide illustrating the cycle network in the vicinity of the site is shown in **Figure 2**.



Figure 2: Local Cycle Network (extract from Sutton Cycling Guide)

3.5 It can be seen that on-road cycle routes are provided close to the site along Collingwood Road and Robin Hood Lane some 50 metres to the east of the site. These form part of a network of predominantly on-road routes that connect to key local destinations including Sutton town centre as well as Sutton, Carshalton Beeches and Carshalton rail stations and local schools and amenities.

Bus Services

3.6 When considering access by public transport, a PTAL assessment is a standard tool for quantifying the accessibility of a Point of Interest (POI). The PTAL methodology is adopted by Transport for London (TfL) for this purpose.

3.7 TfL PTAL guidance states that for a bus route to be included in the assessment, the POI must be within an 8 minute walk or 640m of a Service Access Point (SAP), assuming a walk speed of 4.8kph.

- 3.8** The site is located within an acceptable walk distance of bus stops located along St Nicholas Way (along the western side of the St Nicholas Centre) to the east of the site. The bus stops serve 11 frequent and regular bus route which serve local destinations including Morden, West Croydon, Banstead, Sutton Hospital and St Helier. An additional bus service (X26) is accessible from bus stops located at Cheam Road some 550 metres from the site to the south.
- 3.9** TfL-published bus route maps outlining the bus services which operate in the vicinity of the site are contained within **Appendix A**.

Rail Services

- 3.10** In respect of rail services, PTAL assessment guidance states that a rail service can be considered accessible if the POI is within a 12 minute or 960 metre walk of a SAP.
- 3.11** The application site is located a 680 metre walk distance from West Sutton station to the northwest and an 850 metre walk distance from Sutton station to the southeast.
- 3.12** West Sutton railway station is located on the Sutton Loop Line within Travelcard Zone 5. The station is served by Thameslink trains with a typical off-peak frequency of 2 trains/hour to St Albans City and 2 trains/hour to Sutton.
- 3.13** Sutton railway station is also located within Travelcard Zone 5. All stopping services are operated by Thameslink and Southern trains. There are typically 4 off-peak trains/hour to London Victoria with a typical average journey time of 35 minutes. Additional off-peak direct services operate to London Bridge (2 per hour), St Albans (4 per hour), Epsom (2 per hour), Epsom Downs (2 per hour) and Dorking (2 per hour).

PTAL

- 3.14** With reference to TfL's online Planning Information Database, the site scores a Public Transport Accessibility Level (PTAL) rating of 5, which represents a 'very good' level of public transport accessibility. The PTAL calculation for the site, including details of public transport services and frequencies, is contained within **Appendix B**.

Summary

- 3.15** In summary, the site scores a 'very good' level of public transport accessibility and is located within short walk distances of both bus and rail services and is situated in close proximity to Sutton town centre. Consequently, it is considered that residents would be able to undertake typical daily journey purposes by non-car modes of travel.

4 PROPOSALS

- 4.1** The Prior Approval application is for the addition of a single storey of C3 residential use across all three blocks, comprising 3 x studio (1-person), 10 x 1-bed (2-person) and 1 x 2-bed (4-person) flatted dwellings. The illustrative site layout and proposed floor plans are shown within the submission drawings which accompany the application.
- 4.2** For Prior Approval applications, it is established that the provision of cycle parking relates to convenience only, rather than an impact on transport and highways. However, the applicant recognises the importance of encouraging residents to cycle and therefore the opportunity can be taken to provide secure and sheltered cycle parking facilities for the proposed residential units.
- 4.3** With regards to cycle parking, LB Sutton's cycle parking standards require a minimum of one space per studio/one-bed unit and two spaces per all other dwellings. In flatted developments, secure and covered cycle parking/storage area(s) should be provided inside or outside each block. An additional one space for each 40 dwellings should also be provided for visitor (short-stay) parking
- 4.4** Applying the cycle parking standards to the proposed schedule results in a cycle parking requirement of 15 spaces. The proposed site plan illustrates how a cycle storage area with 24 spaces in the form of Sheffield stands can be provided, thereby exceeding the locally-adopted standards and allowing for some usage by existing residents. The cycle storage area would be accessible via a footway link from Marian Court.
- 4.5** There is sufficient space within the site's bin storage area to accommodate the additional refuse and recycling demands of the additional units. Consequently, the waste collection arrangements would remain the same as for the existing units.

Car Parking

- 4.6** No additional on-site car parking will be provided for the proposed units and residents will be aware of the parking restrictions prior to purchase/occupation. It is also understood from the property manager that whilst residents of Marian Court are entitled to apply for permits within the local CPZ, only two residents have a permit.
- 4.7** Potential residents shall be made aware of local parking restrictions. It is therefore highly unlikely that residents will choose to live here if they are reliant on owning a car for day-to-day journey purposes. However, if deemed necessary by LB Sutton, a planning condition can be imposed which prevents future residents of the 14 units from applying for permits to park within the local CPZ.
- 4.8** Paragraph 107 of the National Planning Policy Framework (NPPF) states that *“If setting local parking standards for residential and non-residential development, policies should take into account:*
- *The accessibility of the development;*
 - *The type, mix and use of development;*
 - *The availability of and opportunities for public transport;*
 - *Local car ownership levels; and*
 - *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*
- 4.9** Policy 37 (Parking) of the Sutton Local Plan (Adopted 2018) acknowledges the NPPF policy above and also acknowledges that parking can occupy a significant amount of the site area in new residential developments. The council’s parking standards therefore allow parking provision to reflect local circumstances.

- 4.10** Policy 37 therefore states that *“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.”*
- 4.11** Policy 37 also states that *“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.”*
- 4.12** Whilst the application of standards and development plan policies is not a Class A consideration as it does not demonstrate or substantiate an impact in respect of transport and highways matters, it is clear that local policy supports reduced car parking levels in accessible locations such as this. Furthermore, the London Plan 2021 states at Policy T6B that *“car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport...”*.
- 4.13** It is therefore considered that the car-free nature of the proposed scheme, coupled with the comprehensive parking restrictions currently in place, the ability to provide cycle parking and the accessibility to public transport facilities and town centre amenities, means that overspill or illegal car parking can be suitably enforced and the travel needs of the development can be met without residents needing to rely on the use of a private car for day-to-day journeys. Consequently residents would be highly unlikely to own a car if no parking is possible and clearly this would be a material consideration for potential residents when deciding to purchase or rent a property.

Disabled Car Parking Provision

- 4.14** Consideration has been given to the potential to provide additional car parking provision for disabled users only. As stated previously, there is one disabled bay situated within the central courtyard. The bay is effectively parallel to the kerb and measures 2.0m x 6.0m. On-site observations and measurements suggest that a further disabled bay of the same dimensions could be located opposite the existing bay to the west, with both bays effectively being separated by a kerbside length of 3.0 metres. The proposed bay would not affect the ability for a large vehicle such as a refuse vehicle to be able to turn within the courtyard area.
- 4.15** The proposed location of the disabled bay is illustrated within the submission drawings. The applicant would be prepared to fund the process for amending the traffic regulation order accordingly.

5 TRIP GENERATION

- 5.1 As the site is effectively car-free and within such an accessible location and surrounded by comprehensive on-street car parking controls, the proposed use would attract very little in the way of vehicular movements as there would be a strong presumption against driving to and from the site.
- 5.2 In order to determine the likely number of vehicle trips, it would be typical to undertake a TRICS analysis of the proposed use. However in this case, by virtue of the proposed units being car-free, and potentially permit-free, it is evident that there would be a negligible change in traffic movements other than a potential minor increase in delivery and servicing trips.
- 5.3 It is considered highly unlikely that residents will choose to own a car if there is no car parking availability on site or on the surrounding streets. The comprehensive parking restrictions would also dissuade most visitors to the development from choosing to drive by car.
- 5.4 In terms of trip generation therefore, it is considered that the proposed upwards extension would cause no detriment to the local highway network and would certainly not lead to *“a material increase or a material change in the character of traffic in the vicinity of the site”*.

6 SUMMARY AND CONCLUSIONS

- 6.1** Crosby Transport Planning Limited has been instructed by M&D Properties Investment Ltd to consider the potential highways and transport implications in respect of their proposals for the addition of a single storey of C3 residential use at Marian Court, Robin Hood Lane, Sutton, London SM1 2SB, located within the London Borough of Sutton.
- 6.2** Marian Court comprises three detached three-storey buildings in residential use totalling 42 self-contained dwellings and the applicant proposes a single storey rooftop extensions totalling 14 units across all three buildings under Class A of Part 20 of the GPDO.
- 6.3** Section 2 described the application site location and the surrounding highway network and advised that the site is situated within the proximity of Sutton town centre and within walking distance of local amenities.
- 6.4** Section 3 summarised the accessibility of the site by non-car modes of travel and advised that there are few barriers to walking and cycling, with established pedestrian and cycle infrastructure in the vicinity of the site. The site is located within short walk distances of both bus and rail services and is situated in close proximity to Sutton town centre. Consequently, it is considered that residents would be able to undertake typical daily journey purposes by non-car modes of travel.
- 6.5** Section 4 provided details of the proposals from which it was demonstrated that a car-free and potentially permit-free scheme would be entirely appropriate and would not cause detriment to the local highway network by virtue of the comprehensive public and private parking controls and restrictions that are in place on the surrounding roads and parking areas. Future residents would be aware of the lack of availability of car parking and the possible inability to apply for on-street parking permits and this would be a material consideration when choosing to rent or buy a property.

- 6.6** Secure and sheltered cycle storage for the proposed units can be provided on-site in accordance with locally-adopted standards and the bin storage demands of the proposed units can be met within the existing bin store, enabling the existing waste collection arrangements to remain appropriate for the scheme. The applicant would be prepared to fund the process to amend the local traffic regulation order to include an additional on-street car parking bay.
- 6.7** Section 5 advised that the level of increase in traffic generation as a result of the scheme would be negligible by virtue of the car-free and potentially permit-free nature of the scheme and thus would have an imperceptible impact upon the capacity or safety of the local highway network.
- 6.8** It has therefore been demonstrated that the proposed rooftop extension would not have a material impact upon the safety and operation of the adjoining highway network. Consequently it is concluded that the proposal would be entirely acceptable on transport and highways grounds and would not give rise to a *'material increase or a material change in the character of traffic in the vicinity of the site'*.

Appendix A:

TfL Bus Route Maps

Buses from Sutton

Route finder

Bus route	Towards	Bus stops
80	Belmont	B C E I J K O
	Hackbridge	P R V W Y
151	Wallington	U V W Y
	Worcester Park	B C E I J K S T
154 24hr Weekend	Morden	G H Y
	West Croydon	B F X
164	Wimbledon	P Q R V W Y
213 24hr Daily	Kingston	B C E I J K S T
	Belmont	B C E I J K O
280	Tooting	P R V W Y
407	Caterham	D I J K
413	Morden	B C E I J K S T
470	Colliers Wood	A C R V W Y
S1	Epsom	A B C E I J K
	Banstead	B C E I J K O
S3	Lavender Fields	P R V W Y
	Malden Manor	P R V W Y
	Sutton Hospital	B C E I J K O
S4	Roundshaw	A B G I J K
	St. Helier	A C F R V W X
X26 Express	Heathrow Airport	S
	Croydon	L

Night buses

Bus route	Towards	Bus stops
N44	Aldwych	P O R V W Y

Other buses

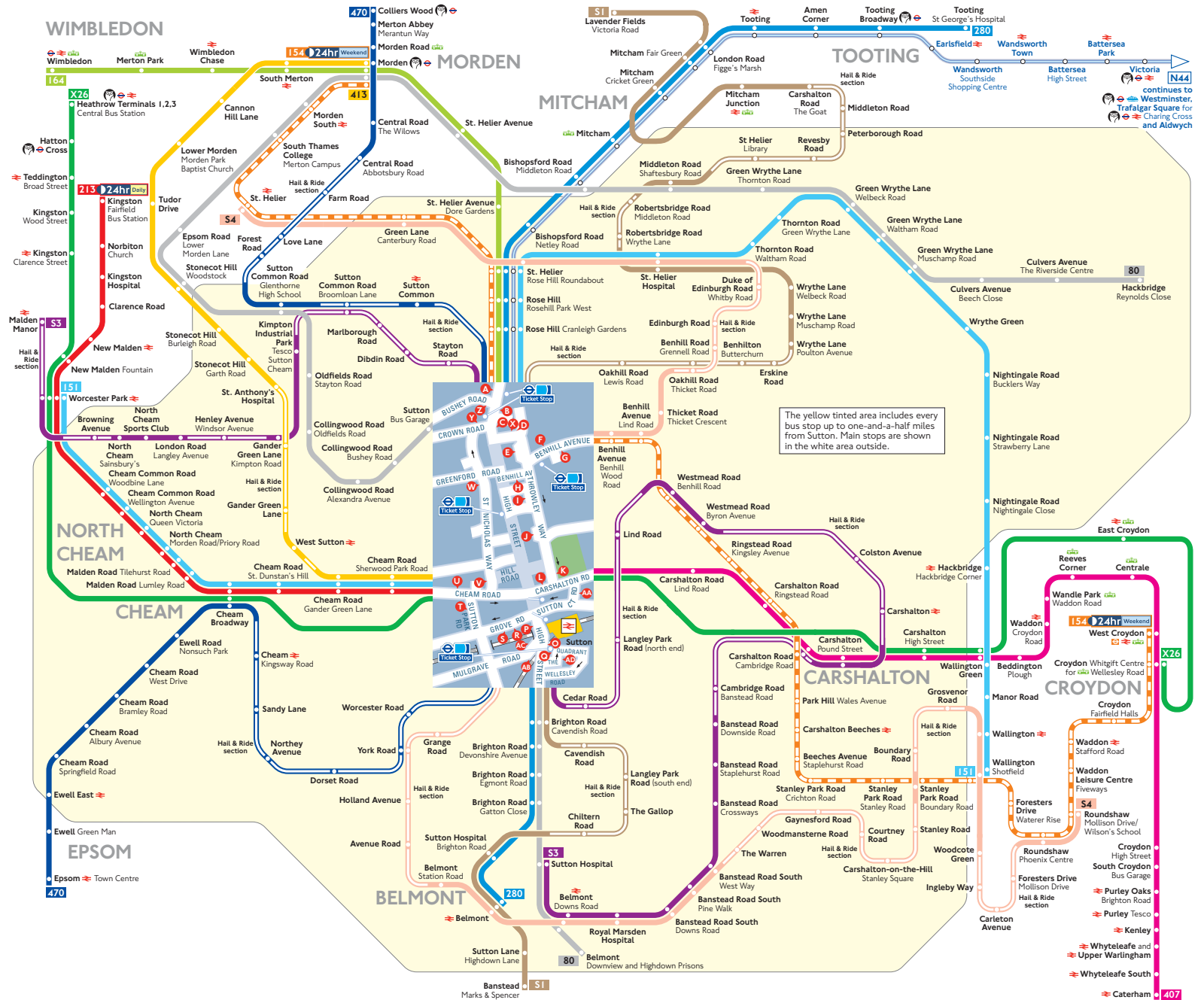
Bus route	Towards	Bus stops
420	Redhill (Whitebuses)	B C E I J K O
A3 24hr Daily	Gatwick Airport	A B I

Key

- 80 Day buses in black
- N44 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with Tramlink
- Connections with river boats
- ★ Mondays to Saturdays
- ⊕ Mondays to Saturdays, not evenings
- ⊕ Except evenings. Some buses continue to Gatwick Airport and also on Sundays to Crawley
- ◆ Limited stop service
- Operates daily with 24-hour service Friday and Saturday nights
- Tube station with 24-hour service Friday and Saturday nights when Night Tube services operate

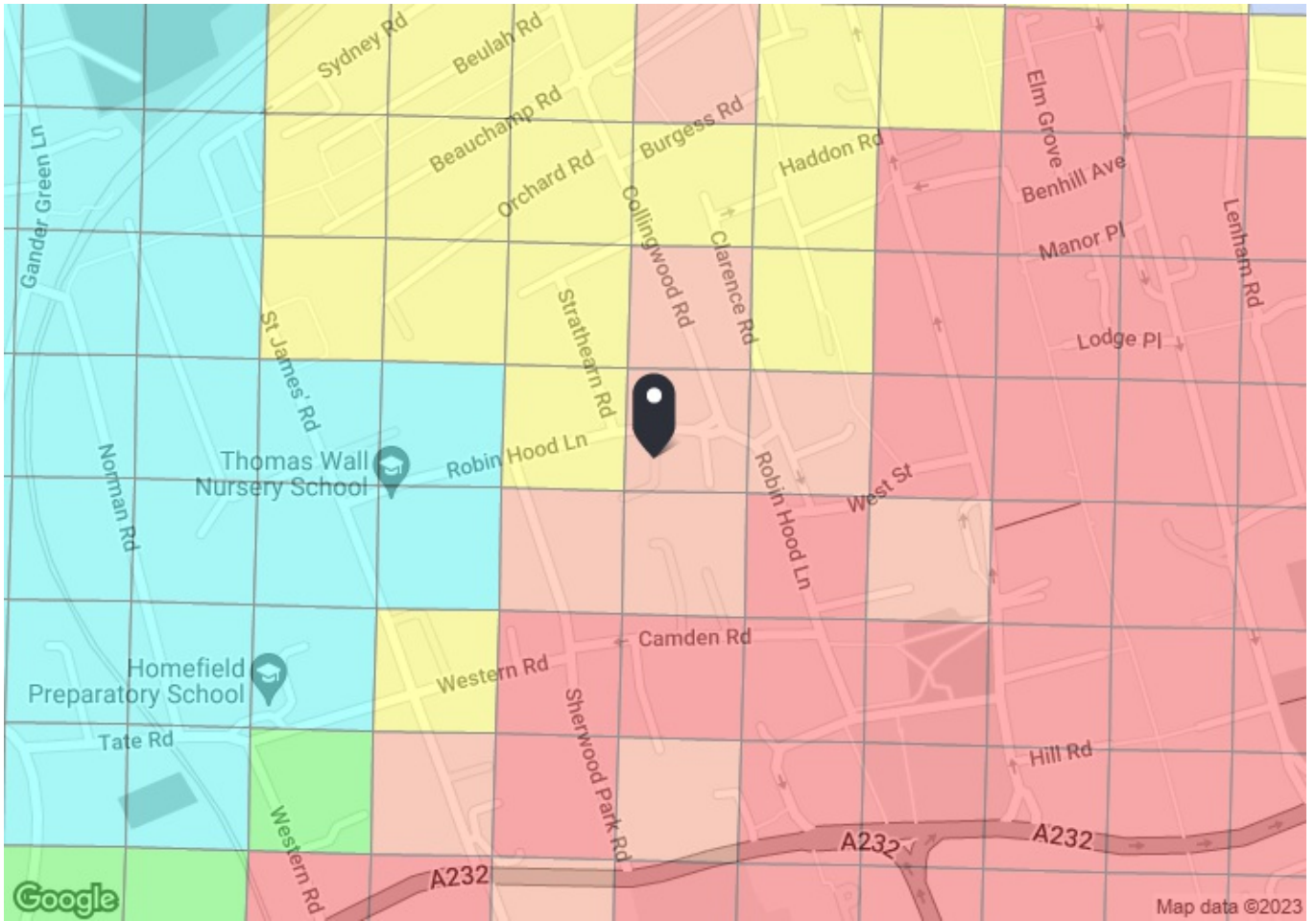
Ways to pay

- Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
- Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
- Sign up for an online account to top up online and see your travel history and spending



Appendix B:

TfL PTAL Output



PTAL output for Base Year
5

40 Marian Ct, Robin Hood Ln, Sutton SM1 2SB, UK
Easting: 525521, Northing: 164318

Grid Cell: 13395

Report generated: 06/07/2023

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ST NICHOLAS CENTRE	151	452.57	6	5.66	7	12.66	2.37	0.5	1.19
Bus	ST NICHOLAS CENTRE	S3	452.57	3	5.66	12	17.66	1.7	0.5	0.85
Bus	ST NICHOLAS CENTRE	413	452.57	4	5.66	9.5	15.16	1.98	0.5	0.99
Bus	ST NICHOLAS CENTRE	80	452.57	6	5.66	7	12.66	2.37	0.5	1.19
Bus	ST NICHOLAS CENTRE	S1	452.57	4	5.66	9.5	15.16	1.98	0.5	0.99
Bus	ST NICHOLAS CENTRE	407	452.57	4	5.66	9.5	15.16	1.98	0.5	0.99
Bus	ST NICHOLAS CENTRE	164	452.57	6	5.66	7	12.66	2.37	0.5	1.19
Bus	ST NICHOLAS CENTRE	470	452.57	2	5.66	17	22.66	1.32	0.5	0.66
Bus	ST NICHOLAS CENTRE	S4	452.57	2	5.66	17	22.66	1.32	0.5	0.66
Bus	ST NICHOLAS CENTRE	213	452.57	7.5	5.66	6	11.66	2.57	1	2.57
Bus	ST NICHOLAS CENTRE	280	452.57	6	5.66	7	12.66	2.37	0.5	1.19
Bus	CHEAM R SHERWOOD PARK RD	X26	549.87	2	6.87	17	23.87	1.26	0.5	0.63
Rail	West Sutton	'WIMBLDN-LDNBDC 2E62'	686.85	1.67	8.59	18.71	27.3	1.1	1	1.1
Rail	West Sutton	'BEDFDM-SUTTON 1V23'	686.85	0.33	8.59	91.66	100.24	0.3	0.5	0.15
Rail	West Sutton	'BEDFDM-SUTTON 1V82'	686.85	0.33	8.59	91.66	100.24	0.3	0.5	0.15
Rail	West Sutton	'SUTTON-LUTON 2O00'	686.85	0.33	8.59	91.66	100.24	0.3	0.5	0.15
Rail	West Sutton	'SUTTON-BEDFDM 2O04'	686.85	0.33	8.59	91.66	100.24	0.3	0.5	0.15
Rail	West Sutton	'SUTTON-STALBCY 2O06'	686.85	0.33	8.59	91.66	100.24	0.3	0.5	0.15
Rail	West Sutton	'SUTTON-LUTON 2O10'	686.85	1	8.59	30.75	39.34	0.76	0.5	0.38
Rail	West Sutton	'BEDFDM-SUTTON 2V15'	686.85	0.33	8.59	91.66	100.24	0.3	0.5	0.15
Rail	West Sutton	'LUTON-SUTTON 2V19'	686.85	0.33	8.59	91.66	100.24	0.3	0.5	0.15
Rail	West Sutton	'STALBCY-SUTTON 2V27'	686.85	0.33	8.59	91.66	100.24	0.3	0.5	0.15
Rail	West Sutton	'LUTON-SUTTON 2V31'	686.85	0.33	8.59	91.66	100.24	0.3	0.5	0.15
Rail	Sutton	'LDNBDC-EPSM 2E91'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'SUTTON-LDNBDC 2U06'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'EPSM-LDNBDC 2U70'	854.43	1	10.68	30.75	41.43	0.72	0.5	0.36
Rail	Sutton	'GUILDFD-LDNBDC 2U98'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'BEDFDM-SUTTON 1O13'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'LUTON-SUTTON 2O17'	854.43	0.67	10.68	45.53	56.21	0.53	0.5	0.27
Rail	Sutton	'STALBCY-SUTTON 2O21'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'STALBCY-SUTTON 2O29'	854.43	0.67	10.68	45.53	56.21	0.53	0.5	0.27
Rail	Sutton	'SUTTON-STALBCY 2V02'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'SUTTON-STALBCY 2V08'	854.43	0.67	10.68	45.53	56.21	0.53	0.5	0.27
Rail	Sutton	'SUTTON-BEDFDM 2V16'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'SUTTON-KNTSHTN 2V20'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-SUTTON 2B90'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'SUTTON-VICTRIC 2B91'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'HORSHAM-VICTRIC 2E03'	854.43	1	10.68	30.75	41.43	0.72	0.5	0.36
Rail	Sutton	'VICTRIC-HORSHAM 2E04'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'DORKING-VICTRIC 2E07'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'HORSHAM-VICTRIC 2E09'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'EPSM-VICTRIC 2E11'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-HORSHAM 2E12'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'HORSHAM-VICTRIC 2E13'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-HORSHAM 2E14'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-EPSM 2E16'	854.43	1	10.68	30.75	41.43	0.72	0.5	0.36
Rail	Sutton	'DORKING-VICTRIC 2E17'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-DORKING 2E18'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-HORSHAM 2E22'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'GUILDFD-VICTRIC 2E95'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'SUTTON-VICTRIC 2R05'	854.43	0.67	10.68	45.53	56.21	0.53	0.5	0.27
Rail	Sutton	'VICTRIC-EPSDMS 2R06'	854.43	1.33	10.68	23.31	33.99	0.88	0.5	0.44
Rail	Sutton	'EPSDMS-VICTRIC 2R11'	854.43	1.67	10.68	18.71	29.39	1.02	0.5	0.51
Rail	Sutton	'SUTTON-VICTRIC 2R17'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-SUTTON 2R20'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-EPSM 2R24'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-SUTTON 2R26'	854.43	0.67	10.68	45.53	56.21	0.53	0.5	0.27
Rail	Sutton	'VICTRIC-EPSDMS 2R28'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Sutton	'VICTRIC-EPSM 2R32'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'SUTTON-VICTRIC 2S15'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-EPSM 2S66'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-DORKING 2S58'	854.43	0.33	10.68	91.66	102.34	0.29	0.5	0.15
Rail	Sutton	'VICTRIC-SUTTON 2S60'	854.43	1.33	10.68	23.31	33.99	0.88	0.5	0.44
Total Grid Cell AI:										24.08