



20-24 Tolworth Broadway, Tolworth, KT6 7HL

TRANSPORT STATEMENT

for Residential and Commercial Use
On behalf of Jessona Investments Limited

24/7712/TS01

February 2024

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is commissioned by Jessona Investments Limited to provide highways and transport planning advice in relation to the proposed redevelopment of 20-24 Tolworth Broadway ("the site"). The site is located within the Royal Borough of Kingston-upon-Thames (RBKT).
- 1.1.2 The existing three-storey building on the site contains two existing commercial units at ground floor level (596m² Class E floorspace), with associated ancillary floorspace (618m²) at first floor level. The second floor level is occupied by one existing flat.
- 1.1.3 The proposals comprise the change of use and reconfiguration of the upper floors to provide nine residential flats, representing a net gain of eight flats. The two existing commercial units at ground floor level (Class E) would be retained, albeit with reduced ancillary floorspace to accommodate the residential units, resulting in 461m² of commercial floorspace post-development. A copy of the existing and proposed floorplans is contained within **Appendix A**.
- 1.1.4 The existing commercial units would operate as existing, with all servicing and delivery procedures to remain. The site would also continue to operate as car-free, as a requirement of its town centre location. The proposal would not involve any alterations to the public highway.
- 1.1.5 This Transport Statement has been prepared to summarise the key transport planning related aspects of the scheme, including the access, parking and servicing arrangements, as well as the likely impacts from a trip generation perspective.

1.2 Relevant Planning History

- 1.2.1 It should be noted that prior approval was in granted by RBKT in 2020 (20/01694/PAR2R) for the partial change of use of the ground floor from retail use to three self-contained flats. In relation to Transport and Highways Impact, the RBK Neighbourhood Traffic Engineer requested the development should be car-free as:

...“This would also preclude future occupants from applying for both residential and visitor parking permits for any existing or future Controlled Parking Zone surrounding the application site and for the site to be advertised as ‘car-free’ if any advertising sales or letting documentation”...

- 1.2.2 It is therefore expected that a car-free scheme would continue to be acceptable.

1.3 Report Structure & Scope

- 1.3.1 This Transport Statement has been prepared in line with the Royal Borough of Kingston upon Thames (RBKT) ‘Sustainable Transport SPD’, which sets out the scope of information needed to support a planning application submission.

- 1.3.2 The main focus of this report is to consider the proposed operation of the development, principally in regard to the anticipated trip generation and in terms of parking, servicing and accessibility by non-car modes.
- 1.3.3 It is noted that in line with Table 1 of the SPD, a Transport Statement should only be required for residential developments of 50-80 residential units. However, given the sites proximity to Tolworth Broadway, a Transport Statement has been requested by RBKT.
- 1.3.4 In addition to this Transport Statement, the development proposal is also supported by a separate Delivery and Servicing Management Plan (Ref: 24/7712/DSMP01) and Travel Plan Statement (Ref: 24/7712/TPS01). These documents should be read in conjunction with this Transport Statement.

1.4 Policy Context

- 1.4.1 The National Planning Policy Framework (NPPF) was updated in December 2023 and is the primary source of national planning guidance in England. The NPPF contains the Government's strategies for economic, social and environmental planning policies and it is designated to be a single, tightly focused document.
- 1.4.2 Paragraph 111 states that ...*“development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.
- 1.4.3 Paragraph 113 of the NPPF states that ...*“all developments that will generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed”*.
- 1.4.4 The operation of the existing commercial uses would remain largely unchanged. The net reduction of the ancillary commercial space would not materially impact the level of trading generated. The principal focus of this report is to therefore assess the transport implications of the nine residential apartments, which are confirmed to generate negligible proportions of vehicular trips due to the car-free nature of the development and it's accessible town centre location. The assessments carried out in this report demonstrate that the proposals would not result in any *'significant amounts of movement'*.
- 1.4.5 The development proposal also falls below the thresholds for requiring a 'Healthy Streets' Transport Assessment. However, in designing the proposals consideration has been given to the Vision Zero and Healthy Streets objectives, which seek to make London a safer, healthier and greener place through improved air quality and reduced congestion.

2 BASELINE CONDITIONS

2.1 Site Location & Local Highway Network

- 2.1.1 The site comprises a three storey building, occupying 20-24 (even) Tolworth Broadway. The building fronts Tolworth Broadway and extends to the rear to Burwood Close.
- 2.1.2 The site is situated on the south side of Tolworth Broadway to the northwest of the A3 Tolworth Roundabout and opposite the Tolworth Broadway/Ewell Road junction (see **Figure 1**). It is located within Tolworth's main retailing High Street and achieves a Public Transport Accessibility Level (PTAL) rating of 3 with Tolworth Rail Station 660m walking distance from the site and bus stops on Ewell Road within 100m.

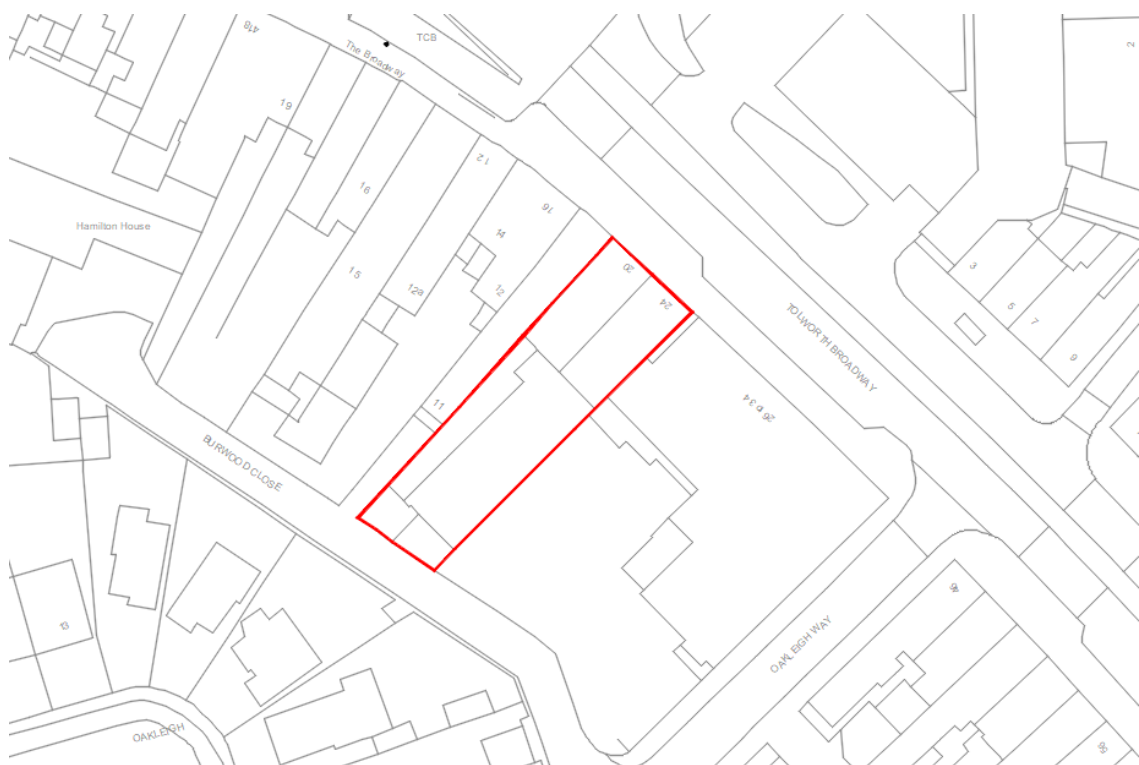


Figure 1 Site Location & Extents

- 2.1.3 The majority of the ground floor of the building is divided between two vacant retail units, which were most recently occupied by a 'Cash Converters' pawnbrokers and a furniture shop which have since ceased trading. A separate entrance leads from Tolworth Broadway to a single residential unit (20a Tolworth Broadway) at second floor level via an internal staircase. The first floor of the building currently comprises ancillary floorspace associated with the retail unit at 20 Tolworth Broadway.
- 2.1.4 Pedestrian access to the site is primarily provided from Tolworth Broadway, although a secondary service entrance is provided to the rear of the building from Burwood Close. An area of hardstanding is located adjacent to Burwood Close, which accommodates informal servicing and storage for waste and deliveries for the site and a number of commercial units along Tolworth Broadway.

2.1.5 Tolworth Broadway forms a two lane dual-carriageway road characterised by a central reservation. The Broadway benefits from good pedestrian infrastructure, with regular raised/paved uncontrolled and signal-controlled crossings. Tolworth Broadway is subject to a 20mph posted speed limit. Further detail of these facilities is provided in Chapter 3.

2.1.6 At its southern end, Tolworth Broadway joins the Tolworth Roundabout junction as a major interchange with the A3 Kingston Bypass and A240 Kingston Road. To the north, Tolworth Broadway forms a signalised junction with Ewell Road before continuing north west towards the centres of Surbiton and Kingston.

2.1.7 Oakleigh Way is located to the south east of the site and forms a side road off Tolworth Broadway, initially servicing Burwood Close (at the rear of the site) and Broad Oaks, both of which act as service roads to the rear of the commercial properties fronting Tolworth Broadway. Oakleigh Way then connects to Oakleigh Avenue and provides access through to the adjacent residential areas.

2.2 Existing Delivery & Servicing Arrangements

2.2.1 The surrounding streets are subject to parking and loading restrictions. **Figure 2** provides an extract of the existing loading restrictions (extracted from RBKT mapping). Further details are provided on drawing **2024/7712/001** attached hereto.

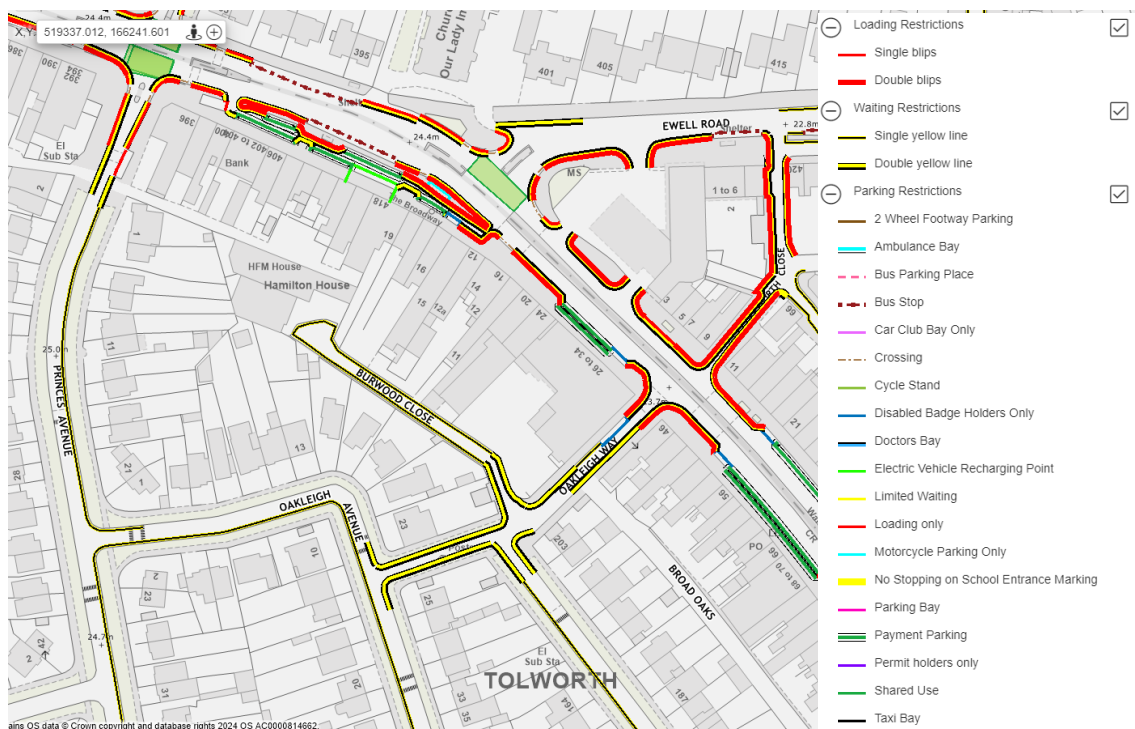
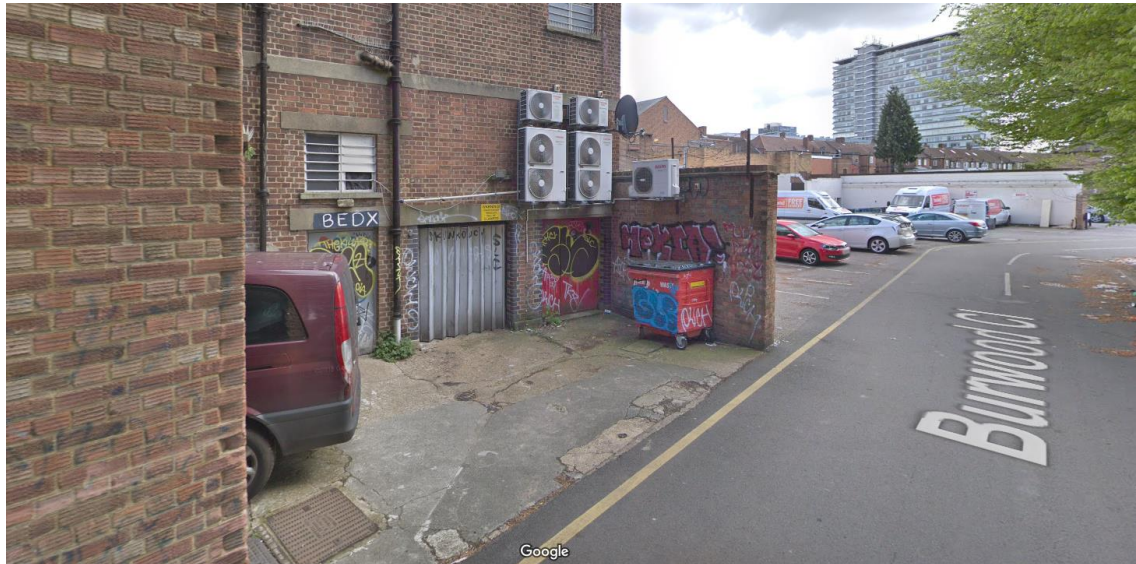


Figure 2 Existing Parking & Loading Restrictions

2.2.2 Much of Tolworth Broadway is subject to 'double blip' loading restrictions, which prevent any loading activity. However, the frontage of the retail units provides pay and display car parking, restricted to 2 hours but with a 30-minute free stay which can be used by customers to the retail units and for general deliveries. In addition, Ewell Road to the west forms a service road adjacent to Tolworth Broadway that permits loading, with a formal loading bay provided around 120 metres from the site.

2.2.3 In addition, Oakleigh Way to the east permits loading, with single yellow lines in place.

2.2.4 Notwithstanding the above, the rear of the site includes a dedicated area for servicing/deliveries and refuse collection off Burwood Close. The site is currently boarded up, but the photograph below (extracted from Google Street View) illustrates the historic servicing arrangements.



Existing Delivery & Servicing Arrangements on Burwood Close

2.2.5 Burwood Close is subject to single yellow line waiting restrictions with 'No Waiting Mon-Sat 8am-6.30pm' but permits short term loading and unloading during this time. Restrictions are in place to prevent any activity from larger vehicles outside these hours to prevent disturbance to local residents.



Existing Parking & Loading Restrictions on Burwood Close

2.2.6 Immediately to the south of the site, Burwood Close provides pay and display parking for the adjacent supermarket (also available to general town centre use).

- 2.2.7 Disabled car parking is provided in the vicinity of the site, with public spaces provided at regular intervals along both sides of Tolworth Broadway and on Ewell Road. Further disabled parking is provided on Oakleigh Way to the south. Drawing **2024/7712/001** attached hereto illustrates the locations of local disabled car parking spaces.
- 2.2.8 Electric vehicle charging bays are also located to the northwest of the site on Ewell Road.
- 2.2.9 In light of the above, the site benefits from convenient access to the wider highway network and facilitates convenient access for delivery vehicles and refuse collection.

2.3 Personal Injury Accident Review

- 2.3.1 To understand whether there are any underlying road safety issues in the vicinity of the site that may be exacerbated by the proposals. Personal Injury Accident (PIA) data has been obtained from Transport for London (TfL) for the most recently available 5-year period. A plan illustrating the locations of recorded PIAs within the study area is attached hereto at **Appendix B**, including the adjacent sections of Tolworth Broadway, Ewell Road, Oakleigh Way and Burwood Close.
- 2.3.2 A total of 32 accidents have been recorded within the study area, with two resulting in serious injury and the rest slight injury.
- 2.3.3 A single accident occurred at the junction of Burwood Close and Oakleigh Way, involving a car pulling out of the side road and colliding with a motorcycle/moped.
- 2.3.4 A further two accidents have occurred at the junction of Oakleigh Way and Tolworth Broadway. The first involving a motorcycle colliding with a van on the Broadway (the cause is unknown). The second involved a vehicle turning left into Oakleigh Way and colliding with a pedestrian, resulting in serious injury.
- 2.3.5 Based on the findings of the assessment, the patterns and frequency of accidents are as a result of driver errors, and do not relate to any deficiencies of the highway layout and, specifically, the existing operations of the site.
- 2.3.6 As detailed in this Transport Statement, the proposed development would result in a reduction on traffic movement on the local highway network, which in turn would contribute towards the safe movement of all road users.

3 SUSTAINABLE TRAVEL CONNECTIONS

3.1 Overview

3.1.1 The surrounding area provides good access to town centre amenities that would cater for the majority of the daily needs of residents as well as being well located for business trade from passers-by.

3.1.2 **Figure 3** illustrates the site's location in the context of the surrounding local facilities/amenities and public transport infrastructure. The site is positioned within the District Centre of Tolworth, located on the main Tolworth Broadway.

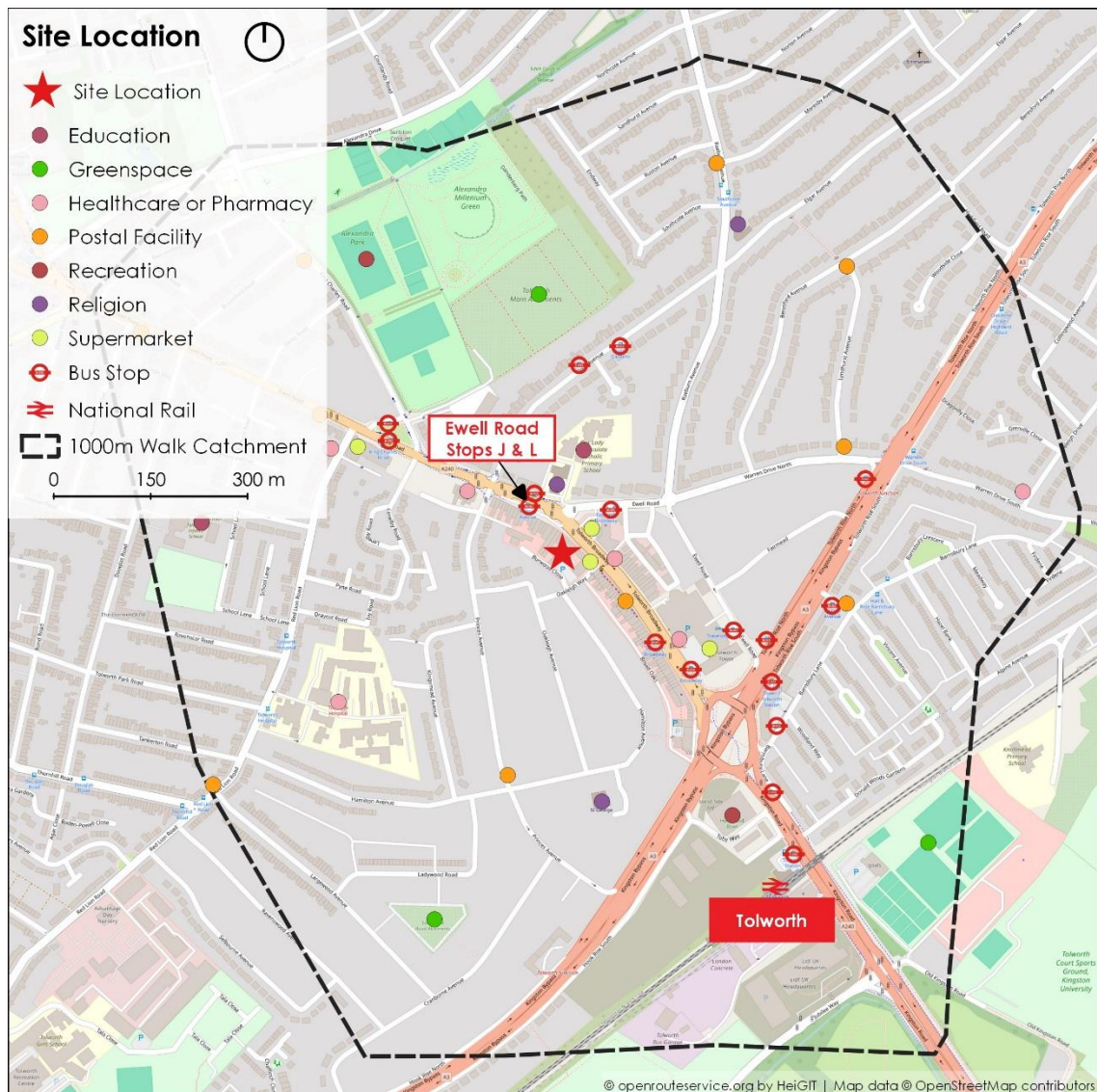


Figure 3 Site Accessibility & Walking Connections

3.1.3 In accordance with relevant national (NPPF), regional (The London Plan) and local transport planning policy objectives, a further detailed review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

3.1.4 This review demonstrates that the site is accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car and increase active travel. It is therefore considered that the proposals fully accord with the guiding principles of the NPPF and the London Plan.

3.2 Walking and Cycling Provision

3.2.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively. These are considered the preferred maximum distances outlined in CIHT guidelines for 'Providing Journeys on Foot' (2000).

3.2.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.

3.2.3 The site is located within Tolworth District Centre where a wealth of retail and commercial facilities can be accessed on-foot in addition to public transport infrastructure. Tolworth Broadway is equipped with wide and well-lit footways on both sides with signal-controlled crossing points at regular intervals. The main Broadway also provides areas of public realm, benches and cycle parking, making it attractive to pedestrians and cyclists.

3.2.4 In addition, over short distances, especially in urban areas, cycling is often quicker than using a car and more flexible than using public transport. The London Plan places significant emphasis on the availability of cycle connections for all journeys.

3.2.5 Tolworth Broadway forms part of Cycleway C29 of the Transport for London Cycle Network, providing a designated route north to Surbiton and Kingston and linking to other designated routes (such as Cycleway C) towards Central London. **Figure 4** illustrates the local cycle friendly routes and key destinations within the recognised 5km catchment.

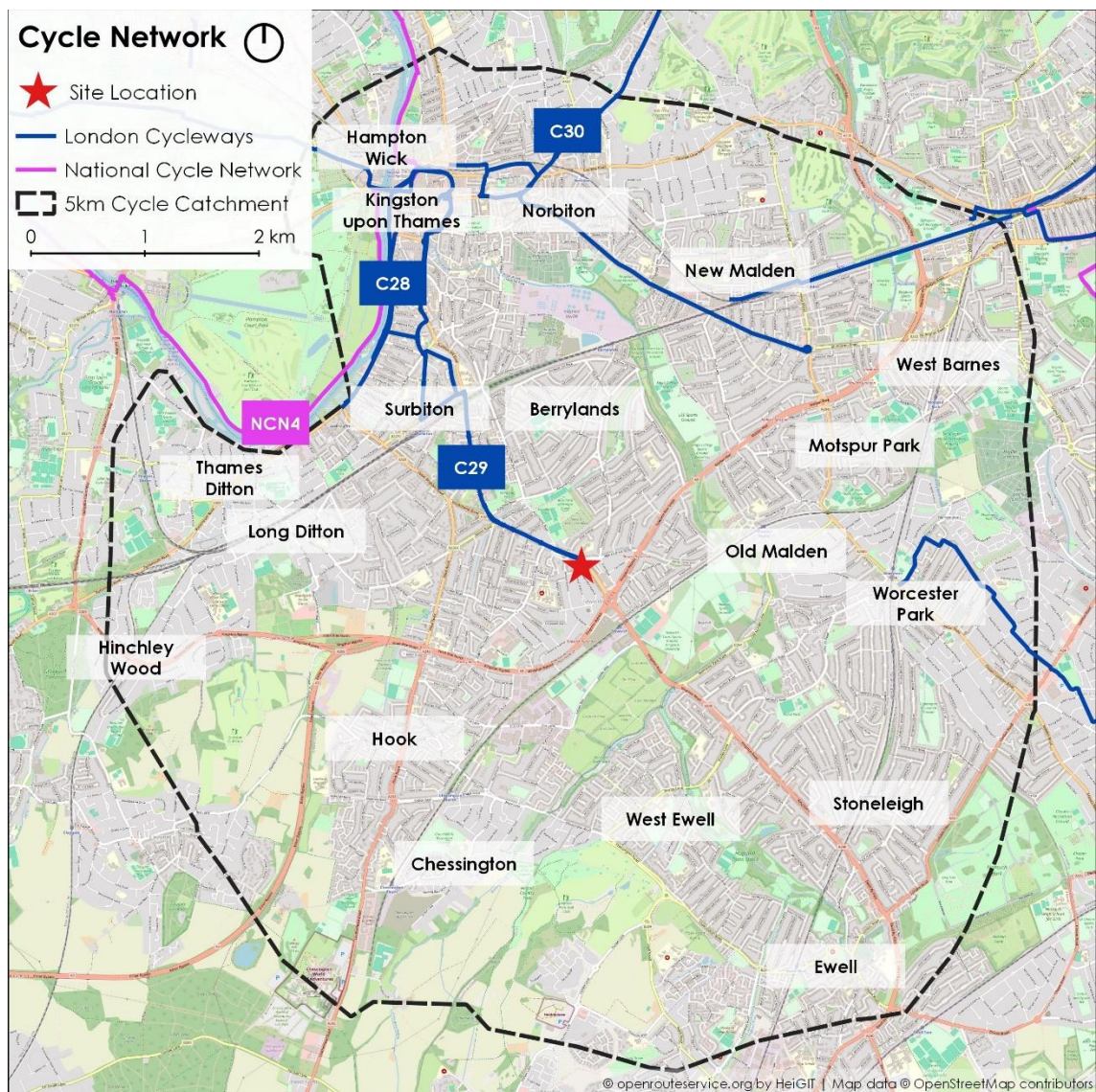


Figure 4 Local Cycle Routes & Connections

- 3.2.6 These routes also link to the wider National Cycle Network to the north, including National Cycle Route (NCR) 4, which forms a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Tenby, Haverfordwest and St. Davids.
- 3.2.7 As a result, the mainline carriageway along Tolworth Broadway offers priority to cyclists, providing cycle lanes and advanced waiting areas at signalised junctions. There are also public cycle parking stands at regular intervals along Tolworth Broadway, including immediately outside the site.
- 3.2.8 It is therefore considered that there are realistic opportunities for site users to travel to / from the site by active modes (walking and cycling).

3.3 Bus Services & Connections

- 3.3.1 The site benefits from excellent access to bus services, with the closest bus stops located on Ewell Road approximately 90 metres (a 1-2 minute walk) to the north. These stops benefit from shelters, seating and bus cage markings.

3.3.2 A TfL bus spider map of the area is appended hereto at **Appendix C**, with bus stops L and J the closest bus stops from the site. Further information regarding routes and timetable information can be found at www.tfl.gov.uk/modes/buses.

3.3.3 **Figure 5** provides a summary of the bus services available.

BUS SERVICE/ROUTE		TYPICAL FREQUENCY	HOURS OF OPERATION
265	Tolworth ⇄, New Malden, Barnes ⇄, Putney, Putney Bridge ⇄	Mon-Sat: 9-13 mins Sun: 15 mins	Mon-Fri: 06:35-01:06 Sat: 06:34-01:07 Sun: 07:20-01:04
281	Hounslow ⇄, Twickenham, ⇄, Fulwell ⇄, Hampton Wick ⇄, Kingston, Surbiton ⇄, Tolworth ⇄	Mon-Fri: 10-12 mins Sat: 8-12 mins Sun: 10-12 mins	Mon-Sun: 24 hrs
406	Kingston, Surbiton, Tolworth ⇄, Ewell, Epsom ⇄	Mon-Sat: 20 mins Sun: 30 mins	Mon-Sat: 05:48-00:29 Sun: 06:58-00:29
418	Kingston, Surbiton, Tolworth ⇄, Ewell, Epsom ⇄	Mon-Sat: 20 mins Sun: 30 mins	Mon-Fri: 05:58-00:14 Sun: 07:44-00:14
K1	Kingston, Surbiton ⇄, Tolworth ⇄, Malden Manor ⇄, New Malden ⇄	Mon-Fri: 11-12 mins Sat: 15 mins Sun: 15 mins	Mon-Sat: 05:42-00:03 Sun: 06:56-00:03
K2	Norbiton ⇄, Kingston, Surbiton ⇄, Berrylands ⇄, Tolworth ⇄, Hook	Mon-Sat 10-13 mins Sun: 15 mins	Mon-Sat: 06:32-00:40 Sun: 07:20-00:40

Figure 5 Summary of Bus Routes/Services

3.3.4 **Figure 5** confirms that a number of bus services that would be attractive to residents of the development serve the local area, linking with other rail and rapid transit facilities.

3.4 National Rail & Rapid Transit Services & Connections

3.4.1 Tolworth railway station (TOL) is situated approximately 600 metres (an 8-minute walk) to the southeast of the site. The station is operated by South Western Railway with regular services northbound to London Waterloo and southbound to Chessington South, as summarised in **Figure 6**.

KEY DESTINATIONS (JOURNEY TIME (MINS))	TYPICAL FREQUENCY
Chessington South (5), Chessington North (3), Tolworth, Malden Manor (2), Motspur Park (6), Raynes Park (10), Wimbledon (14), Earlsfield (18), Clapham Junction (22), Vauxhall (27), London Waterloo (31)	30 mins

Figure 6 Summary of Rail Services

3.4.2 As summarised above, the typical travel time from Tolworth to London Waterloo is 31 minutes. Further information including live arrival/departure times and station facilities can be found at: www.nationalrail.co.uk.

3.4.3 The site does not benefit from direct access to London Underground services, although links are provided by rail via Wimbledon (District Line), Clapham Junction (Overground) and Vauxhall (Northern Line). within a short rail journey time.

3.5 Taxi / Private Hire Services

3.5.1 The use of taxis and private hire vehicles is a convenient alternative to the use of a privately owned car for many journeys. The site's location benefits from a high density of private hire vehicle operators (Bolt, Uber, Addison Lee, Kabee) that can be readily accessed via smart phone, in addition to other local providers and London taxi services.

3.6 PTAL Assessment

3.6.1 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area by public transport and range between 1a (worst) and 6b (best). The site has an Accessibility Index (AI) of 13.81 which corresponds to a PTAL of 3. This is indicative of the site's good access to public transport, whereby the daily travel needs of future site users can be catered for. **Figure 7** illustrates the extents of the PTAL zones (extract from TfL's WebCAT tool).

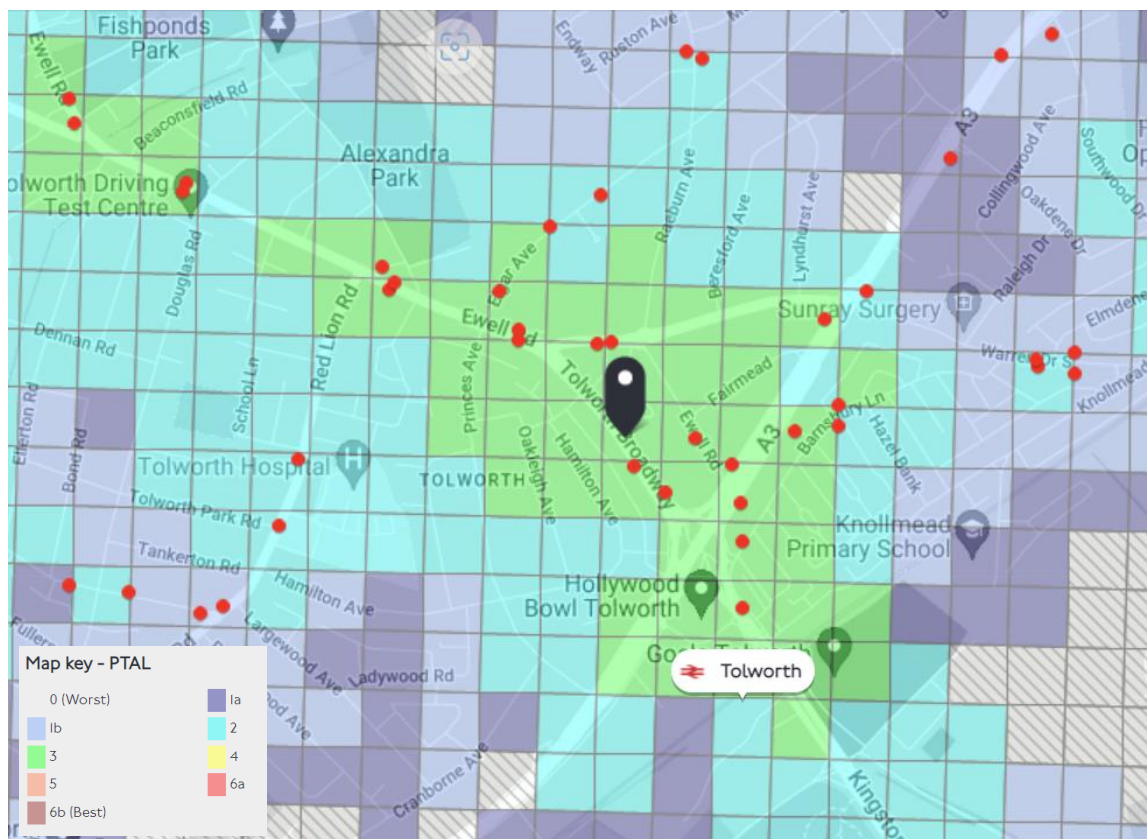


Figure 7 Summary of PTAL Zones (extract from WebCAT)

3.6.2 It is noteworthy that the PTAL assessment does not consider the local amenities which are accessible on foot or by bicycle. The thresholds in the PTAL model also work on a 640m distance to a bus stop and 960m for rail. However, as outlined above, the maximum recognised walk distance is up to 2 kilometres. Prospective residents would not therefore be deterred from travelling further afield to access public transport.

4 TRIP GENERATION & IMPACT

4.1 Overview

4.1.1 The proposals comprise the change of use and configuration of the upper floors of the property to provide 9 residential units (net increase of 8 units) above the existing ground floor commercial space. The proposals would retain the two ground floor commercial units (461m²), with the first floor ancillary commercial space converted to facilitate the provision of the residential accommodation.

4.1.2 A copy of the proposed floorplans is contained within **Appendix A. Figure 8** summarises the proposed alterations to the scheme and unit mix.

UNIT TYPE	COMMERCIAL (CLASS E)	1-BED FLAT	2-BED FLAT	3-BED FLAT
Existing	1,214m ²	-	1	-
Proposed	461m ²	3	2	4
Net Change	-753m ²	+3	+1	+4

Figure 8 Proposed Development Mix

4.1.3 The following section summarises the forecast impacts of the proposed development in terms of trip generation, based on the above accommodation schedule.

4.1.4 Although currently vacant, the existing ground floor of the site most recently operated under Class E land use which would be retained post-development, albeit with reduced ancillary space at first floor level which is understood to have been used for administrative and storage purposes associated with 20 Tolworth Broadway. The operation of the ground floor commercial units would not materially change as a result of the proposed conversion. A single residential apartment is also currently contained at second floor level of the site.

4.1.5 Given the site's town centre location, the majority of existing trips to the ground floor commercial units are made on foot, with visits to these facilities generally undertaken as part of a linked trip with other uses in the town centre.

4.2 Proposed Trip Generation

4.2.1 As the operation of the two retained commercial units would not materially change as a result of the proposed conversion, the proportion of trips generated by these uses of the site would remain largely unchanged. The following assessment therefore reviews the trip generation potential of the proposed residential apartments. Given that the removal of the ancillary commercial space could result in a small reduction in the number of daily trips generated by the site, the following assessment is therefore considered to be robust representation of the proposed transport impact.

4.2.2 To provide an indication of the proposed levels of trips that would be generated by the residential apartments, the Trip Rate Information Computer System (TRICS) has been reviewed in order to obtain trip rate data derived from traffic surveys of comparable sites. The following parameters have been applied to the interrogation of the TRICS database:

- i) Land Use – Residential, Flats Privately Owned
- ii) Regions – Greater London
- iii) Count Type – Manual
- iv) Selected Days – Weekdays
- v) No car parking (car-free)

4.2.3 Full details of the TRICS assessments are attached at **Appendix D**, whilst **Figure 9** provides a summary of the likely levels of trips that would be generated by the net increase of 8 residential dwellings.

TIME PERIOD	NO. OF TRIPS (TWO-WAY)		
	AM PEAK (08:00-09:00)	PM PEAK (17:00-18:00)	DAILY TOTAL (07:00-19:00)
ALL VEHICLES	0	0	5
<i>Private Car</i>	0	0	2
<i>Motorcycle</i>	0	0	0
<i>Taxi</i>	0	0	2
<i>LGV</i>	0	0	1
<i>OGV</i>	0	0	0
Pedestrian	1	1	11
Cyclist	1	1	2
Bus/Tram Passenger	1	1	5
Rail Passenger	2	1	10
TOTAL PERSON TRIPS	5	4	33

Figure 9 Proposed Trip Generation – Net increase of 8 flats/apartments

4.2.4 The above assessment confirms that the proposed residential units would generate a negligible level of vehicular activity, with the majority of daily trips made by non-car modes. The proposed development would generate an average of 5 two-way vehicle movements (2-3 vehicle trips) during a typical weekday, none of which would occur at peak times. This would include 4 trips by car (likely drop-off and pick-up and taxi movements) which would take place either in the town centre or at the site's rear pedestrian entrance from Burwood Close.

4.2.5 Therefore, the impacts of the development in terms of vehicular traffic would be negligible and no more than the current fluctuations in vehicle trips that already occur through the town centre.

4.2.6 In terms of non-car trips, these would amount to 85% of all trips made to and from the site. These would include 13 daily (two-way) movements by walking and cycling and 15 daily (two-way) movements by public transport. Overall, a total of 33 daily person trips would be generated by the site during a typical weekday.

- 4.2.7 Specifically with regard to delivery and servicing vehicles, the retained commercial uses would typically schedule 1 goods delivery per day, carried out in the morning using Light Goods Vehicles (LGVs). Secondary deliveries may occur, such as general postal drop-offs, which are consolidated and carried out to the site by courier services such as Royal Mail as part of a pre-planned postal route through Tolworth.
- 4.2.8 These levels of vehicle activity are already permitted under the site's current operation and do not amount to any significant traffic contribution on the local road network. In terms of residential deliveries, it is forecast that the 9 residential units would generate 1-2 service vehicle trips per day. This would also allow for weekly refuse collections.
- 4.2.9 Full details of the proposed delivery and servicing strategy are set out in the Delivery and Servicing Management Plan, prepared in conjunction with this Transport Statement.

5 ACCESS, PARKING & SERVICING ARRANGEMENTS

5.1 Access Arrangements

- 5.1.1 As illustrated on the plans at **Appendix A**, the existing commercial units would be accessed as existing, with direct pedestrian access from Tolworth Broadway. Further access would be retained to the rear of each unit from Burwood Close for staff access and servicing/deliveries.
- 5.1.2 The main access to the proposed residential dwellings would be provided to the rear of the site off Burwood Close, via a main stair core. Access to cycle parking and refuse/recycling would be provided at the rear of the site. The existing access at the front of the site would be retained as a further fire escape from the central amenity space within the site curtilage.

5.2 Car Parking Provision

- 5.2.1 No on-site car parking is currently provided for the commercial units or the residential dwelling. As detailed above, the local area generally operates as car-free owing to its town centre location. This is typical for commercial units with flats above.
- 5.2.2 This approach has been accepted by RBKT through previous planning applications. As confirmed in Chapter 4, the proposed development would not generate a material level of vehicle trips, likely to be limited to drop-off and pick-up by car or taxi.
- 5.2.3 The site lies within a PTAL 3, representing a 'good' level of accessibility to public transport connections. In addition to public transport, the town centre location provides excellent access to all local amenities and facilities needed, with well-connected pedestrian and cycle routes throughout. As such, the requirement to travel elsewhere is reduced.
- 5.2.4 RBKT's '*Sustainable Transport SPD*' confirms that retail uses will be assessed on a case-by-case basis by the Council to determine appropriate parking space provision. As detailed above, the existing ground floor retail units do not benefit from dedicated car parking with all staff and customers utilising provisions within the District Centre. The operation of the retained ground floor commercial units would not materially change from the existing site operation, and as such, no additional demand for parking by these properties would arise.
- 5.2.5 The requirements for residential parking are confirmed in Table 6.2 of the London Plan and Annex 3 of the Mayor's Housing SPG (2012). This confirms that car-free development should be the starting point for development in accessible locations.
- 5.2.6 It should be noted that a multitude of residential properties are already situated along Tolworth Broadway above the high street commercial premises. This is commensurate with the accessible town centre location, whereby car ownership is significantly lowered due to the proximity of neighbourhood amenities and access to alternative modes of transport.
- 5.2.7 To understand the parking requirements of the site, a review of the London Plan parking standards has been undertaken.

- 5.2.8 The commercial units would be retained as part of the development proposals, with a reduction in ancillary floorspace to accommodate the proposed residential apartments. No additional parking would therefore be permissible under London Plan parking policy for town centre commercial uses.
- 5.2.9 With regard to the proposed residential units, the London Plan stipulates that a maximum provision of 0.75 spaces per 1-2 bed units and 1 space per unit for 3+ bed units could be provided based on the standards for Outer London PTAL 3 locations. It should be noted, however, that Tolworth is categorised in the London Plan as 'medium growth' town centre and as such is supported by public transport capacity to accommodate local demand.
- 5.2.10 In light of the above, the continued car-free operation of the site is considered to be appropriate to meet the needs of future site users and is also compliant with relevant parking policy / standards.
- 5.2.11 As none of the apartments would comprise accessible flats (defined under Building Regulations M4(3)), it is not considered necessary to provide any dedicated off-street accessible parking provisions. As per the existing site arrangements, future site occupants and visitors would continue to utilise on-street / public parking provisions when required, due to the spatial constraints of the site.
- 5.2.12 All residents would be exempt from obtaining any form of car parking permit for any future planned Controlled Parking Zone, in perpetuity.
- 5.2.13 In addition, the planning submission is supported by a Travel Plan Statement to include a series of measures to further encourage prospective occupiers of the site to travel by sustainable modes and reduce car dependency and ownership.

5.3 On-street Car Parking Capacity Survey

- 5.3.1 As detailed above, whilst the proposed development would result in a reduction in demand for on-street car parking during the daytime period, a further assessment of parking capacity during the evening/night period has been undertaken to ensure that any demands for parking at this time can be safely accommodated without undue parking stress.
- 5.3.2 To determine the levels of on-street car parking available, an independent on-street parking survey has been undertaken. The survey was undertaken in line with the standard 'Lambeth' Survey Methodology, recording the levels of on-street parking during a neutral weeknight period, when demand for residential car parking is highest. The survey covers a distance of 200 metres in all directions from the site, representing the recognised desirable distance that a resident or visitor would walk to/from a parked vehicle.
- 5.3.3 It should be noted that the 200 metre distance should not be the limit and the Methodology confirms that "*Since people are unlikely to stop halfway along a road at an imaginary 200m line so the survey should be extended to the next junction or shortened to the previous one or taken to a suitable location along a road*". In reality therefore, a greater distance could have been assessed/counted.

- 5.3.4 On routes subject to unrestricted parking, the length of road between restrictions (excluding 10 metres either side of junctions) has been measured and divided by 5 metres to calculate the number of spaces available.
- 5.3.5 The full results of the on-street parking survey are attached at **Appendix E**, including the extents of the local highway network subject to consideration. **Figure 11** summarises the results of the on-street car parking survey and the remaining spare capacity observed within the study area during the two-day period.

ROAD/STREET	TOTAL PARKING SPACES	WEDNESDAY 7 TH FEBRUARY 2024		THURSDAY 8 TH FEBRUARY 2024	
		NO. CARS PARKED	PARKING STRESS (%)	NO. CARS PARKED	PARKING STRESS (%)
Tolworth Broadway	50	8	16%	5	10%
Oakleigh Way	7	0	0%	0	0%
Burwood Close	12	3	25%	3	25%
Oakleigh Avenue	21	16	76%	18	86%
Hamilton Avenue	10	10	100%	10	100%
Princes Avenue	2	0	0%	0	0%
Ewell Road	19	10	53%	7	37%
Raeburn Avenue	4	0	0%	0	0%
Warren Drive North	6	1	17%	2	33%
Tolworth Close	38	30	79%	31	82%
Total	169	78	46%	76	45%

Figure 9 Summary of On-street Parking Survey Results

- 5.3.6 The results of the survey confirm that along streets within the study area a minimum of 76 spaces were observed as available within walking distance of the site, including significant spaces on Tolworth Broadway and Oakleigh Way. Further space was observed on Burwood Close, with parking permitted by single yellow lines.
- 5.3.7 It is widely recognised that parking levels at 80%-85% should be considered a concern. However, the local streets offer a parking stress of just 46%. Therefore, notwithstanding the likely reduction in parking demand expected as a result of the proposed development, the local highway would provide sufficient capacity to accommodate any fluctuations in parking demand from the residential dwellings.

5.4 Cycle Parking Provision

- 5.4.1 As illustrated on the Proposed Ground Floor Plan at **Appendix A**, the proposal would provide a dedicated cycle store with space for 17 bicycles for the residential units at ground floor level.

5.4.2 RBKT's 'Sustainable Transport SPD' confirms that cycle parking spaces should be provided in accordance with the London Plan. The London Plan (2021) contains minimum cycle parking standards in Table 10.2. The following minimum levels of long-stay cycle parking are required based on the proposed mix of dwellings:

DWELLING TYPE	MINIMUM CYCLE PARKING REQUIREMENTS (LONDON PLAN TABLE 10.2)	NO. DWELLINGS PROPOSED	MINIMUM CYCLE PARKING SPACES REQUIRED
1 bed/2 person	1.5 spaces per unit	3	4.5
2+ bed	2 spaces per unit	6	12
TOTAL	-	9	17

Figure 10 Minimum Residential Cycle Parking Requirements – London Plan

5.4.3 As detailed in **Figure 10**, a minimum of 17 long-stay cycle parking spaces are required based on the proposed mix of residential dwellings. The proposed cycle store would therefore be suitable to accommodate the demands of prospective residents.

5.4.4 In terms of short-stay parking for visitors, the London Plan stipulates that 2 spaces should be provided. A further Sheffield cycle stand would be provided at the rear of the site to provide 2 spaces for short-stay cycle parking, in line with this requirement.

5.4.5 For the commercial use, these ground floor properties would be retained, although with reduced ancillary floorspace. No additional cycle parking is therefore required for these units. However, these retained commercial properties would nevertheless benefit from a further Sheffield cycle stand at the rear of the site for staff. In terms of visitor cycle parking, customers would continue to benefit from the use of the public cycle parking immediately outside the site on Tolworth Broadway.

5.5 Delivery & Servicing Arrangements

5.5.1 The thresholds upon which development proposals need to be supported by an Outline Delivery & Servicing Plan are confirmed in RBKT's 'Sustainable Transport' Supplementary Planning Guidance (SPG), published in May 2013. The SPG confirms that:

...“Applicants are required to submit a Delivery Servicing Plan where the development involves significant or disruptive servicing activities, and where a full Travel Plan is required to be submitted with an application for a non-residential development”...

5.5.2 In this instance, the existing servicing and delivery activity associated with the commercial elements of the proposals is not expected to change from the existing/permitted situation, albeit the proposed reduction in ancillary floorspace may result in fewer deliveries per week. However, due to the sensitivities with respect to servicing in the locality, an 'Outline' Delivery & Servicing Plan (DSP) has been prepared to support the planning application.

- 5.5.3 The proposed residential units would generate a low level of deliveries (1-2 trips per day). These will principally be from postal/courier deliveries, which would already be on the highway network servicing the local area (including the existing uses of the site). These deliveries are typically undertaken by cars and light vans. Given the town centre location with access to services on foot, other deliveries, such as supermarket and takeaway deliveries, would be minimal.
- 5.5.4 The existing delivery and servicing arrangements to the rear of the site ensure that servicing would not cause detriment to the more sensitive area of the highway network and that all expected delivery vehicles can manoeuvre adequately. Any servicing activity at the front of the site on Tolworth Broadway is heavily regulated and enforced by RBKT through the existing parking and loading restrictions to avoid disruption.
- 5.5.5 A range of management measures would be introduced to minimise the impacts of deliveries and waste collection, with a Full DSP to be produced following occupation.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 This Transport Statement has been prepared to support the proposed redevelopment of 20-24 Tolworth Broadway, Tolworth KT6 7HL. The proposals comprise the change of use and reconfiguration of the upper floors to provide 9 residential flats (net gain of 8 flats). The two existing Class E commercial units at ground floor level would be retained (461m²) with a reduced ancillary floorspace to support the proposed residential development.
- 6.1.2 The following conclusions are drawn from the assessments in this Transport Statement:
- (i) The site is located in an accessible town centre location with excellent walking, cycling and public transport facilities. Given the accessibility of the site, a car-free scheme would be required by RBKT.
 - (ii) The existing highway network operates with no recognised highway safety concerns, particularly with respect to the existing uses on the site.
 - (iii) The proposed development would generate a negligible level of vehicle movements at the site, limited to drop-off and pick-up and deliveries. All delivery and servicing activity to be monitored and managed through the implementation of a Delivery & Servicing Plan.
 - (iv) The development proposals would offer a series of measures to encourage residents to travel by sustainable modes, to be secured through the implementation of a Travel Plan.
- 6.1.3 On the basis of the above, it is considered that the proposed development should not be resisted on highway or transportation grounds.



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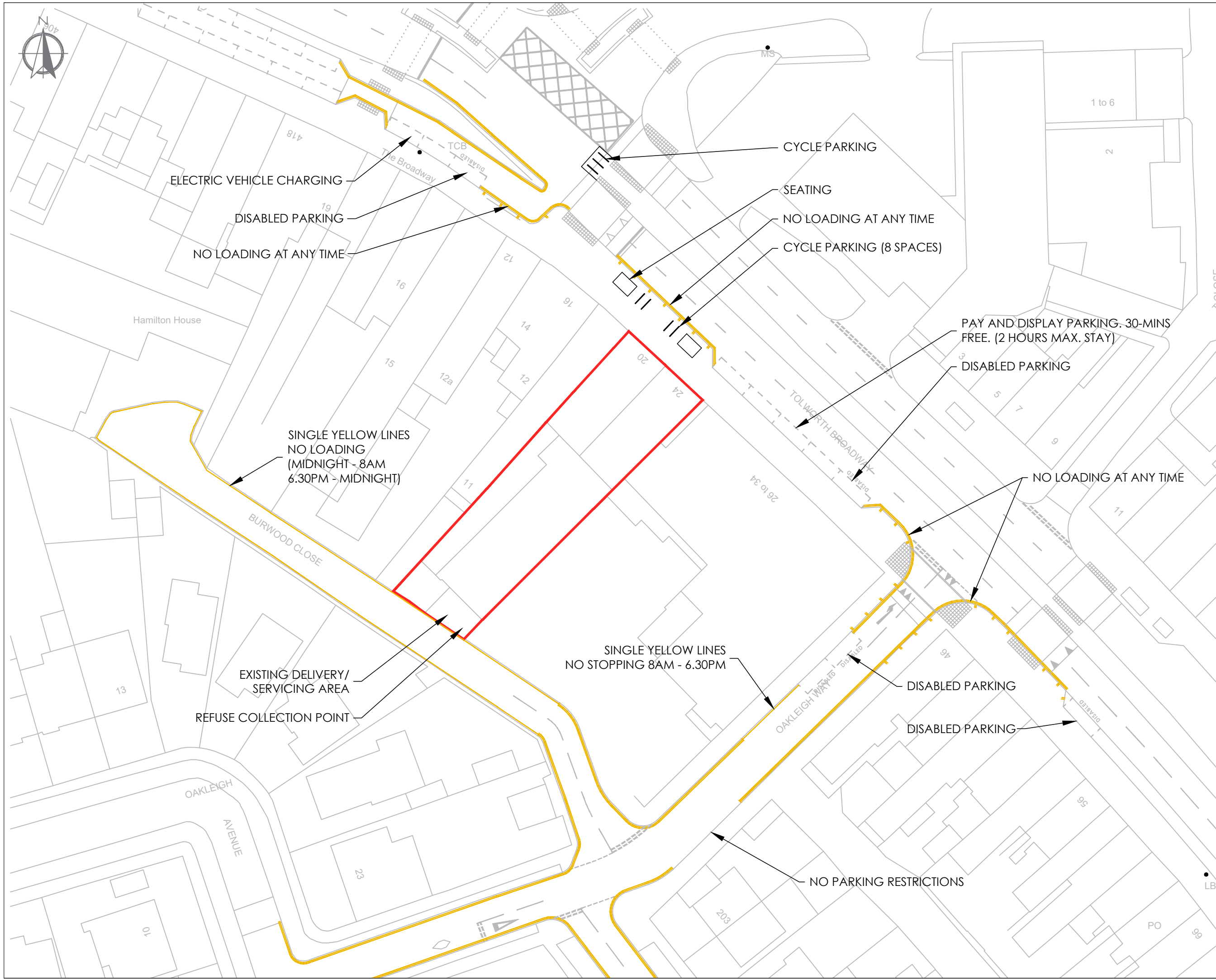
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DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

SITE BOUNDARY

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P1	SJ	FIRST ISSUE	08/02/24



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Client
Jessona Investments Limited

Project
20-24 Tolworth Broadway,
Tolworth, KT6 7HL

Drawing Title
Existing Access &
Servicing Arrangements

Drawing No. 2025/7712/001 Rev. P1

Scale 1:500 Drawn By SJ Checked By CB A3



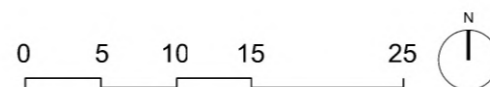
APPENDIX A



01. Existing Site Plan
Scale 1:500

20-24 TOLWORTH BROADWAY KT6 7HL

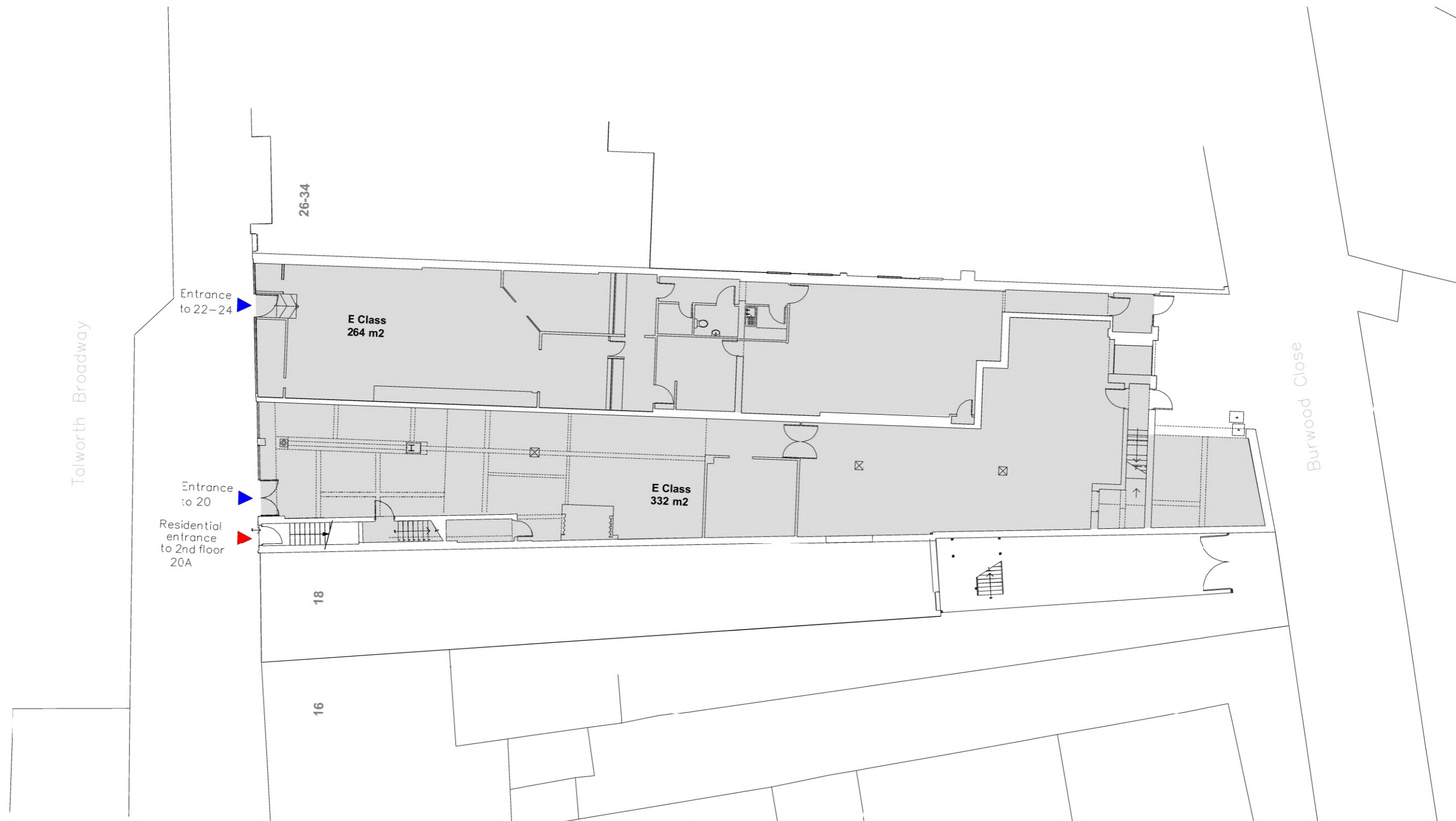
Existing Site Plan



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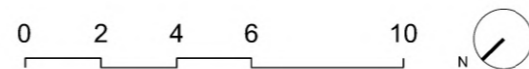
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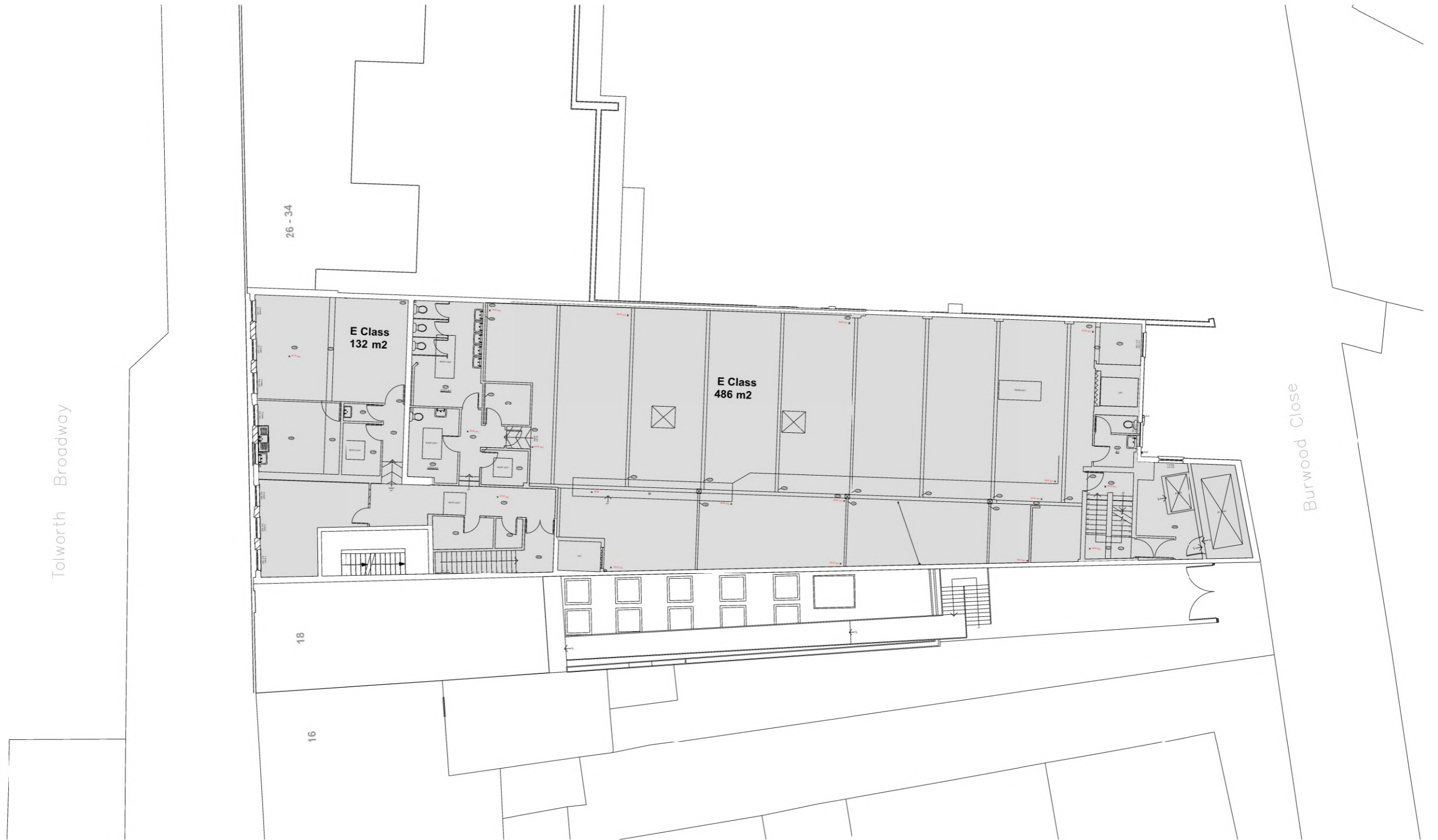
Existing Ground Floor Plan



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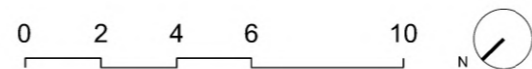
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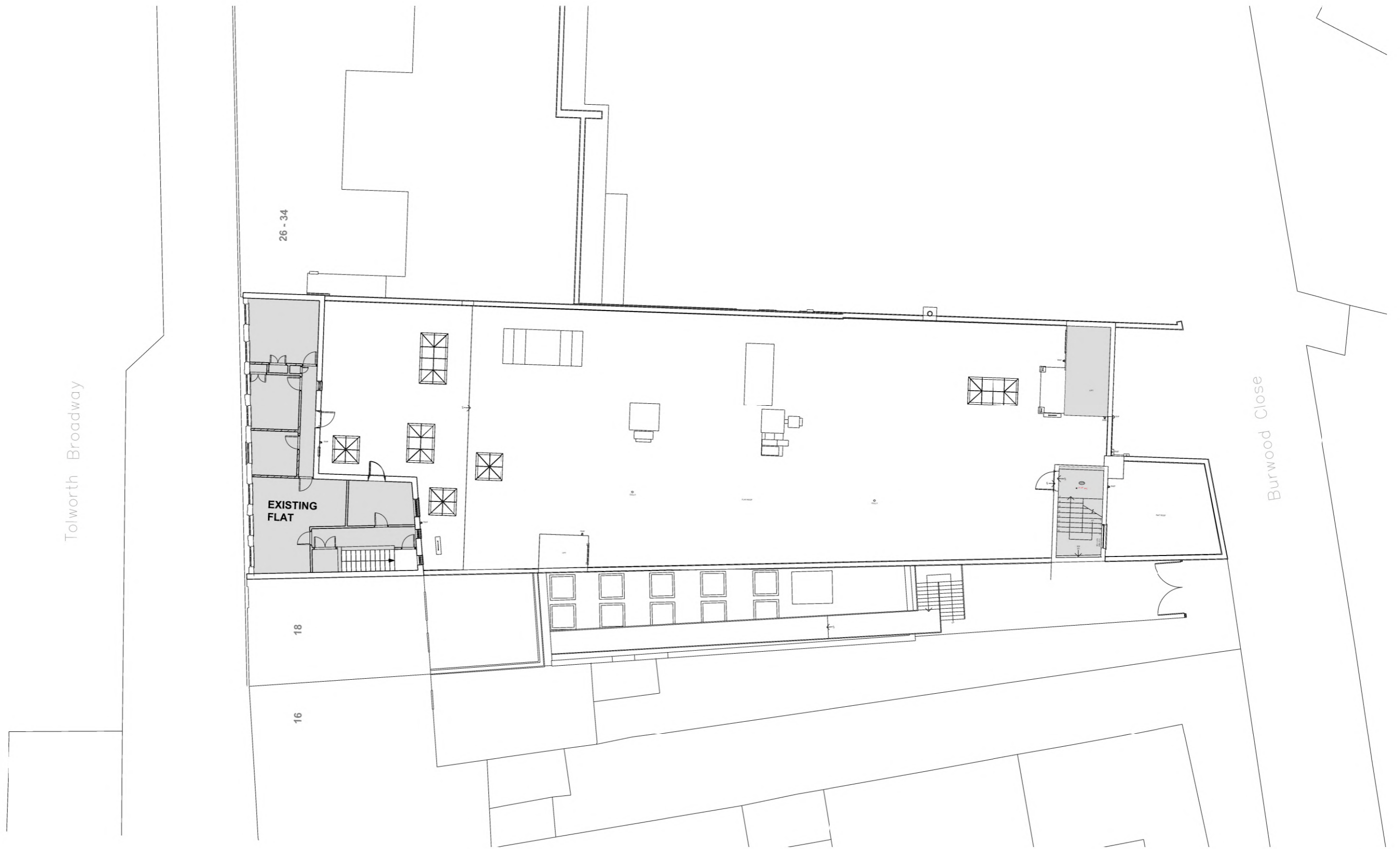
Existing First Floor Plan



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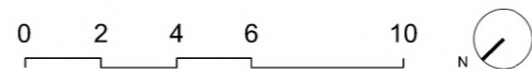
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Existing Second Floor Plan

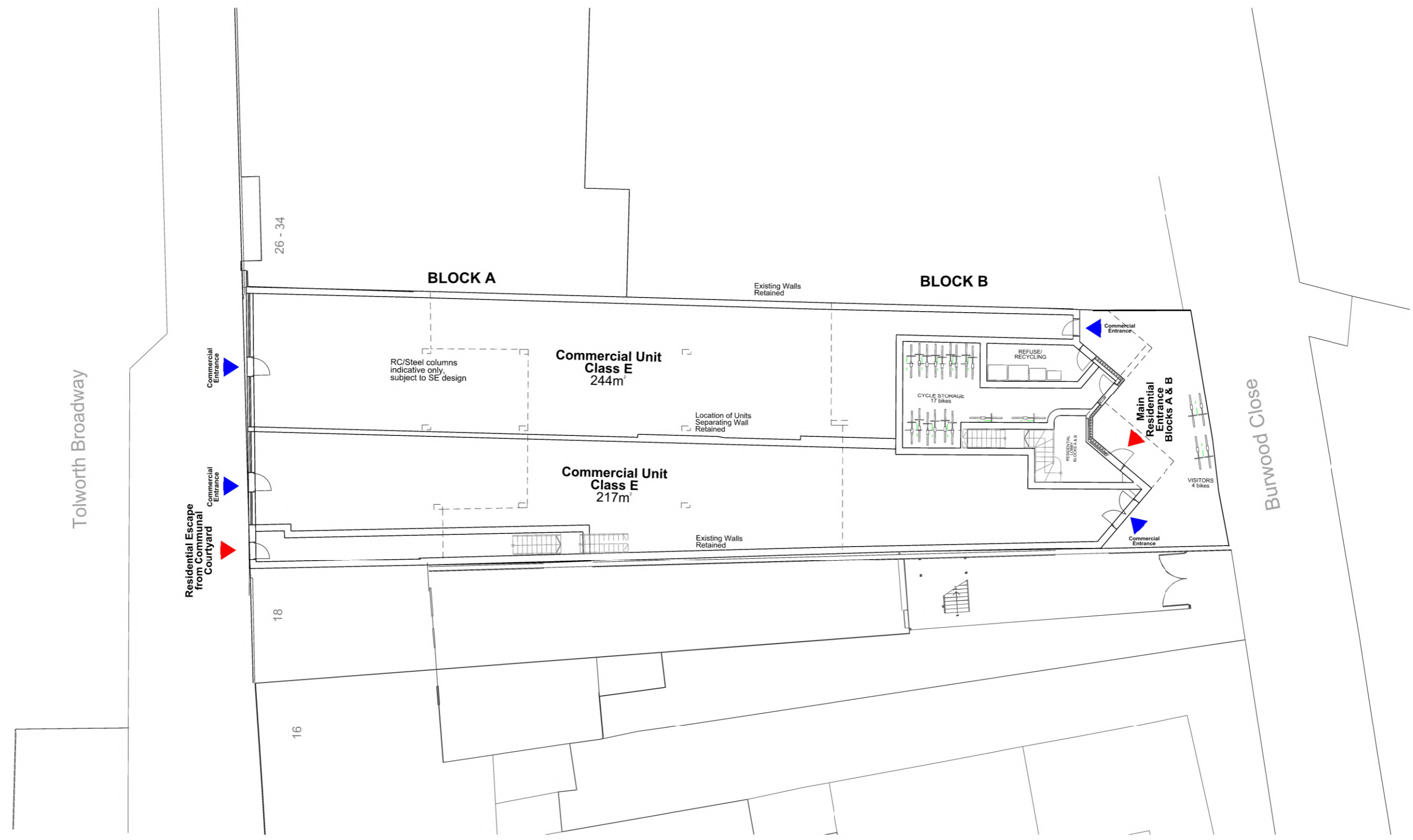


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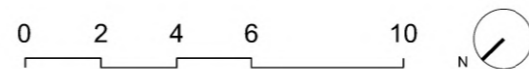
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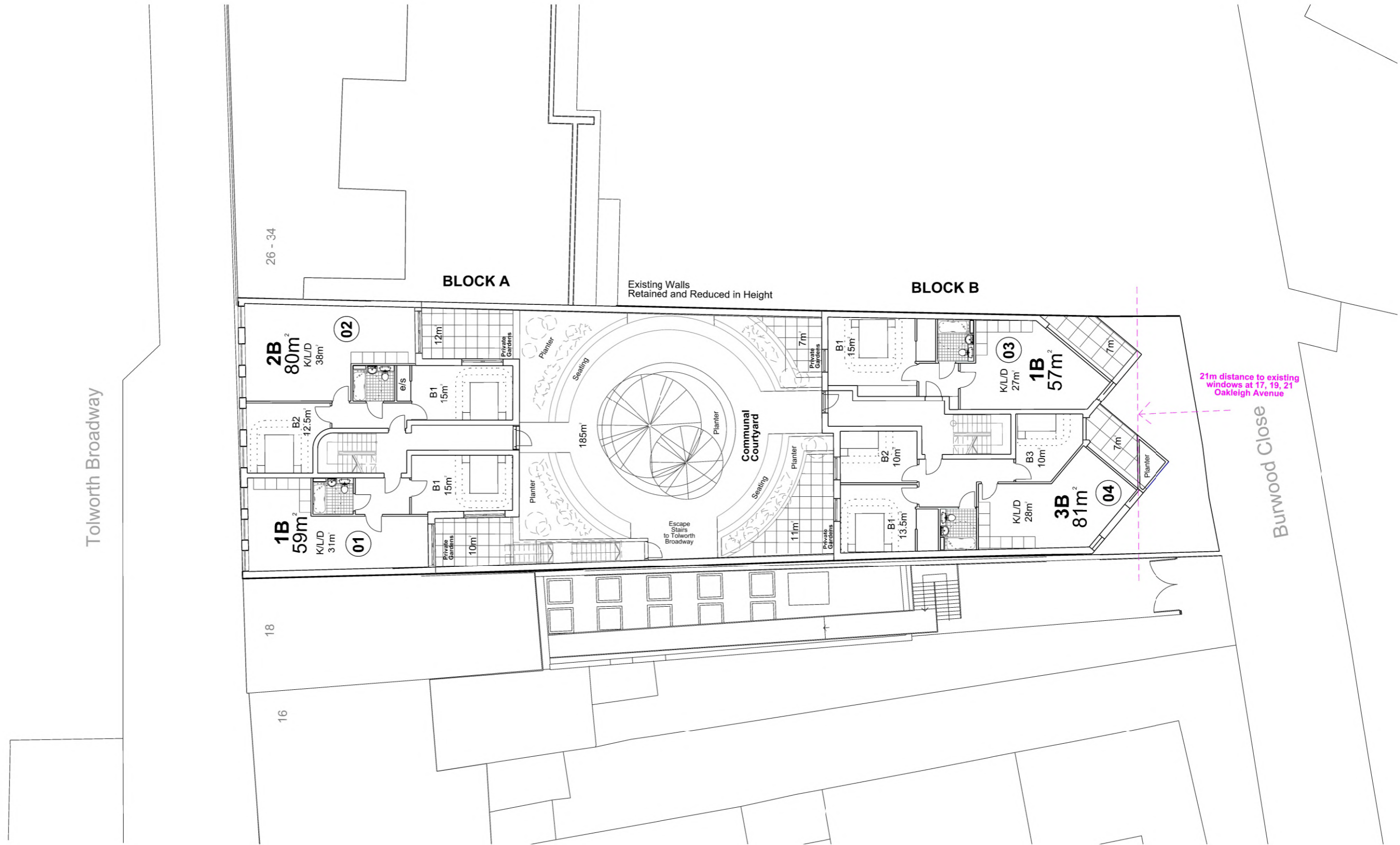
Proposed Ground Floor Plan



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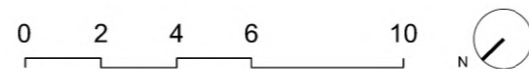
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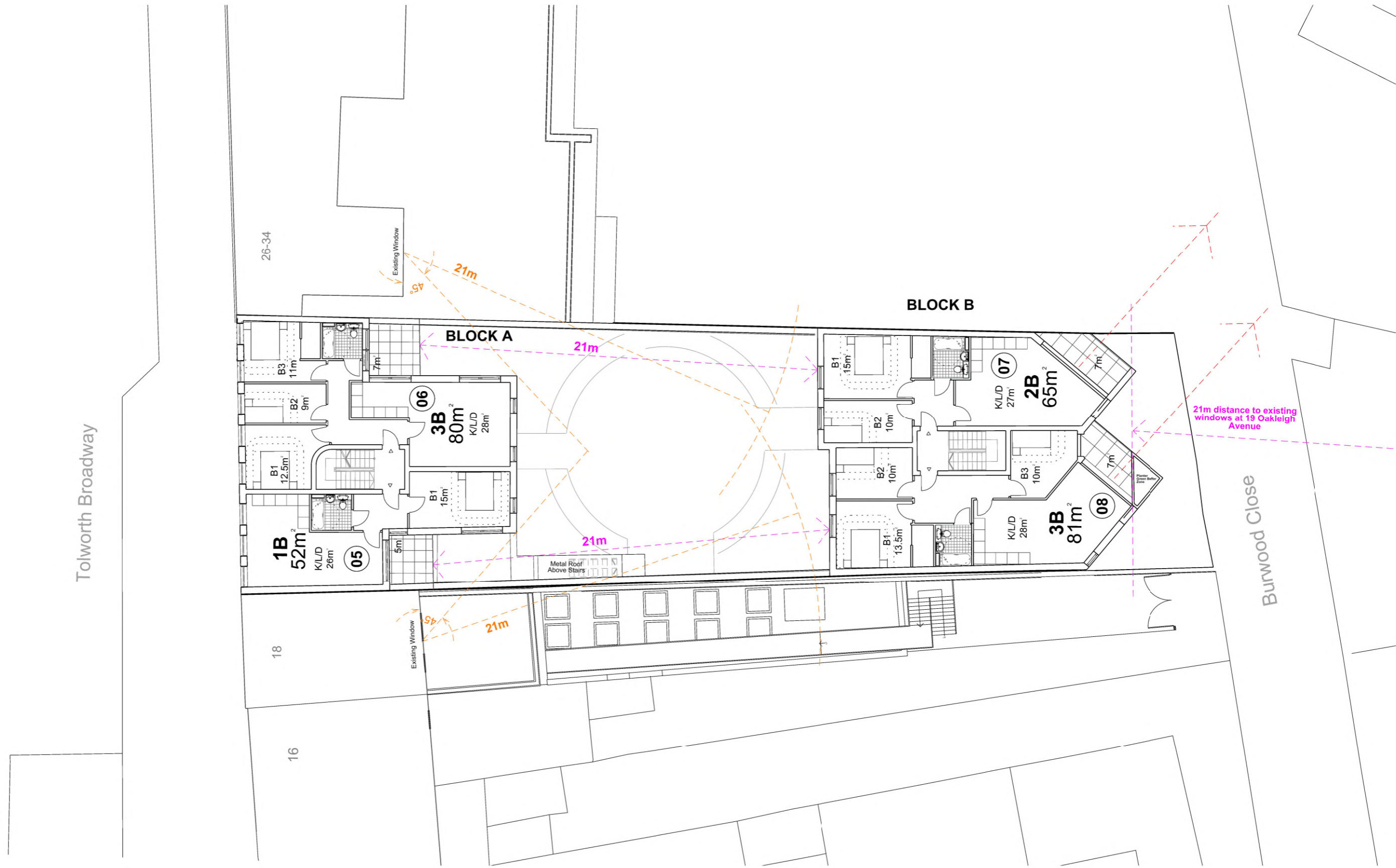
Proposed 1st Floor Plan



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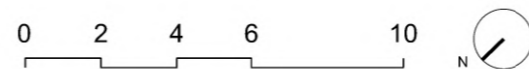
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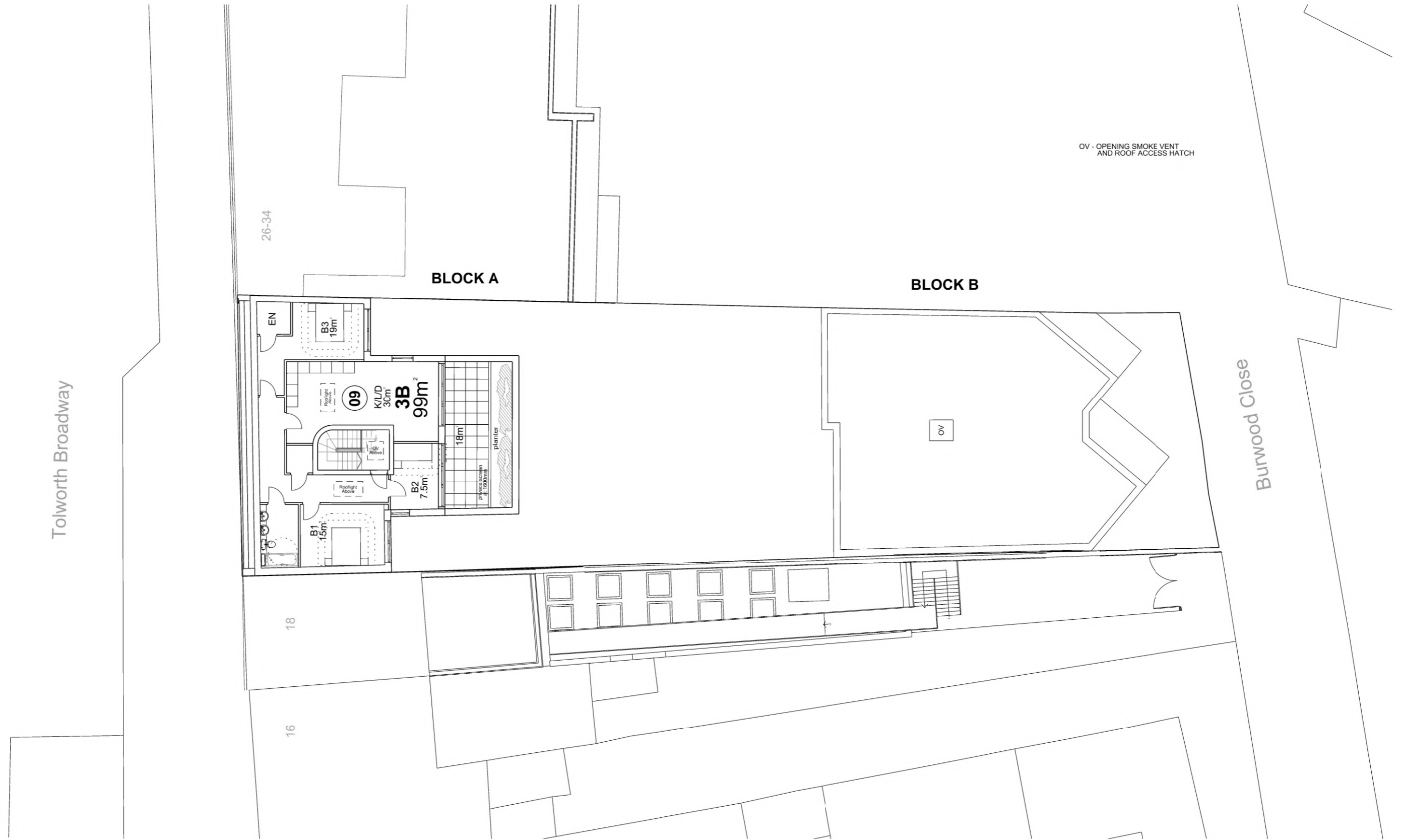
Proposed 2nd Floor Plan



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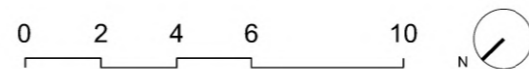
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20-24 TOLWORTH BROADWAY KT6 7HL

Proposed 3rd Floor Plan

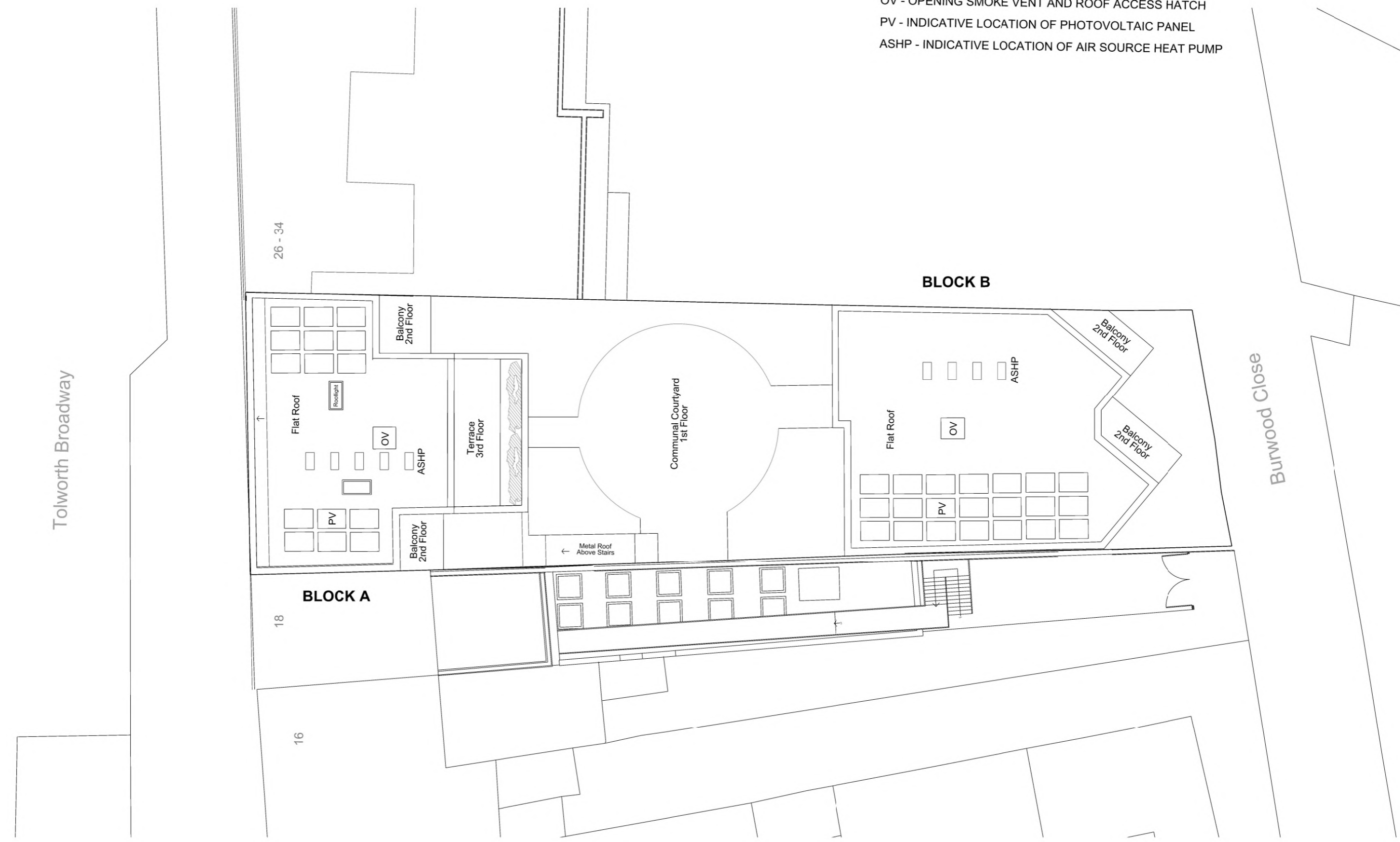


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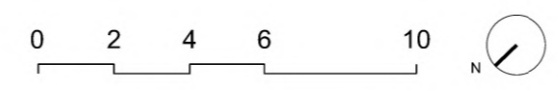
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OV - OPENING SMOKE VENT AND ROOF ACCESS HATCH
 PV - INDICATIVE LOCATION OF PHOTOVOLTAIC PANEL
 ASHP - INDICATIVE LOCATION OF AIR SOURCE HEAT PUMP



20-24 TOLWORTH BROADWAY KT6 7HL

Proposed Roof Plan



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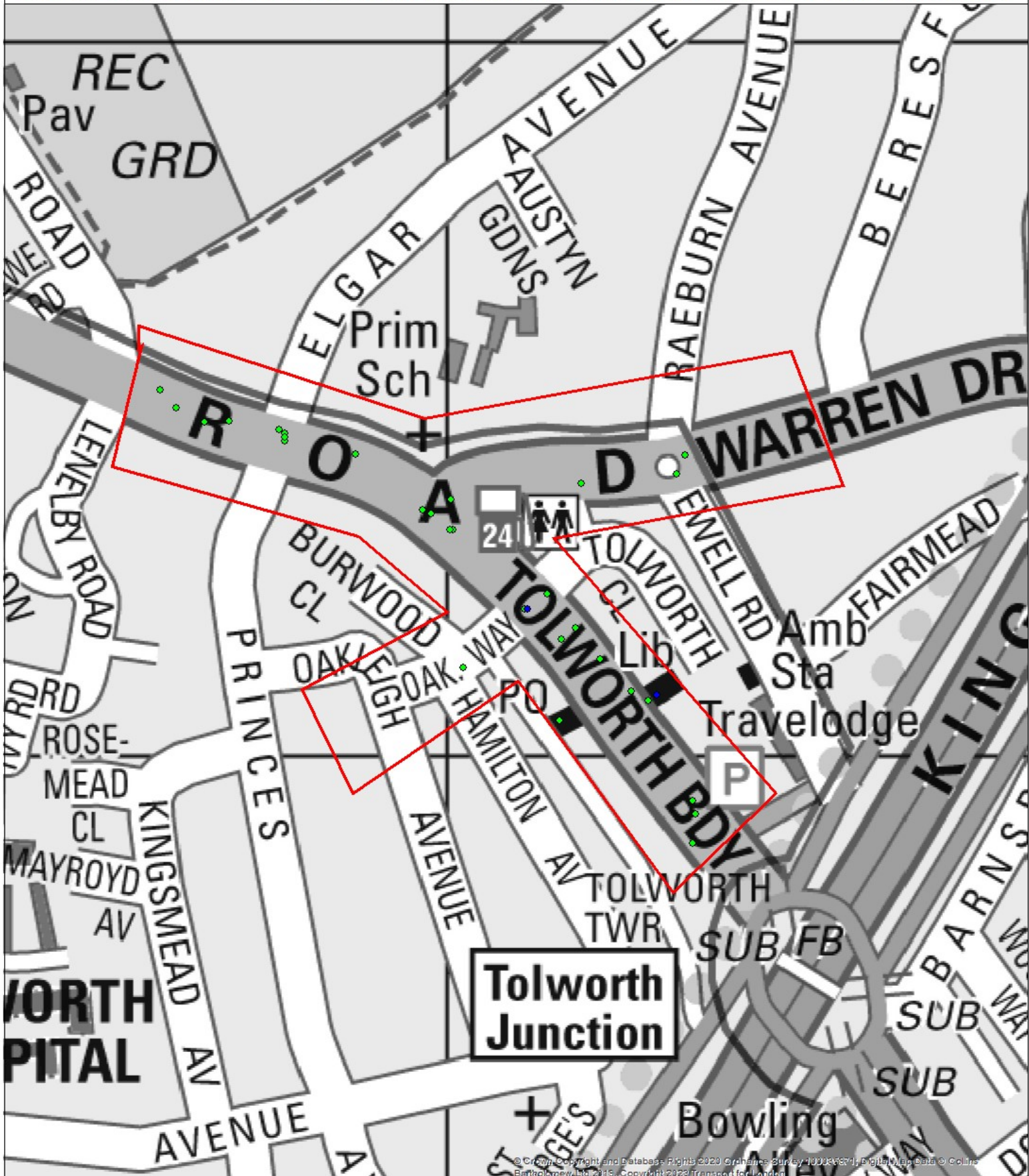
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APPENDIX B

B23 Tolworth Broadway Personal Injury Collisions 60 months to end of October 2023 (Provisional)

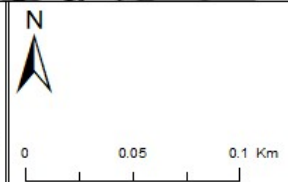


Tolworth Junction

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Severity of collision

Slight	● 1 (29)	● 2 (0)	● 3 (0)	● 4 (0)	● 5 (0)
Serious	● 1 (2)	● 2 (0)	● 3 (0)	● 4 (0)	● 5 (0)
Fatal	● 1 (0)	● 2 (0)	● 3 (0)	● 4 (0)	● 5 (0)



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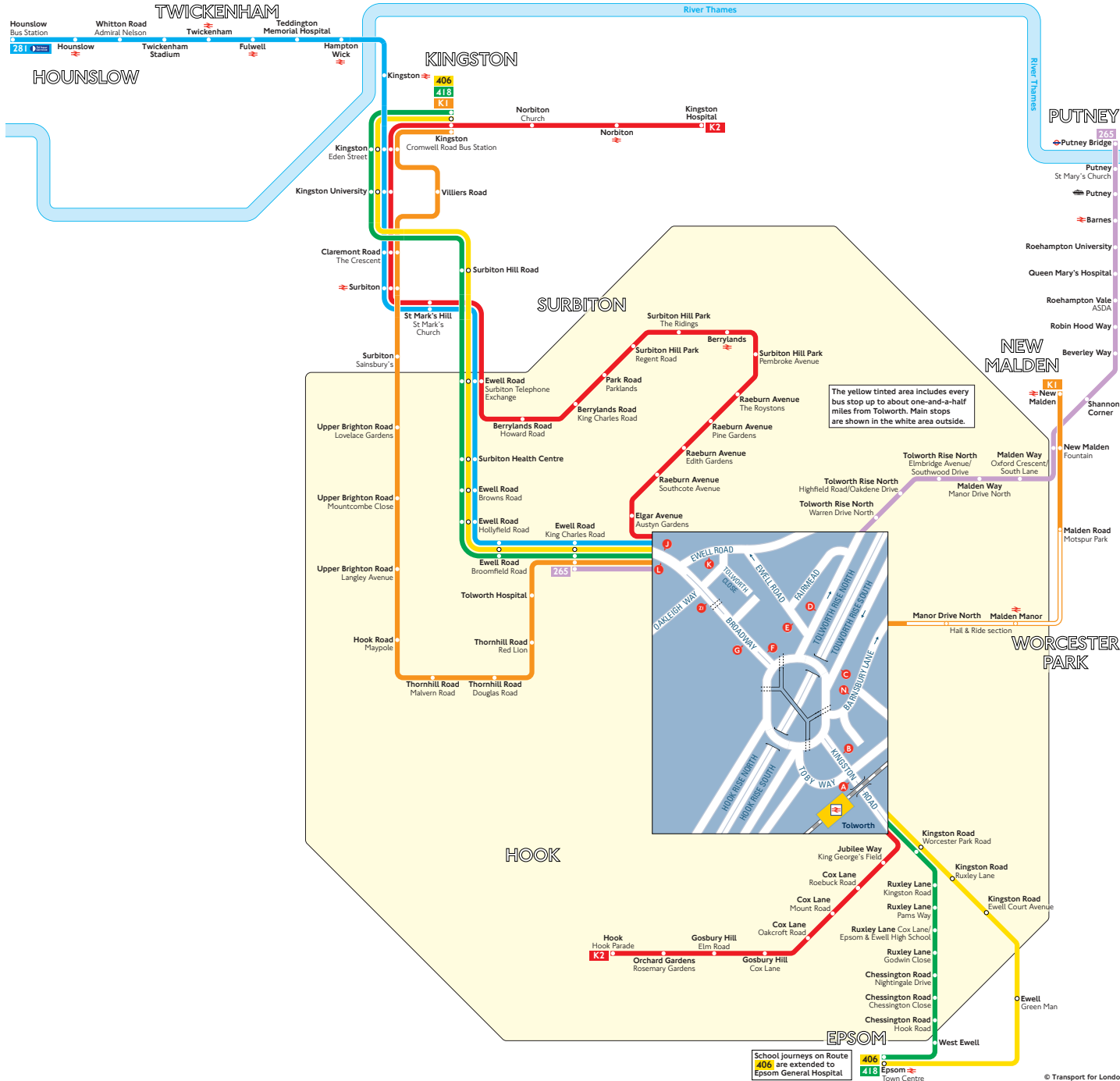
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APPENDIX C

Buses from Tolworth



Key

- Connections with London Underground
- Connections with National Rail
- Connections with river boats
- Mondays to Fridays only
- School journey

A Red discs show the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
265	Putney	D F J
	Tolworth Ewell Road	C G L
281	Hounslow	E K L
	Epsom	B F J
406	Kingston	A G L
	New Malden	F N J
418	Kingston	A G L
	New Malden	F N J
K1	Hook	B F J
	Kingston	A G L
K2	Hook	B F J
	Kingston	A G L

School journeys on Route 406 are extended to Epsom General Hospital

406 Epsom
218 Town Centre



APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	IS	ISLINGTON
	SK	SOUTHWARK
		2 days
		1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 29 (units:)
Range Selected by User: 0 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/06/23

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

Selected survey days:

Monday 1 days
Wednesday 1 days
Thursday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3

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

Selected Location Sub Categories:

Residential Zone 1
Built-Up Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 13 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	3 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	3 days
-------------	--------

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		15	
2	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		14	
3	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		29	

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-03-C-01	Has Car parking
BM-03-C-01	Has Car parking
HM-03-C-02	Has Car parking
HO-03-C-03	Has Car parking
IS-03-C-04	Has Car parking
IS-03-C-07	Has Car parking
IS-03-C-08	Has Car parking
KI-03-C-03	Has Car parking
WF-03-C-01	Has Car parking
WF-03-C-02	Has Car parking
WF-03-C-04	Has Car parking
WF-03-C-05	Has Car parking

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 6.37

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.034	3	19	0.034	3	19	0.068
08:00 - 09:00	3	19	0.000	3	19	0.017	3	19	0.017
09:00 - 10:00	3	19	0.017	3	19	0.017	3	19	0.034
10:00 - 11:00	3	19	0.034	3	19	0.034	3	19	0.068
11:00 - 12:00	3	19	0.017	3	19	0.017	3	19	0.034
12:00 - 13:00	3	19	0.034	3	19	0.017	3	19	0.051
13:00 - 14:00	3	19	0.069	3	19	0.034	3	19	0.103
14:00 - 15:00	3	19	0.000	3	19	0.034	3	19	0.034
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.052	3	19	0.052	3	19	0.104
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.034	3	19	0.052	3	19	0.086
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.017	3	19	0.034	3	19	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.308			0.342			0.650

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

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

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Parameter summary

Trip rate parameter range selected: 14 - 29 (units:)
 Survey date date range: 01/01/15 - 14/06/23
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 12

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

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.017	3	19	0.017	3	19	0.034
08:00 - 09:00	3	19	0.000	3	19	0.000	3	19	0.000
09:00 - 10:00	3	19	0.000	3	19	0.000	3	19	0.000
10:00 - 11:00	3	19	0.017	3	19	0.017	3	19	0.034
11:00 - 12:00	3	19	0.000	3	19	0.000	3	19	0.000
12:00 - 13:00	3	19	0.000	3	19	0.000	3	19	0.000
13:00 - 14:00	3	19	0.000	3	19	0.000	3	19	0.000
14:00 - 15:00	3	19	0.000	3	19	0.000	3	19	0.000
15:00 - 16:00	3	19	0.000	3	19	0.000	3	19	0.000
16:00 - 17:00	3	19	0.017	3	19	0.017	3	19	0.034
17:00 - 18:00	3	19	0.000	3	19	0.000	3	19	0.000
18:00 - 19:00	3	19	0.017	3	19	0.017	3	19	0.034
19:00 - 20:00	3	19	0.000	3	19	0.000	3	19	0.000
20:00 - 21:00	3	19	0.000	3	19	0.000	3	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.068			0.136

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

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