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**PROPOSED CARE HOME DEVELOPMENT  
30-38 CHESTER ROAD, NORTHWOOD**

**TRANSPORT STATEMENT**

**BY**

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**October 2020**

**PROPOSED CARE HOME DEVELOPMENT  
30-38 CHESTER ROAD, NORTHWOOD**

**TRANSPORT STATEMENT**

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## 1 INTRODUCTION

- 1.1 This report gives an assessment of the transport impact of the construction of a 29-bed residential care home with 3 car parking spaces on the site of nos 30-32 Chester Road, Northwood and the change of use of three rear bedrooms to storage and ancillary rooms to no. 34 Chester Road.
- 1.2 A previous scheme for a 24-bed care home on the site was the subject of an appeal in 2010 which was dismissed in February 2011 on grounds of character and appearance. In regard to transport impact, however, the Inspector ruled that *“The proposal would be sustainably located, reasonably well served by public transport with adequate arrangements for parking such that the scheme would not harm highway safety”* and would not conflict with Council policies in respect of transport impact. This has been re-enforced by the consent and grant of planning permission of the most recent planning application ref: 13800/APP/2020/2272 for a very similar 26-bed care home. The Council and highways officer does not object based on any highway or transport matters.

## 2 SITE AND SURROUNDINGS

- 2.1 The site location is shown in Figure 1 and its surroundings in Figure 2. The site lies in a predominantly residential area between Northwood town centre and the more local High Street centre. The predominant built form in the locality is individual houses of late 19th/ early 20thC origin, in detached, semi-detached or terrace arrangement. Many of these houses have their own private off-street parking space accessed by crossovers from the highway, but many do not.
- 2.2 Chester Road is part of a small network of local access roads bounded by the A4125 High Street, the A4125/B469 Green Lane and the Metropolitan Line railway.
- 2.3 The site is currently cleared and vacant. It was previously occupied by a pair of semi-detached houses with a small front garden/forecourt area, and large rear gardens. These premises had most recently been

used as a children's home, which closed some time before the buildings were demolished.

- 2.4 A one-hour controlled parking zone (Mon-Fri 1-2pm) covers Chester Road and some adjacent roads, excluding Reginald Road and the High Street, primarily to exclude park-and-ride commuters owing to the proximity of Northwood station.
- 2.5 Although there is a considerable amount of kerbside parking in the locality at all times, there is significant spare kerbside parking space conveniently close to the site at all times, both in resident permit parking bays (both during and outside the control hour) and in other lawful locations, as shown from the parking survey outlined below in Section 6 of this report. Traffic flows are generally relatively light on Chester Road and the nearby local roads.
- 2.6 The site in relation to the public transport network is shown in Figure 3. locality is well served by public transport, with:-
  - Two frequent all-day daily London bus routes (282 and H11) running along the High Street calling at stops close to the site;
  - All-day daily London bus route 331 terminating in the nearby Northwood station yard within a few minutes walk of the site;
  - The high frequency Metropolitan Line underground rail service calling at Northwood station, and
  - Non-London local bus service no 8 running to the northeast across the county boundary into Hertfordshire, calling at stops on Green Lane and Watford Road a few minutes walk away, and running generally half-hourly on weekdays and hourly on Sunday.

- 2.7 This good range and level of service is understated by the site's current public transport accessibility level (PTAL) of 2 (low accessibility), though close to the PTAL 3 (medium accessibility) area in and around Northwood town centre and station. It is this latter, better level of accessibility which travellers to and from this site are more likely to perceive, with all the town's public transport services just a few minutes walk away, and the proposed carehome will thus be well placed to encourage any staff and visitors living beyond reasonable walking distance to come by public transport rather than car.
- 2.8 The site is also very close to a good range of local shops and other services on the High Street to the east, and also a few minutes walk away from the much wider range of town centre shops and other services in the main Northwood town centre on and adjacent to Green Lane to the northwest, and other shops and services on Pinner Road to the south.
- 2.9 The site can thus in no way be considered inaccessible or poorly accessible for non-car users.
- 2.10 The site in relation to the designated London Cycle Network (LCN) is shown in Figure 4. The nearest designated LCN route, no 49, runs generally northwest/southeast via Green Lane but remains proposed rather than fully implemented.
- 2.11 The light traffic in most local residential roads in the area, and the generally flat or gently undulating terrain are however conducive to cycling.
- 2.12 Street lighting is generally of a high standard throughout the locality, using high pressure sodium or LED lanterns.

### **3 PROPOSED DEVELOPMENT**

- 3.1 A purpose-built 29-bed care home building would be provided, with front forecourt parking for 3 cars including one Blue Badge Holder space, and 4 secure cycle parking stands in a purpose-built shed just behind the main building and conveniently accessible via a side passageway.
- 3.2 There would be a maximum of 7 staff on early daytime shifts, reducing to 2 staff at night.
- 3.3 It is understood that there are no current prescriptive car parking standards for this land use class in this borough, the previous standards having been rescinded and reliance being placed instead on the London Plan parking standards, which again do not prescribe for this land use class, requiring instead assessment on an individual basis.
- 3.4 The previous Hillingdon UDP Deposit Draft 2001 parking standards, which currently appear on the Council website, though it is unclear with what status, prescribed a maximum car parking provision of 1 space per 4 resident beds. The proposed provision would comply with that standard.
- 3.5 The Hillingdon Council standard for cycle parking is one stand per 2 staff present on site at any time. Thus the proposed provision complies with the standard, the maximum number of staff at any time being 7 as mentioned above in paragraph 3.2.

## 4 TRAFFIC GENERATION AND PARKING

4.1 In order to assist in assessing the possible motor vehicle traffic generation and parking demand which this development would generate, data was obtained from the TRAVL database for three existing residential carehomes in comparable outer London locations:-

- Birchwood Grange Nursing Home, Preston Hill, Brent
- Plumstead Lodge Residential Care Home, 82 Plumstead Common Road, Greenwich
- Seabrook Manor Nursing Home, Lavender Place, Redbridge

4.2 Of these Plumstead Lodge is the most comparable in scale to this proposed development, with a total staff of 10 full time and 12 part time, and 49 beds occupied at the time of survey, and no on-site car park. The other two establishments are considerably larger, with far greater numbers of staff and substantial on-site car parking.

4.3 The details of the three establishments and the tabulated trip patterns by mode and time as determined from the surveys are presented at Appendix A of this report. It is apparent that

- The road traffic movement generated by all three establishments is negligible and there can be no significant impact on the highway network.
- The most closely comparable establishment, Plumstead Lodge, generates a maximum parking demand (staff and visitors) of no more than 4 cars.
- Even the much larger establishment at Birchwood Grange generates a maximum parking demand of no more than about 6 cars, though the results may be suspect as significantly more

vehicles are shown to be leaving than arriving during the survey period.

- 4.4 The TRAVL data thus confirms that the proposed 3 on-site car parking spaces would be an appropriate provision and that the impact of the development on on-street parking pressure and conditions would be negligible.

## 5 CUMULATIVE IMPACT

- 5.1 Two successive carehome development schemes for the neighbouring site at nos 34-38 Chester Road have previously been permitted on appeal:

- Appeal Decision APP/R5510/A/06/2008833 (2006) - 24 bed carehome on the site of nos 36-38, and alterations to no 34, with 4 on-site car parking spaces including one Blue Badge Holder space.
- Appeal Decision APP/R5510/A/07/2045006 (2007) - 12 bed carehome on the site of no 34, with 2 on-site car parking spaces

- 5.2 In the case of Appeal no APP/R5510/A/06/2008833 parking impact had not been of concern to the Council and the refusal had not been on those grounds, but there had been some local neighbour objections on such grounds. The Inspector's findings on these matters (Decision paragraph 16) were:-

*Although not a matter of concern to the Council, local residents object to the level of offstreet parking proposed. The submitted details indicate three on-site parking including one space for disabled drivers, in front of 36-38 Chester Road, and a further space on the frontage to No 34. Bicycle and motor cycle parking provision is located to the rear. The Council confirms, having regard to its revised*



*parking standards, whilst the proposed parking provision results in a shortfall of two spaces (as did the parking associated with the previous use), the appeal site lies some 550m from Northwood town centre and the tube station which, in the Council's opinion, mitigates against the shortfall. There is no objection to the proposal from the Highway Authority and, having regard to the advice in PPG13, which seeks to reduce reliance on the private car as a means of transport, particularly in locations such as this, I have no reason to disagree.*

- 5.3 In the case of Appeal no APP/R5510/A/07/2045006 parking impact was among the Council's concerns and reasons for refusal. The inspector's findings (Decision paragraphs 17-18) were:-

*The Council's latest parking standards seek a maximum provision of 1 space/4 resident bed spaces (with 10% allocated as disabled spaces), 1 motorcycle space/20 car spaces and 1 bicycle space/2 staff, within the context of UDP Policies AM7 & AM14.*

*The scheme in Appeal A proposes 2 on-site car parking spaces on the forecourt (including a disabled space) and a bicycle storage area at the rear, equating to an overall shortfall of 1 car space. I understand that there are parking problems along Chester Road and neighbouring streets, resulting in the establishment of a Controlled Parking Zone in parts of this locality. However, the ratio of car parking proposed is slightly higher than that approved by the inspector in the previous appeal and I note that the parking standards are intended as a maximum, rather than minimum provision. Loss of on-street parking as a result of providing a vehicle cross-over was not an issue of concern at the previous appeal, and there has been no change in circumstances since then in terms of parking along the road. Cycle parking provision would meet the staff needs of the proposed development, and the limited scale of the proposal does not justify specific provision for motorcycles. Consequently, and given the proximity of the site to Northwood town*

*centre and the railway station, I consider that highways and parking factors are not sufficient, on their own, to reject this current proposal, particularly when seen in the context of the permitted scheme on the adjoining site.*

- 5.4 Two alternative schemes for comprehensive redevelopment of the entire combined site of nos 34-38 to provide a carehome development (Appeal refs APP/R5510/A/07/2045004, APP/R5510/A/07/2045002, 40 and 36 beds respectively) were considered at appeals concurrently with Appeal no APP/R5510/A/07/2045006 by the same Inspector. These appeals were dismissed, but on grounds other than parking impact, on which the Inspector commented (Decision paragraph 19):-

*..... these schemes propose 6 on-site car parking spaces (including 1 disabled space) and storage for 4 bicycles. In the context of the Council's maximum standards and the inspector's decision on the previous appeal, I consider that any slight shortfall in provision would not justify rejecting this proposal on these grounds. I note that the Council's Highways Engineer is concerned about the inadequate level of cycle parking, insufficient sight lines and the distance of the refuse storage bins from the road, but these shortcomings could be overcome through planning conditions and minor changes to the detailed layouts. Consequently, the adequacy of car and cycle parking, sightlines and bin stores is not a soundly-based reason to reject these proposals in terms of UDP Policies AM7 & AM14 and the Council's approved car parking standards.*

- 5.5 Parking and related impact of the somewhat larger scale carehome development schemes for the neighbouring site at nos 34-38 Chester Road were thus clearly ruled to be not of concern, and any local or Council concerns in this regard were comprehensively dismissed.
- 5.6 While it is legitimate in principle for the Council to consider and be concerned about cumulative impact of the care home developments for both sites and the current application site, it is clear from the findings of

the appeals at nos 34-38, and the consent and grant of planning permission of the most recent planning application ref: 13800/APP/2020/2272 for a very similar 26-bed care home and from the assessment of the impact of the current proposals for this site, that the latter, even in combination with the implemented developments at nos 34-38, would have no significant adverse impact on local parking pressure or traffic conditions, and that there are no grounds for concern about cumulative impact.

## **6 PARKING SURVEY**

6.1 In order to assess the potential impact of the proposed development on on-street parking pressure, an updated survey of existing kerbside parking occupancy and vacancy has been carried out on three midweek periods in early October 2020, these being considered to be an adequately representative sample of the hours when the proposed development would be likely to generate significant parking demand if at all:-

- Mid morning 11-12am
- Early afternoon CPZ operational hour 1-2 pm
- Mid evening 8-9 pm

6.2 The study area was defined as Chester Road, Kemps Drive, Wychwood Way, Reginald Road and Roy Road, this encompassing the local roads within a few minutes walk of the site.

6.3 The number of vehicles parked at the kerbside and the number of vacant unobstructive car parking lengths (ie clear of access crossovers and not too close to junction corners) were counted and are summarised in the tables at Appendix B of this report.

6.4 The results of the parking survey confirm the visual impression that while there is significant parking in the resident permit parking bays in the CPZ area in this locality and in the uncontrolled area outside the

CPZ, there is still substantial vacant space, the overall parking pressure being well below normally accepted stress level.

- 6.5 It is thus clear that the locality could and would comfortably accommodate any likely additional on-street parking demand resulting from this proposed development without any significant impact on local parking pressure or traffic conditions.

## **7 CONCLUSIONS**

- 7.1 The proposed carehome development would be located within convenient walking distance of the shops and other services at the nearby High Street and in Northwood town centre. This site is very well served by public transport, with local bus routes on the High Street and Green Lane, and Northwood underground rail station also nearby. This would minimise the need and hence the desire of staff and visitors to use cars for travel to/from the carehome.
- 7.2 Traffic generation data from other carehome establishments in comparable outer London locations shows that the volume of traffic movement and parking generated would be very small, with no more than a few vehicles present at most even at the busiest times.
- 7.3 Any concerns about the parking and related impact of the approved and since implemented larger carehome development on the neighbouring site at 34-38 Chester Road were fully considered through the planning appeal process and dismissed, and it is clear that even the cumulative impact of both carehome developments would be minimal.
- 7.4 The parking survey has demonstrated that there is substantial vacant kerbside parking space at times when these carehomes would be likely to be generating any significant traffic and parking, and that

consequently there would be no significant impact on on-street parking pressure or traffic conditions in the locality.

- 7.5 It is concluded that the proposed development, even together with the approved and implemented carehome developments in the neighbouring sites, would not impair parking or traffic conditions on-street, and that there is therefore no transport-related reason why the development should not be permitted.



**Site Location**

**FIGURE 1**











**FIGURE 4**

**Site and London Cycle Network**

**FIGURE 4**

## **APPENDIX A**

### **TRAVL Data for Existing Carehomes**

<b>Name</b>	Birchwood Grange	<b>Survey Date</b>	30/08/2000
<b>Business</b>	Nursing Home	<b>Survey Hours 1</b>	09:30-20:30
<b>Address</b>	187 Preston Hill	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	294
<b>District</b>	Preston		
<b>Borough</b>	BRENT		
<b>Postcode</b>	HA3 9SN	<b>Site Area (sq.m)</b>	0
<b>Location</b>	Outer	<b>Gross Floor Area (sq.m)</b>	3116
<b>Class</b>	C2 - Residential Care	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

	<b>Total</b>	<b>Disabled</b>	<b>Visitor</b>	<b>Employee</b>	<b>Coaches</b>	<b>Load Bays</b>
<b>Parking</b>	34	2	32			

**Managed Parking** N **Waiting Restriction** N

**0 Beds** **1 beds** **2 beds** **3 beds** **4 beds +**

## Num Dwellings

<b>Residential Units</b>	0	<b>% Car ownership</b>
<b>Distance To School</b>		<b>Distance To Shops</b>

	<b>Home</b>	<b>Work</b>	<b>Else</b>
<b>Home</b>	55	3	7
<b>Work</b>	1	4	2
<b>Else</b>	11	0	2

## Staff

<b>Part Timers</b>	64
<b>Full Timers</b>	180

**Disabled Access** No

**Owner Code** Private

**Travel Plan** No

## Site Notes

This nursing home is located in a quiet residential area in suburban London approximately 700 metres from Preston Road station.

There are no designated public opening hours for this site.

## Survey Note

The survey comprised a count of all people entering and leaving the site, interview questionnaires for visitors and self-completion questionnaires for staff and management.

There were three deliveries on the day of the survey, two of them before the survey period began.

The weather on the day of the survey was fine and dry.

## Facilities

## Exceptional Circumstances

<b>Name</b>	Plumstead Lodge	<b>Survey Date</b>	10/11/1993
<b>Business</b>	Residential Care Home	<b>Survey Hours 1</b>	07:00-19:00
<b>Address</b>	82 Plumstead Common Road	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	52
<b>District</b>	Plumstead		
<b>Borough</b>	GREENWICH		
<b>Postcode</b>	SE18 3RD	<b>Site Area (sq.m)</b>	0
<b>Location</b>	Outer <b>PTAL</b> 2	<b>Gross Floor Area (sq.m)</b>	1160
<b>Class</b>	C2 - Residential Care	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

**Parking**

Total	Disabled	Visitor	Employee	Coaches	Load Bays
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<b>Managed Parking</b>	N	<b>Waiting Restriction</b>	N
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<b>0 Beds</b>	<b>1 beds</b>	<b>2 beds</b>	<b>3 beds</b>	<b>4 beds +</b>
---------------	---------------	---------------	---------------	-----------------

**Num Dwellings**

<b>Residential Units</b>	0	<b>% Car ownership</b>
<b>Distance To School</b>		<b>Distance To Shops</b>

<b>Home</b>	<b>Work</b>	<b>Else</b>
0	0	0
0	0	0
0	0	0

**Staff**

<b>Part Timers</b>	10
<b>Full Timers</b>	12

**Disabled Access** No

**Owner Code** Public (Non Local Council)

**Travel Plan** No

## Site Notes

At the time of the survey, Plumstead Lodge was operated by LB Greenwich but was soon to be sold to a private organisation so only 49 of the 62 beds were occupied. There is no on site car park.

## Survey Note

This survey was conducted and analysed by the L.B. Greenwich.

## Facilities

## Exceptional Circumstances

<b>Name</b>	Seabrooke Manor Nursing Home	<b>Survey Date</b>	02/04/1998
<b>Business</b>	Residential care home	<b>Survey Hours 1</b>	07:30-20:30
<b>Address</b>	Lavender Place	<b>Survey Hours 2</b>	
		<b>Survey Code</b>	236
<b>District</b>	Ilford		
<b>Borough</b>	REDBRIDGE		
<b>Postcode</b>	IG1 2PJ	<b>Site Area (sq.m)</b>	0
<b>Location</b>	Outer <b>PTAL</b> 1	<b>Gross Floor Area (sq.m)</b>	4927
<b>Class</b>	C2 - Residential Care	<b>Retail Floor Area (sq.m)</b>	0
<b>Construction Phase</b>			

	<b>Total</b>	<b>Disabled</b>	<b>Visitor</b>	<b>Employee</b>	<b>Coaches</b>	<b>Load Bays</b>
<b>Parking</b>	32	4	28		2	2

**Managed Parking** N **Waiting Restriction** N

**0 Beds** **1 beds** **2 beds** **3 beds** **4 beds +**

### Num Dwellings

<b>Residential Units</b>	0	<b>% Car ownership</b>
<b>Distance To School</b>		<b>Distance To Shops</b>

	<b>Home</b>	<b>Work</b>	<b>Else</b>
<b>Home</b>	21	1	8
<b>Work</b>	4	3	4
<b>Else</b>	3	0	3

### Staff

<b>Part Timers</b>	40
<b>Full Timers</b>	30

**Disabled Access** No

**Owner Code** Private

**Travel Plan** No

### Site Notes

This private nursing home is housed within three buildings around a central car park accessed by a single service road off Lavender Road, which is a no-through road serving flats and houses by the River Roding.

It caters for both short and long stays in 120 single bedrooms. Punjabi, Turkish, Urdu, French, Greek, Gujarati are all spoken.

### Survey Note

The survey comprised a count of all people entering and leaving the site, interview led questionnaires for visitors and self completion questionnaires for management and staff.

All resident trips to and from the site on the day of the survey were made by minibus. These trips have been included in the Coach figures for both the Mode by Time and Mode by Journey Purpose data.

### Facilities

### Exceptional Circumstances

Address:

Birchwood Grange  
187 Preston Hill  
Preston  
HA3 9SN

Business

Nursing Home

Class

C2 - Residential Care

Location

Outer

Gross Floor Area (sq m)

3116

SurveyCode

294

PTAL

2

Survey Date:

30/08/2000

No. parked cars at start

19

	Car Drivers		Car Pass		Motor bikes		Bikes		Taxi		Bus		Tube		Train		Walk		Walk PT		Coach Pass		Park & Ride		DLR		Tram		River Boat		Unknown		Other		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
09:30-10:00	1	1																																		1	1
10:00-10:30	2	2	2	1																																4	3
10:30-11:00	4																																			4	
11:00-11:30																																					
11:30-12:00	4	2	5																3	1															12	3	
12:00-12:30	4	6		3																1															4	10	
12:30-13:00	6	7	4	5																2															10	14	
13:00-13:30	13	9	8	4															3	2															24	15	
13:30-14:00	8	11	3	4															8	2															19	17	
14:00-14:30	8	12	2	5															4	1															14	18	
14:30-15:00	4	3	4	1															4	1															12	5	
15:00-15:30	6	5	3	6															3	2															12	13	
15:30-16:00	5	6	10	3															4	2															19	11	
16:00-16:30		1																	2	1															2	2	
16:30-17:00	4	6	3	6																5															7	17	
17:00-17:30	3	10	1	2																3															4	15	
17:30-18:00	1	3		1																																1	4
18:00-18:30	4	4	1	1																																5	5
18:30-19:00	3	3	1																	1															4	4	
19:00-19:30	5	6	4	2																																9	8
19:30-20:00	1	3																																		1	3
20:00-20:30	2		1																2																	5	
Total	88	100	52	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	168



Address:

Plumstead Lodge  
82 Plumstead Common Road  
Plumstead  
SE18 3RD

Business

Residential Care Home

Class

C2 - Residential Care

Location

Outer

Gross Floor Area (sq m)

1160

PTAL

2

No. parked cars at start

0

SurveyCode

52

Survey Date:

10/11/1993

	Car Drivers		Car Pass		Motor bikes		Bikes		Taxi		Bus		Tube		Train		Walk		Walk PT		Coach Pass		Park & Ride		DLR		Tram		River Boat		Unknown		Other		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
07:00-07:30																			1															1		
07:30-08:00																				1															1	
08:00-08:30																			1															1		
08:30-09:00	1																																	1		
09:00-09:30					1																													1		
09:30-10:00	1																																	1		
10:00-10:30																			1															1		
10:30-11:00																			2															2		
11:00-11:30	1																		1	3													2	3		
11:30-12:00		1																	1	2													1	3		
12:00-12:30																																				
12:30-13:00	1																																	1		
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13:30-14:00	1	1																	1	1													2	2		
14:00-14:30	2	1	1			1														1														3	3	
14:30-15:00		1																																	1	
15:00-15:30	1																																	1		
15:30-16:00		1		1																															2	
16:00-16:30	1	1																																1	1	
16:30-17:00		1																	1	1													1	2		
17:00-17:30																																				
17:30-18:00																																				
18:00-18:30		1																																	1	
18:30-19:00																																				
Total	9	8	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	19





Address: Seabrooke Manor Nursing Home  
Lavender Place  
Ilford  
IG1 2PJ

Business Residential care home  
Class C2 - Residential Care  
Location Outer  
Gross Floor Area (sq m) 4927  
PTAL 1  
No. parked cars at start 9

SurveyCode 236

Survey Date: 02/04/1998

	Car Drivers		Car Pass		Motor bikes		Bikes		Taxi		Bus		Tube		Train		Walk		Walk PT		Coach Pass		Park & Ride		DLR		Tram		River Boat		Unknown		Other		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
07:30-08:00	4	2																	2															6	2	
08:00-08:30	4	1	1	1															2	1														7	3	
08:30-09:00	3																		3	2														6	2	
09:00-09:30	1																		1		3	4												5	4	
09:30-10:00	3	2	1																2	2														6	4	
10:00-10:30	3	2	1	1																	3													7	3	
10:30-11:00	4		1																1			3												6	3	
11:00-11:30	1	1		1																		2												1	4	
11:30-12:00	1	3																		1														1	4	
12:00-12:30	2	1																																	2	1
12:30-13:00		2																	2	1														2	3	
13:00-13:30	2	2	4	1															1	2														7	5	
13:30-14:00	2	1		1																3														2	5	
14:00-14:30	2	4	2																1	3	2	1												7	8	
14:30-15:00	2	2	1																2	1														5	3	
15:00-15:30	5	3	2	1																1														7	5	
15:30-16:00	3	1																	1		1	1												5	2	
16:00-16:30	2	2	2																	1														4	3	
16:30-17:00	2	7	1	5															3															6	12	
17:00-17:30	2	6																																	2	6
17:30-18:00	3	2		3															2															5	5	
18:00-18:30	2	4		1																3														2	8	
18:30-19:00		4																		1															5	
19:00-19:30	1	4	1																	1														2	5	
19:30-20:00		3																																	3	
20:00-20:30		1																																		1
Total	54	60	17	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	9	11	0	0	0	0	0	0	0	0	0	0	0	103	109	



## **APPENDIX B**

### **Parking Survey Results**

## MIDWEEK PARKING SURVEY RESULTS

### 11-12 am:-

	Permit bay or unrestricted			Single yellow line (operating 1-2 pm)			All usable kerbside		
	No parked	No vacant	% occup	No parked	No vacant	% occup	No parked	No vacant	% occup
Chester Road	52	15	78	2	4	33	54	19	74
Kemps Drive	3	5	38	-	-	0	3	5	38
Wychwood Way	8	0	100	-	-	0	8	0	100
Reginald Road	53	13	80	-	-	0	53	13	80
Roy Road	32	8	80	-	-	0	32	8	80
TOTAL	149	41	78	2	4	33	149	41	78

### 1-2 pm (CPZ operational hour):-

	Permit bay or unrestricted			Single yellow line (operating 1-2 pm)			All usable kerbside		
	No parked	No vacant	% occup	No parked	No vacant	% occup	No parked	No vacant	% occup
Chester Road	33	34	49	0	6	0	33	40	45
Kemps Drive	3	5	38	-	-	0	3	5	38
Wychwood Way	8	0	100	-	-	0	8	0	100
Reginald Road	50	16	76	-	-	0	50	16	76
Roy Road	35	5	88	-	-	0	35	5	88
TOTAL	129	60	68	0	6	0	129	60	68

### 8-9 pm:-

	Permit bay or unrestricted			Single yellow line (operating 1-2 pm)			All usable kerbside		
	No parked	No vacant	% occup	No parked	No vacant	% occup	No parked	No vacant	% occup
Chester Road	41	26	61	4	2	67	45	28	62
Kemps Drive	7	1	88	-	-	0	7	1	88
Wychwood Way	5	3	63	-	-	0	5	3	63
Reginald Road	47	19	71	-	-	0	47	19	71
Roy Road	23	17	58	-	-	0	23	17	58
TOTAL	123	66	65	4	2	67	123	66	65