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VEDAANT PATEL

CORNER OF FORE STREET AND HIGH ROAD

TRANSPORT STATEMENT

January 2023

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1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Vedaant Patel in relation to the development at Corner of Fore Street and High Road, Eastcote, Pinner, HA5 2ET.

1.2 The local planning and highway authority is London Borough of Hillingdon (LBH).

Site Location

1.3 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

1.4 The site is located on the corner of Fore Street and High Road. An Esso Garage is situated to the east of the site and the River Pinn to the north.

1.5 The area immediately adjoining the site mainly comprises of mainly residential dwellings situated to the south and west of the site. Coteford Infant School is located to the north west of the site.

1.6 The site is not located within controlled parking zone (CPZ).

1.7 The site has a public transport accessibility level (PTAL) rating of 1b which is a 'very poor' rating as defined by Transport for London (TfL).

1.8 There is a bus stop in proximity to the site, located on High Road. In addition Eastcote Train Station is a 12 minutes walk away.

1.9 There is a small shopping parade located approximately 150 metres north east along High Road, in addition to the local adjoining petrol station.

Existing Site

1.10 The application site currently consists of a vacant area. The site is a brownfield site.

1.11 The site is currently served by an existing, three-metre wide crossover off Fore Street.

Proposed Development

1.12 The development proposals seek to provide a nursery on site. The nursery will have places for 80 children, with a maximum 64 daily 'at any time' number. 22 childcare staff will be employed, plus three ancillary staff (totalling 25). The proposed site plans are attached at Appendix B of this report.

1.13 Ten car parking spaces are proposed, including five wheelchair accessible spaces.

1.14 A buggy and cycle store will also be provided.

1.15 There is a bus stop on High Road Eastcote. As part of the development pedestrian access will be provided directly to this.

1.16 The existing dropped kerb will be widened, from three metres to nine to facilitate vehicle movement into and out of the site.

1.17 The nursery will be open 8am – 6pm, with options for morning or afternoon sessions in addition to all day sessions.

Pre-application advice

1.18 The client has previously sought pre-application advice regarding a version of the scheme, which was received 29th November 2022 (ref:73450/PRC/2021/271). For ease of reference, the relevant Highways comments have been copied herein:

Transport Statement (TS)

Understandably, the nursery operation has the potential to add parking burden and movements on the local highway in comparison to the existing dormant use and the Highway Authority has a duty to encourage minimisation of such impacts where possible. To help placate impacts on the local road network, it is therefore recommended that a TS is provided at a formal application stage which covers the main points of interest that the HA would expect to be addressed. These include anticipated daily vehicle profile activity to and from the new site, availability of drop-off/pick-up areas within the site envelope including for servicing purposes.

Within the TS, certain details such as the nursery opening times should be provided together with the number of patrons and staff expected to attend on a daily and 'at any one time' basis and it would be expected that parents and staff are incentivised to travel by sustainable non-car modes via various mechanisms of practical encouragement such as:
· Recruitment of staff from the local community.
· Flexible work shift patterns.
· Car sharing by parents and staff.
· 'Walk to nursery' promotions.

· Discounted fees to parents who reside within the local catchment and who use sustainable travel modes.

The above measures would assist in lessening traffic generation and parking burden on the local road network which could potentially bear some of the brunt of parking by attending/departing parents.

Parking Provision

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

There are no prescriptive standards (regional or otherwise) that can be applied but the Local Plan standard suggests that an individual 'site based' transport assessment should be undertaken together with the submission of a travel plan. In addition to any on-plot parking there should be provision for 'drop-off' and 'pick-up' facilities to be provided within the site envelope where possible.

Any final quantum of parking provision should take into account, the anticipated maximum level of attendance by parents and staff at any one time/session. Ideally all 'drop-offs' and 'pick-ups' would occur within the site envelope thereby avoiding detriment to safety and congestion on the neighbouring highway (predominantly Fore Street).

To assist matters and in terms of minimising traffic impact, it is normally recommended that nurseries stagger their patrons (parents) times of arrival and departure in order to spread out the parking and trip related impacts on the neighbouring residential highway network particularity during the most sensitive and therefore crucial peak morning and late afternoon/ early evening traffic periods. For example, it is recommended that child 'drop- off and pick up' times throughout the day are staggered by, for example, a 15-30 minute time window by at least 50% of parents to help ensure minimal traffic impact on the locality.

It is also recommended that parking stress surveys be undertaken, in line with the industry recognised 'Lambeth Council Parking Survey' methodology, within the locality in order to catalogue the levels of on-street parking demand in all roads within a walking distance of 200m of the site. This would give some indication as to the availability of spare on-street parking capacity (if any) which would be taken into consideration if the proposed (or any final) on-plot parking provision is presented at a future planning application submission.

All of the above information will be key to enable the Highway Authority to make an informed decision of the acceptability (or otherwise) of the proposal at a formal application stage.

Electric Vehicle Charging Points (EVCP's)

In line with the Local Plan: Part 2 Policy DMT 6 (Appendix C), within any final on-plot parking quantum there is a requirement for a minimum of 5% 'passive' and 5% 'active' EVCP provision.

Cycle Parking

In line with the London Plan (2021) standard, there should be a provision of 1 secure and accessible on-plot space per 8 FTE staff and 1 space per 8 students.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

It is crucial that evidence of anticipated activity predicted for the proposal is presented in order to determine the likely net highway capacity/traffic assignment and safety impacts on the local network. Trip analysis based on the 'industry recognised' assessment tool (TRICS - Land Use Database) should be applied. This again will allow for an informed decision to be made on the acceptability (or otherwise) of this aspect of the scheme.

New Vehicular/ Pedestrian Access/ Internal Roadway Provisions

There is no vehicular or formal pedestrian access to the site envelope in current use. In order to access the new nursery car park, it is proposed to reopen an existing carriageway crossing (with modification) located on Fore Street directly opposite Armstrong Close.

In highway impact and safety terms, there is no objection in principle to opening up this access to the car park on the premise that designs broadly align with DfT (Manual for Streets (MfS) circa 2007) best practice for road and junction layouts which encourage passenger/smaller delivery vehicles to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds. The proposed scale of access and internal roadway should also allow for unencumbered access for emergency vehicles such as fire tenders and ambulances. Of course, availability of manoeuvring space will be dependent on a number of factors including the final parking quantum and physical extent of the car park hence this balance needs to be considered.

There are two possible crossing construction options from Fore Street that can be applied here and include the provision of a widened carriageway crossing or the construction of a formal 'bell-mouth' access (i.e. with radius kerbs).

However, on the premise that most, if not all, drop-offs/pick-ups would occur within the site envelope, accordingly there should be ease of access/egress, hence the latter 'bell-mouth' option is recommended. This would be delivered by way of legal agreement/S278 of the Highways Act 1980 at the applicant's/developer's expense. The latter would also apply to the removal and relocation of any street furniture obstructing the new access such as the existing telegraph pole on Fore Street. The roadway entry width from Fore Street should conform to the aforementioned MfS standard measuring in the region of 4.1m.

Satisfactory highway visibility splays at the new access point are also considered deliverable and should be applied on safety grounds. It is therefore recommended that there should be conformity to the relevant mutual inter-visibility sight-line requirements, as per DfT (Manual for Streets (MfS) circa 2007) best practice for new development road and parking layouts guidance, between vehicles leaving the site and extraneous vehicles/pedestrians on Fore Street. To assist with maintaining satisfactory sight-lines at the site entrance for both vehicles and pedestrians entering and leaving the site, it is therefore recommended that a low height of frontage boundary treatment is applied for at least 2 to 3 m on either side of the access. Ideally the height would not exceed 0.6m to achieve the aim of satisfactory visibility.

Staff/Parent Travel Plan (TP)

A TP aims to provide a coherent and unified approach to achieve a modal shift away from the 'single occupancy' private motor car thereby leading toward a sustainable personal travel mode to and from the location where possible. By design, the TP represents a long-term

strategy for managing travel modes for all users of the site (both staff and parents) and should be provided at the time of application submission but can also be secured under planning condition. Transport for London provide on-line guidance on TP requirements.

Refuse Waste Collection

Refuse arrangements and collection would be organised by way of a private contractor hence this will require a separate conversation with the appropriate private waste collection service. There are no further observations.

Synopsis

In terms of transport/highways impacts, the acceptability (or otherwise) of a future planning application will be dependent on the evidence and detail provided within the submitted documentation together with an appropriate response to the comments and recommendations made within this appraisal.

Transport Statement

1.19 The applicant has commissioned the preparation of this Transport Statement report to assess the traffic and parking impacts of the proposed development on the adjoining highway for submission with planning application, as described herein, to the local planning authority.

1.20 The following chapter sets out the transport policy context relevant to this assessment.

2.0 POLICY CONTEXT

2.1 This section sets out the transport policy context in relation to this study at the local, regional and national level.

London Borough of Hillingdon

2.2 LBH's Local Plan is the overarching framework for development in the Borough and sets out the over all level and broad locations of growth up to 2026.

2.3 The Local Plan sets out the priorities for the development of the borough and is used for making decisions on planning applications. It consists of a number of planning documents and guidance.

2.4 Local Plan Part two, Development Management Polices (adopted 16th January 2020) outlines the policies for transport planning strategy within the borough. The policies seek to maximise the use of sustainable transport modes, ensure free flow of traffic, and ensure safety of the road network and public highway.

2.5 The following sections of policy have been copied herein for ease of reference:

> *"Policy DMT 1: Managing Transport Impacts*
>
> *A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*
>
> *i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
>
> *ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
>
> *iii) provide equal access for all people, including inclusive access for disabled people;*
>
> *iv) adequately address delivery, servicing and drop-off requirements; and*
>
> *v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*
>
> *B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments11 that fall below these thresholds will be required to produce a*

satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2: Highways Impacts Development proposals must ensure that:

i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 5: Pedestrians and Cyclists

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;

ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;

iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and

iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.

Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues

relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."

2.6 Car parking standards are outlined within provided within Appendix C, with relevant sections copied herein for ease:

(a) Specific requirements

No	Use	Requirements
1.	Parking bay sizes	(a) The minimum dimensions of a standard car parking bay are 2400mm x 4800mm for spaces and for a wheelchair accessible car parking bay 2400mm x 4800mm plus shared 1200mm transfer zone as detailed in the Council's Accessibility SPD.
		(b) The minimum dimensions of a motorcycle/moped/scooter parking bay are 1400mm x 2500mm.
		(c) The minimum dimensions for a bicycle space are 600mm x 1800mm.

(b) Parking requirements

CAR AND OTHER VEHICLE PARKING	BICYCLE PARKING
MAXIMUM REQUIREMENT	MAXIMUM REQUIREMENT (1 space per sqm of gross floorspace unless otherwise stated)

DAY CARE CENTRES, PRE-SCHOOL PLAY AND NURSERIES	
On an individual basis using a transport assessment and travel plan and in addition to car parking requirements, provision for pick up and drop off facility to be provided.	**Level of provision subject to transport assessment.**

2.7 In accordance with the above policy, parking for nurseries must be provided on an individual basis based on the transport assessment. Additional pick up and drop off facilities must be provided. Bicycle parking is also required subject to the transport assessment.

National Planning Policy Framework

2.8 On a national level, the National Planning Policy Framework (July 2021) sets out that:

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
> *b. safe and suitable access to the site can be achieved for all users; and*
> *c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
>
> *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.*
>
> *Within this context, applications for development should:*
> *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
> *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

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

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

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

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Transport for London

2.9 Transport for London's (TfL) Travel Planning Guidance November 2013 offers guidance on the content of Travel Plans. The document supersedes the former 'Travel Planning for New Development in London: Incorporating Deliveries and Servicing' (January 2012)'.

2.10 Table 2.1 of TfL's Travel Planning Guidance November 2013 document provides a development scale guideline for travel plans. Under use class D1 (Schools and Nurseries) it states that 'All school developments (are) to have a travel plan'.

2.11 A summary from TfL's Travel Planning Guidance November 2013 document is extracted as follows:

"The overarching purpose of any travel plan should be to influence behaviour change and lead to use of more sustainable modes of travel and/or to reduce overall travel to/from the site. This is critical for new developments in order to facilitate the use of sustainable modes among occupiers and visitors from the outset, or to mitigate the impact of trips generated by the site. Therefore, when preparing travel plans, their authors and local authority officers should consider the overarching purpose of the particular travel plan. Whilst the travel plan should be developed as a standalone document, it should aim to address any issues identified within the associated transport assessment (TA) for the development through the promotion of sustainable transport."

2.12 In addition, STARS (Sustainable Travel: Active, Responsible, Safe) is TfL's school and nursery travel plan accreditation scheme. It rewards schools and nurseries for their engagement with the community and for carrying out initiatives which result in more parents, pupils and staff travelling sustainably.

2.13 The STARS travel plan site helps schools to create and implement a successful travel plan and apply for one of three awards, Gold, Silver and Bronze.

2.14 The appointed Travel Plan Coordinator (Travel Plan Co-ordinator) will ensure that all future iterations of the Travel Plan follow the structure and criteria of the STARS system.

2.15 The following chapter sets out the site's existing parking conditions.

3.0 EXISTING PARKING CONDITIONS

3.1 In order to illustrate the existing parking levels on the roads adjoining the site a parking stress study has been carried out.

3.2 The local planning authority does not prescribe a parking survey methodology for this type of study however we have considerable experience in carrying out this type of work. Our assessments are predominantly based on the London Borough of Lambeth parking survey methodology document, a copy of which is presented in Appendix C.

3.3 All roads within a 200 metre distance of the development site has been surveyed in accordance with the standardised approach, the survey area is shown in Figure 2. Whilst there are additional parking opportunities within 200 metres on the other side of the railway, it is considered that the parking on this side is undesirable due to the preferred provision on the closer side of the railway. This area of parking has therefore been removed from analysis in line with the methodology : *"If there are areas within 200m where parking is restricted due to on street restrictions or undesirable (for which justification must be given) the area is to be curtailed".*

3.4 As previously stated, the site is not located within a CPZ.

3.5 All vehicle crossovers and kerb space within five metres of junctions has been eliminated from the surveys.

3.6 The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of parking bays has been recorded and split into increments of five metres in accordance with the Lambeth Parking Survey Methodology.

3.7 It should be noted that the existing vehicle access is proposed to be extended from three metres to nine. This is expected to have a very minor impact on the availability of parking.

3.8 The parking survey inventory is presented in Table 1 as follows, additionally refer to Figures 3 a-d for a detailed kerb side inventory plotted to-scale onto an OS map base:

Table 1. Parking Survey Inventory

Road	KERB SIDE INVENTORY			
	Unrestricted Kerb Space		Disabled Parking Spaces	
	Metres	Spaces	Metres	Spaces
Armstrong Close	65	13	-	1*
Eastcote Road	165	33	0	0
Flag Walk	20	4	0	0
Fore Street	165	33	0	0
High Road Eastcote	200	40	0	0
Lidgould Grove	100	20	0	0
Mount Park Road	155	31	0	0
Spring Drive	15	3	0	0
Total	**885**	**177**	**-**	**1**

Source: PMA Survey
*count includes perpendicular spaces measured at 2.4 metres wide

3.9 The parking survey inventory demonstrates that there are 177 safe and legal unrestricted kerb side parking opportunities within the study area and one disabled parking opportunity within the study area. As per the methodology, wheelchair accessible bays have been removed from further analysis.

3.10 It should be noted, that whilst the parking opportunities on the B466 (Eastcote Road and High Road Eastcote) are unrestricted, no cars were witnessed as parking within opportunities on the road. This could be due to the number of vehicles using the road at peak times, combined with the availability of parking elsewhere. Due to the lack of people utilising this road, both sections of the road have been removed from further analysis (a total of 73 spaces).

3.11 In addition to the unrestricted parking outlined above, there is a section of yellow zig zag on Fore Street which is restricted Monday to Friday, 8-10 am and 2:30 – 4:30pm. The proposed nursery drop offs and pick ups are likely to occur during these times, therefore this capacity has not been assessed as available capacity to park in.

3.12 Full details of each survey are presented in Appendix D of this report.

3.13 In accordance with the Lambeth methodology, parking surveys have been carried out at the busiest times of the proposed nursery in 15 minute 'beats'. The busiest times for the day nursery can reasonably expected to be the morning peak set-down period and the evening peak pick-up period on a typical weekday. Accordingly parking surveys have been carried out on a typical weekday (Monday) from 0730-0930 and 1630-1830.

3.14 The parking surveys were carried out on Monday 7th November 2022.

3.15 The results of the average busiest 15 minute survey in the AM and PM peak period is presented in Table to illustrate the worst case scenario, full details of each survey are presented in Appendix D.

Table 2. Peak Period Parking Survey Results – 08:45 – 09:00

Street	Monday 7th November 08:45 – 09:00 PEAK BEAT			
	Unrestricted			
	Number of Spaces	Cars Parked	Free Spaces	% Stress
Armstrong Close	13	12	1	92%
Flag Walk	4	3	1	75%
Fore Street	33	16	17	48%
Lidgould Grove	20	5	15	25%
Mount Park Road	31	26	5	84%
Spring Drive	3	1	2	33%
Total	**104**	**63**	**41**	**61%**

NB: Minor arithmetic errors are due to rounding
Source: PMA Survey

3.16 The results in Table 2 demonstrates that in the busiest 15 minute is the AM 08:45 – 09:00 period survey, where a total of 63 cars were recorded as being parked in the 104 unrestricted parking spaces. This results in an overall parking stress of 61% on unrestricted parking opportunities within the survey area.

3.17 It is widely accepted that a threshold of 90% typically represents a 'high' parking stress.

3.18 The 'worst case' parking survey results outlined herein therefore indicate that there is ample capacity for additional vehicles on the adjoining road during nursey pick up and drop off, with a relatively low maximum parking stress of 61%.

3.19 Further beat parking survey results can be seen within Appendix D.

3.20 The following chapter looks at the trip generation and traffic impact of the proposed development, Chapter 5 looks at the parking provision and set-down/pick-up arrangements under the proposals in the context of the parking survey data contained herein.

4.0 TRIP GENERATION & TRAFFIC IMPACT

4.1 As explained in the introduction chapter of this report, the applicant is seeking to create a nursery with the capacity for 64 daily 'at any one time' number of children along with 25 staff. There will be 80 places maximum.

4.2 In order to assess the trip generation and traffic impact of the proposed nursery travel mode data has been obtained from the industry standard trip database: TRICs.

4.3 Sites haven been filtered to only include those within London, with a poor or lower access to public transport (PTAL of one or two) to match the proposed site.

4.4 The following table shows a summary of the selected sites:

Table 3. TRICS Site Selection - Proposed Nursery

TRICS Ref	Location
RB-04-D-01	Ilford, Redbridge
RB-04-D-01	Woodford Green, Redbridge

Source: TRICS 7.7.4

4.5 The following Table presents the number of vehicle trip projections, both per child and for the proposed 64 child daily capacity nursery. Full TRICs data can be found within Appendix E.

Table 4. TRICS data – Total number of vehicle trips per child and proposed 64 Child Nursery

Time	1 Child Vehicle Trip Rate			64 Child Vehicle Trip Rate		
	ARR	DEP	TOTAL	ARR	DEP	TOTAL
06:00	0.0	0.0	0.0	0.0	0.0	0
07:00	0.1	0.0	0.2	7.9	2.4	10
08:00	0.4	0.3	0.7	26.0	19.3	**45**
09:00	0.1	0.1	0.2	7.9	4.8	13
10:00	0.1	0.0	0.1	3.6	2.4	6
11:00	0.0	0.0	0.0	0.6	1.8	2
12:00	0.2	0.2	0.4	14.5	12.7	27
13:00	0.1	0.1	0.2	7.2	7.2	14
14:00	0.1	0.0	0.1	3.6	0.6	4
15:00	0.1	0.2	0.3	6.7	12.1	19
16:00	0.1	0.1	0.2	4.2	8.4	13
17:00	0.1	0.2	0.3	4.8	14.5	19
18:00	0.0	0.0	0.1	1.8	2.4	4
19:00	0.0	0.0	0.0	0.0	0.0	0
TOTAL	**1.4**	**1.4**	**2.8**	**89**	**89**	**177**

Source: TRICS 7.7.4

Errors due to rounding's

4.6 As can be seen from Table 4, the proposed 64 daily child nursery could create a total of 177 vehicle movements per day, consisting of 89 arrivals and 89 departures.

4.7 The AM peak hour for vehicle movements is expected to be between 08:00 – 09:00, with a total of 45 movements consisting of 26 arrivals and 19 departures.

4.8 The PM peak hour for vehicle movements is expected to be between 17:00 – 18:00, with 19 total vehicle movements consisting of five arrivals and 14 departures.

4.9 The following section outlines the impact on the number of vehicles wishing to park on the adjoining roads within the context of the previously outlined parking survey results.

Impact on the local parking availability

4.10 It should be reiterated that staff will be recruited from the local area and will be encouraged to access the site via sustainable means through measures defined within the Travel Plan, which is outlined within Chapter 6 of this report.

4.11 It should also be noted that trips to nurseries tend to be undertaken as part of a linked trip, proceeding to the parent / carers work place, afterwards for example.

4.12 The proposed plans provide ten car parking spaces on-site in addition to an area where drop-offs can occur.

4.13 The peak hour for arrivals for the proposed nursery is expected to be between 08:00 and 09:00, with a total of 26 arrivals in accordance with the TRICs data.

4.14 The peak 15 minute parking survey beat which was recorded within this time was between 08:45 – 09:00 with a total of 63 cars parked within the unrestricted parking opportunities found within the study area.

4.15 The number of expected arrivals from 08:00 – 09:00 is 26. In order to present a worst case scenario, assuming that half of the 26 arrivals (13) arrive within the peak measured beat surveys (08:45 – 09:00), three vehicles would be required to park on-street. This is due to the internal parking provision, providing space for ten vehicle internally.

4.16 An additional three cars parking on-street during the peak 15 minute beat survey would increase the parking stress by 2%, from 61% to 63%. Reducing the number of on-street parking opportunities by one (due to the enlargement of the dropped kerb in order to access the site) would increase the parking stress by a further 1%, to 64%.

4.17 It should be noted that this doesn't take into consideration the drop-off area, provided within the site, which will further decrease the need to park on adjoining roads.

4.18 The peak number of arrivals during the evening is expected to be a lot less, in the region of five arrivals between 17:00 – 18:00. Taking the peak 15 minute beat during the hour total (17:30-17:45) and assuming that half of the hourly trips (three rounded up) arrive within this 15 minute beat, the parking stress on street would increase by 3%, from 52% to 55%.

4.19 In order to ensure that all vehicles do not arrive at the same time parents will be provided a 15 minute drop-off time for when to arrive. This will reduce the impact on the demand for parking.

4.20 As has been shown throughout the analysis provided herein the proposed will not result in a parking stress anywhere near the 90% threshold that usually denotes a high parking stress. As a worst case, the greatest impact could be an increase by 3%, from 61% to 64%, during the peak morning period. This doesn't take into consideration of the drop-off area, which will likely reduce this impact.

4.21 The broad conclusion of this parking assessment is the daytime parking within the area adjoining the site is relatively low and the additional vehicles parking in the area will have a minimal impact on the availability of parking and are therefore comfortably within maximum capacity throughout the day and at peak times.

Collision Data

4.22 In order to establish whether or not there is an existing safety issue with the road adjoining the site, vehicle collision data has been researched for the last five years using website Crash Map.

4.23 Two collisions have taken place in the last five years on the Fore Street / High Road roundabout, however none have taken place on the stretch of road between High Road and Armstrong Close, where the existing / proposed vehicle access is.

4.24 The following chapter assesses the provision for parking under the proposals.

5.0 PARKING PROVISION & SERVICING

5.1 As previously stated the amount of parking proposed is ten spaces, including five disabled bays. This will provide space for staff to park.

5.2 In addition to the marked out bays, there is also space for vehicles to pick up and drop off children.

5.3 Vehicle swept path analysis of a typical family saloon vehicle performing a drop-off can be seen withing Figure 4a. As can be seen from the Figure, typical family saloon vehicles can easily turn around within the site without impeding the access for other vehicles doing the same.

5.4 Each of the proposed on-site car parking spaces accord with the Council's requirements in respect of dimensions, being 2.4 metres wide and 4.8 metres in length.

5.5 Policy states that 5% of parking spaces will have active E.V charging ports and 5% passive. One of the ten proposed parking spaces will be provided with E.V. charging.

Cycle Parking

5.6 In terms of cycle parking, a buggy and cycle store will also be provided in line with policy. Policy states that one space per eight staff and one space per eight children will be provided. A minimum of three cycle spaces for staff and eight for children will therefore be provided.

Servicing

5.7 The site's refuse requirements are expected to be accommodated either from Fore Street or using a smaller refuse vehicle internally via a private collection. A member of staff on-site will move the refuse into an area close to the road, within the site boundary in order to facilitate the easy collection of refuse, with a minimal trundle distance.

5.8 Other servicing (food deliveries, etc) are expected to occur within the site, utilising the drop off area at off-peak times for unloading.

5.9 Vehicle swept path analysis of a 7.5t Panel Van can be seen within Figure 4b. As can be seen from the figure, a 7.5t Panel Van can adequately access the site, turning within in order to exit in forward gear.

5.10 In summary the site's servicing arrangements are considered to be satisfactory.

Vehicle to Pedestrian Sight Lines

5.11 In order to assist with maintaining sightlines for both vehicles and pedestrians entering and leaving the site a low height of frontage boundary will be applied for, two metres wide on each side of the access. Within this area the height of the frontage will be kept below 0.6 metres. This will ensure that vehicles leaving the site will be able to see pedestrians and other vehicles.

6.0 TRAVEL PLAN STATEMENT

6.1 The applicant is committed to reducing the traffic impact of the development through the implementation of a Travel Plan.

Objectives

6.2 The Travel Plan has three main objectives:

1. *To minimise traffic congestion around the nursery in the morning and afternoon peak set-down times by reducing the number of vehicle trips made to the site by both parents/carers and staff.*

2. *To increase the number of staff, pupils, and parents/carers walking, cycling, taking public transport and car sharing for their journey to and from nursery.*

3. *To educate and raise awareness of the environmental and health benefits of choosing a sustainable travel alternative to the car.*

6.3 The benefits of implementing a Travel Plan include:

- *A reduction in traffic congestion and parking problems outside the nursery during peak times*
- *The establishment of safer walking and cycling routes and the development of personal road safety skills*
- *Improved health and fitness through walking and cycling, reducing risks of sedentary illness and obesity*
- *Educating on healthier, sustainable travel alternatives and the benefit to the local environment*
- *Generating good publicity and strengthening the nursery's relationship with the local community*
- *Financial savings for staff and parents/carers from reduced transport costs as well as reduced journey times on the way to/from the nursery*
- *An opportunity for children to socialise on the journey to the nursery*

6.4 This report has been produced to set out the Travel Plan, and to present how the objectives will be achieved. The Travel Plan aims to mitigate the traffic impact of the development. In the short term the Travel Plan aims to publicise and raise awareness of the health / economic / environmental and social benefits of greener travel, and resultantly in the longer term aims to physically reduce the number of car borne journeys generated by the site as a whole.

6.5 The aims and operations of the Travel Plan will be targeted at the site as a whole, encompassing staff, parents and pupils as well as visitor travel behaviour.

Management

6.6 The first stage of the Travel Plan process was the appointment of a Travel Plan Co-ordinator. The role has been designated to the nursery manager. The Travel Plan Co-ordinator is responsible for the long-term management of the Travel Plan.

6.7 It is the duty of the Travel Plan Co-ordinator to manage the development, implementation, monitoring and review process of the Travel Plan. The role of the Travel Plan Co-ordinator includes:

- *Consulting with staff, pupils and parents/carers and interest groups*
- *Preparing and maintaining Travel Plan documents*
- *Commissioning works and transport services where necessary*
- *Collating and distributing up-to-date information to staff and parents/carers concerning the Travel Plan and available travel options*
- *Promoting and marketing sustainable travel modes*
- *Arranging / commissioning travel surveys and site assessments*
- *Preparing the monitoring reports*
- *Liaising with the local authority*
- *Management of the deliveries and servicing needs of the nursery*

6.8 In essence it is the responsibility of the Travel Plan Co-ordinator to realise the fundamental objectives of the Travel Plan. It is also the responsibility of any outgoing Travel Plan Co-ordinator to ensure a newly appointed Travel Plan Co-ordinator understands the role's responsibilities to ensure effective continuity of the Travel Plan.

6.9 It may be that the Travel Plan Co-ordinator role is shared with other members of staff to ease the workload and ensure that all objectives are met and monitored.

Measures

6.10 Travel Plan measures are the main drivers set up to realise the objectives of the Travel Plan and to ensure that modal-shift targets are being met. This section sets out the measures that the applicant has adopted / will adopt, managed by

the Travel Plan Co-ordinator, to reduce the traffic impact of the development on the local highway.

'Hard' Measures – Site Design

6.11 Many physical aspects of the design of the development influence travel patterns and will have a significant impact upon reducing private car dependence. The hard engineering measures that are incorporated into the design of the development are set out as follows:

1. The site has been designed to be highly accessible for mobility impaired persons with step-free access / egress to the building.
2. Minimal parking for staff / drop-off only. The restraint-based parking allocation has been adopted to discourage parents/carers from driving to the site daily.
3. Cycle parking, in the form of secure stands, will be provided on-site and an area for staff to change and store bags/clothing has been provided within the building.
4. A buggy store will be provided within the site to encourage parents/carers to walk their children to the site and leave buggies in a secure location.
5. New internal link provided to the local bus stop, promoting the use.

'Soft' Measures – Marketing, Management and Promotion

6.12 The marketing, management and promotion of the Travel Plan are similarly the keys to its success. A number of tasks will continue to be carried out to ensure that the Travel Plan is promoted effectively. The Travel Plan Co-ordinator will continue to oversee these actions. The soft measures that have been or will be employed are detailed as follows:

- A 'Travel Information Leaflet' will be compiled and is distributed to all new staff and enrolling parents. The leaflet will include details local public transport and other sustainable access options to the site.
- Travel information is also be displayed within the nursery.
- The Travel Plan Co-ordinator will offer personalised travel planning advice for staff and parents/carers who wish to take up this offer.
- The nursery management has signed up to Government's 'cycle to work' scheme which allows staff to purchase bicycles and cycling accessories at a discounted price.
- Walk and cycle to nursery / work weeks will be publicised by the Travel Plan Co-ordinator.
- Promotion of dropping-off / picking-up children as part of the parent's journey to or from works by sustainable means is provided in the parent handbook and terms and conditions of enrolment.

- Flexible work shift patterns will be offered to staff, reducing the impact on the local roads.
- Car sharing for both parents and members of staff will be promoted.
- 'Walk to nursery' promotions will take place in order to promote parents and children walking to the nursery.
- Discounted fees will be offered to parents who reside within the local catchment who use sustainable travel modes.

6.13 In order to make sure that the measures set out are having the desired effect, monitoring shall take place through travel surveys and, if required, further parking surveys.

'Soft' Measures – Educational and Curriculum Based

6.14 There are additional educational and curriculum-based measures which are specific to targeting the children and the parents of the children of the nursery, set out as follows:

- The indoor classrooms are also be supplemented with road layout mats to supplement road safety and educational role play based activities as part of the curriculum.
- The nursery will sign up to be a member of The Children's Traffic Club. 'The Children's Traffic Club is a proven and effective child road safety programme, focusing on helping parents/carers teach their children how to keep safe when out and about – but have fun at the same time'. The Children's Traffic Club will be integrated into the nurseries curriculum to ensure that road safety and the benefits of active travel are promoted at the earliest stage of a child's life.
- Children are taken out every day for walks or in the buggies. Road safety is a constant part of each trip.
- The nursery will promote and educate parents on the health benefits of being active. For example, the Government suggests that '*Children under five who can walk unaided should be physically active every day for at least 180 minutes (three hours), spread throughout the day, indoors or out. Children under five should be encouraged to do light activity as well as more energetic physical activity*'.

Travel Plan Targets

6.15 Travel Plans require targets, and a monitoring strategy to test whether targets are being met. The targets will be SMART (specific, measurable, achievable, realistic and time-bound).

- Specific – the targets will aim to specifically (not exclusively) promote walking and cycling to those staff and parents/carers living within a reasonable distance of the nursery. Those that can combine public transport travel will be actively encouraged. Car sharing will also be promoted, organised by the Travel Plan Co-ordinator.
- Measurable – the targets would be measurable, based on the results of the travel mode surveys to be performed at annual intervals during the course of the Travel Plan lifespan.
- Achievable and Realistic – the targets would be achievable and not overbearing, again based upon the results of the travel mode surveys.
- Time-bound – the travel plan will have a continuous/ongoing lifespan, with surveys and targets required at yearly intervals in association with Kingston Council's Travel Plan Department. The nursery will always observe the general aims and objectives of its Travel Plan.

6.16 In accordance with TfL guidance initial targets will be outlined within this document. Initial 'hands-up' surveys will take place when the nursery is built, within six weeks of opening.

6.17 The Travel Plan modal targets are set out as follows;

1. To reduce the number of vehicle trips made by parents/visitors by 5% within 1 year of occupation, by 10% within 3 years of occupation and by 15% within 5 years of occupation,
2. To increase the number of walk and cycle trips made by staff by 5% within 1 year of occupation, by 10% within 3 years of occupation and by 15% within 5 years of occupation,
3. To frequently monitor the use of the cycle parking capacity and increase the provision as demand dictates.

Monitoring

6.18 The Travel Plan will be continually monitored through staff and child/parent travel surveys. Survey will be compliant with TfL's STARS system and will be organised and carried out by the Travel Plan Co-ordinator with the full support of the nursery's management team and LBoH Council.

6.19 It will also be the responsibility of the Travel Plan Co-ordinator to then collate and send the results of the travel surveys to the Council, and to discuss and agree future SMART modal shift targets with the Council's Travel Plan Officer, within the Travel Plan Monitoring Reports.

6.20 Thereafter at yearly intervals and at the nursery's expense, the nursery will prepare Travel Plan Monitoring Reports to be submitted to the Council. The Monitoring Reports will form the basis of the Travel Plan's annual review.

6.21 The Monitoring Reports shall contain information detailing how the measures have been implemented, comments on whether or not the agreed targets are being met, relevant recommendations on improvements and copies of all literature produced prior to the date of the report designed to encourage staff and children/parents to travel to and from the site using non-vehicular means of travel and/or public transport.

Action Plan

6.22 A summary of the programme of target dates, roles and responsibilities is presented in Table 6.

Table 6. Action Plan

Action	Target	Date	Funding	Indicator	Responsibility
Appointment of the Travel Plan Co-ordinator)	Role fulfilled by the nursery manager	Complete	The nursery operator	Appointment of instruction sent to Travel Plan Co-ordinator; Travel Plan Co-ordinator to contact Kingston Council	The operator / Travel Plan Co-ordinator
Production of 'Travel Information Leaflet'	Issue of leaflet to every staff member and parents	Upon determination of the planning application and ongoing	The nursery operator	Travel Plan Co-ordinator to confirm in the Travel Plan Monitoring Report that leaflets were distributed	The operator / Travel Plan Co-ordinator
Travel section set-up on the nursery's website	To include travel information, links to TfL journey planner	Upon determination of the planning application and ongoing	The nursery operator	Nursery website can be checked	The operator / Travel Plan Co-ordinator
Travel Plan Co-ordinator duties carried out	Personalised journey planning, walking bus, walk/cycle to work week, sign up to the Cycle to Work scheme	Ongoing	The nursery operator	Travel Plan and monitoring reports to include information on Travel Plan Co-ordinator duties / results	The operator / Travel Plan Co-ordinator
Nursery signs up to integrating road safety and activities into its curriculum	Road safety and the benefits of being active to be fully integrated to the nursery's curriculum	Upon determination of the planning application and ongoing	The nursery operator	Membership to The Monitoring reports	The operator / Travel Plan Co-ordinator
Undertake STARS	100% response rate	Annually	The	Receipt of survey	The

compliant travel surveys	to be aimed for		nursery operator	results	operator / Travel Plan Co-ordinator
Submit Travel Plan Monitoring Report for approval to the local Council	Inclusive of current staff and children (i.e. parent/carer) survey results	Within 1 month of carrying out the survey	The nursery operator	Email correspondence with the Borough's Travel Plan Officer	The operator / Travel Plan Co-ordinator
Agree SMART targets for car driver and other modes	Target subject to negotiations with the Council	1 month after baseline surveys submitted	The nursery operator	Receipt of written agreement of targets	The operator / Travel Plan Co-ordinator
Achieve SMART travel mode split targets	Achieve agreed target values	Throughout the lifespan of the Travel Plan	The nursery operator	STARS monitoring surveys conducted annually throughout the lifespan of the Travel Plan	The operator / Travel Plan Co-ordinator

7.0 SUMMARY

7.1 To summarise, the development proposals seek to provide a nursery on site. The nursery will have 80 places available, with a daily maximum of 64 children on site. 22 childcare staff will be employed, in addition to three ancillary staff members.

7.2 Ten car parking spaces are proposed, inclusive of five disabled bays. An area dedicated to drop off has also been proposed, which allows for vehicles to drop off within the site.

7.3 Parking surveys have been carried out at the expected peak operational times for the nursery which have demonstrated that there is a reserve surplus in unrestricted kerb side parking capacity on the roads adjoining the site.

7.4 In any given measured 15 minute period in the AM and PM peaks the parking stress has not been greater than 64% on the adjoining roads.

7.5 The parking provision provides enough parking in order mitigate any overspilling parking occurring.

7.6 The parking surveys contained herein demonstrate that in the AM and PM peak periods there is a reserve surplus in kerb side parking capacity at present and therefore the proposed nursery will not have an adverse impact on road safety, emergency access, amenity or street scene, and have not led to unacceptable levels of additional overspill parking on the adjoining highway.

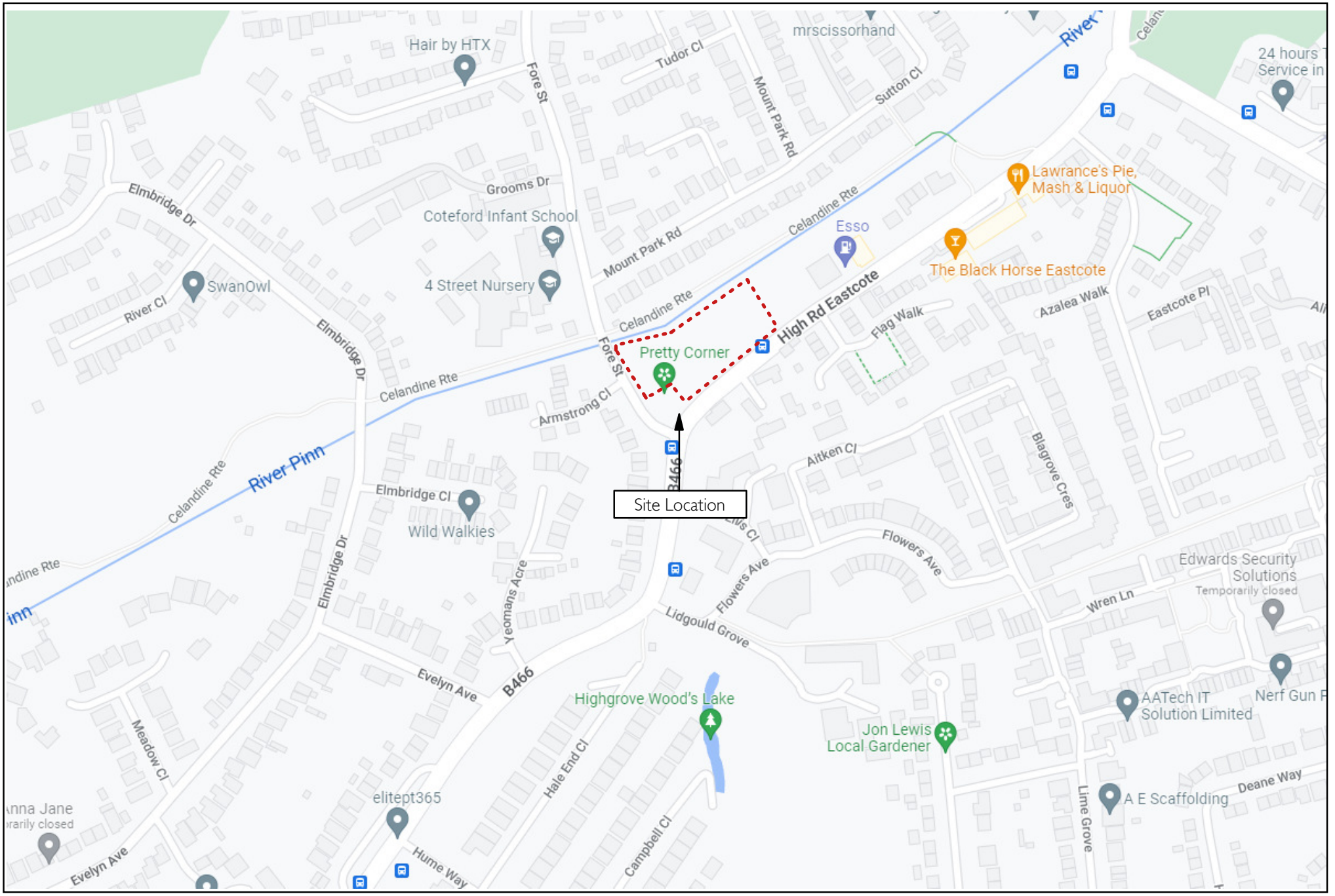
7.7 The site currently has off-street access via a dropped kerb which will be altered to provide a slightly larger access point. This will result in a small impact on the adjoining on-street parking, which will reduce the number of available spaces by one.

7.8 The site's servicing arrangements are considered to be safe and satisfactory. Refuse collection is expected to take place from Fore Street and vehicle swept

path analysis shows that typical 7.5t panel vans can adequately access the site internally.

7.9 The Client is encouraging sustainable travel to and from the proposed site via the Travel Plan measures outlined herein.

FIGURES



Date: Jan 2023
Scale: NTS
Source: Google Maps / PMA
Drawing No: P2776/TS/01

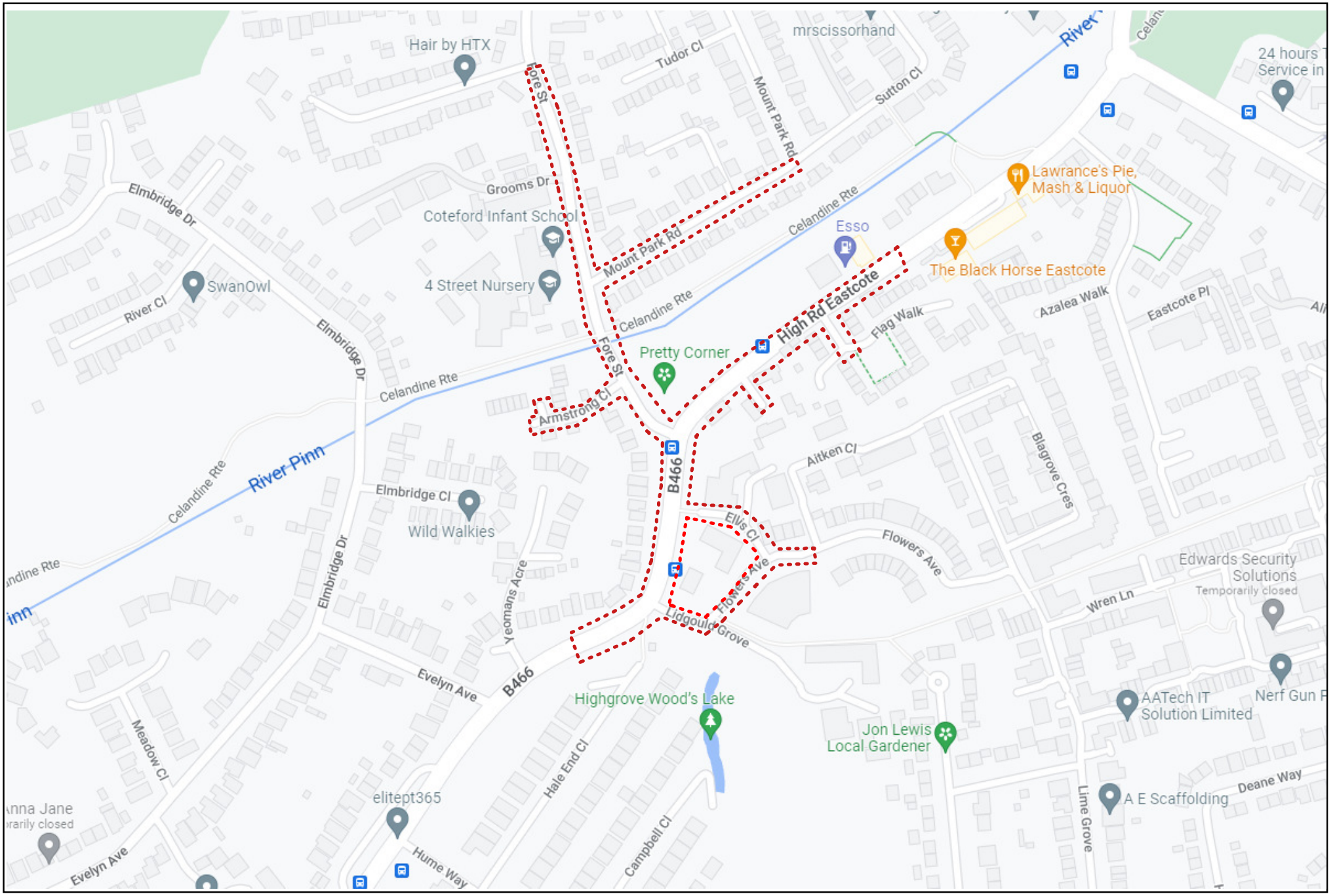
N

P2776: Corner of Fore Street and High Road

Figure 1

Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: Jan 2023
Scale: NTS
Source: Open Street Maps
Drawing No: P2776/TS/02

N

P2776: Corner of Fore Street and High Road

Figure 2

Parking Survey Extent

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

KEY

Unrestricted

DYL / SYL

D/K

Forecourt

Disabled

Resident

FORE STREET

HIGH ROAD

ARMSTRONG CLOSE

SPRING DRIVE

Flag Cottage

New Cottages

Bus Stop

Date: January 2023
Scale: 1:200@A3
Source: PMA/ATR
Drawing No. P2776/TS/03

N

P2776: CORNER OF FORE STREET AND HIGH ROAD NURSERY

Figure 3.a

Parking Survey Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

MOUNT PARK ROAD

EASTCOTE

Date: January 2023
Scale: 1:200@A3
Source: PMA/ATR
Drawing No. P2776/TS/03

N

P2776: CORNER OF FORE STREET AND HIGH ROAD NURSERY

Figure 3.b

Parking Survey Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Date: January 2023
Scale: 1:200@A3
Source: PMA/ATR
Drawing No. P2776/TS/03

N

P2776: CORNER OF FORE STREET AND HIGH ROAD NURSERY

Figure 3.c

Parking Survey Inventory

PAUL MEW ASSOCIATES
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Tel: 020 8780 0426
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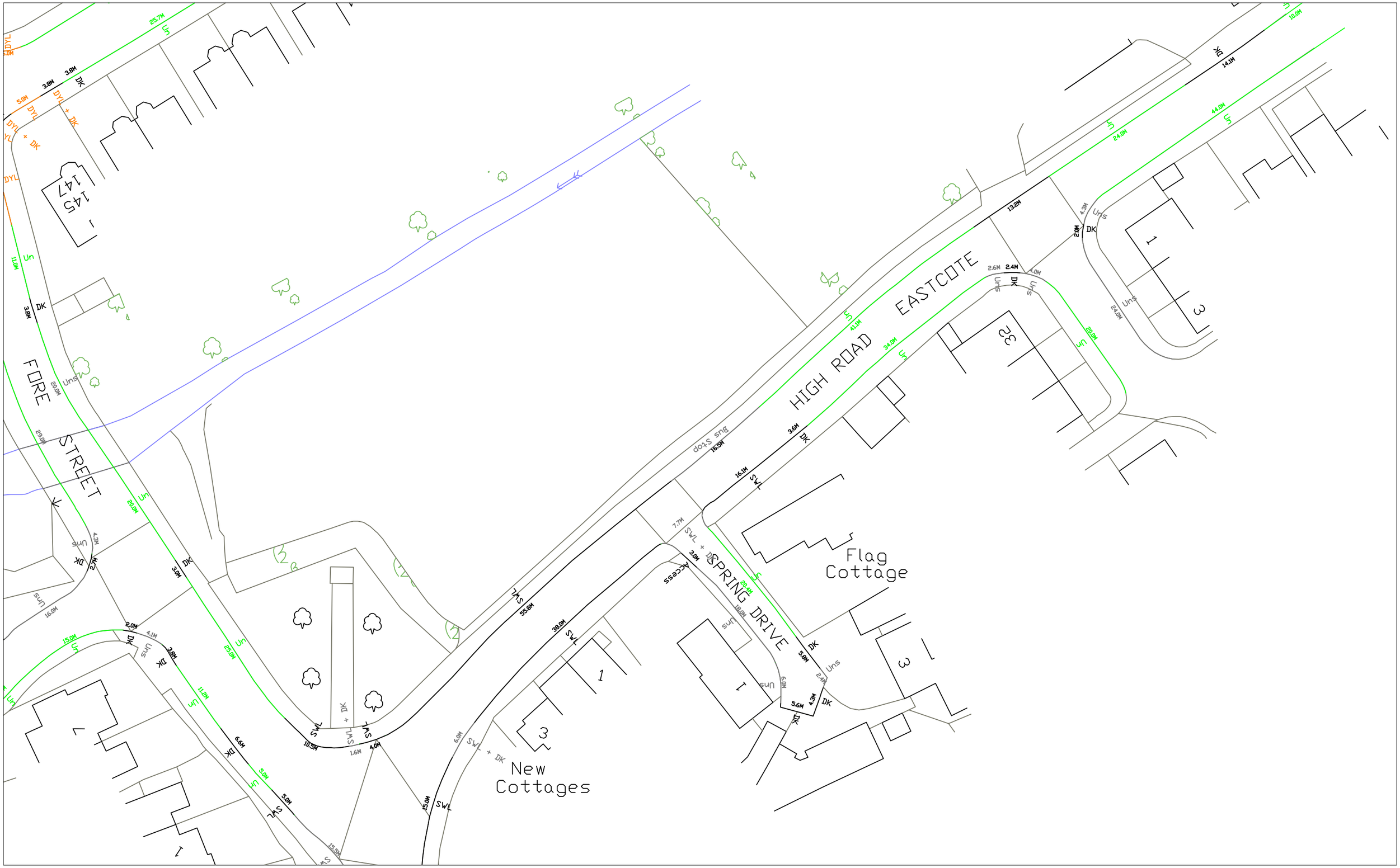

Date: January 2023
Scale: 1:200@A3
Source: PMA/ATR
Drawing No. P2776/TS/03

N

P2776: CORNER OF FORE STREET AND HIGH ROAD NURSERY

Figure 3.d

Parking Survey Inventory

PAUL MEW ASSOCIATES
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Tel: 020 8780 0426
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Date: January 2023
Scale: 1:200@A3
Source: PMA/ATR
Drawing No. P2776/TS/03

N

P2776: CORNER OF FORE STREET AND HIGH ROAD NURSERY

Figure 3.e

Parking Survey Inventory

PAUL MEW ASSOCIATES
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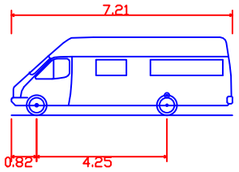
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

Date: January 2023
Scale: 1:200@A3
Source: PMA/ATR
Drawing No. P2776/TS/04

N

P2776: CORNER OF FORE STREET AND HIGH ROAD NURSERY

Figure 4.a

Vehicle Swept-path Analysis: 7.5t Van Accessing the Site and Turning Within

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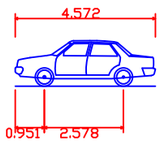

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

FORE STREET

Pretty Corner

Date: January 2023
Scale: 1:200@A3
Source: PMA/ATR
Drawing No. P2776/TS/04

N

P2776: CORNER OF FORE STREET AND HIGH ROAD NURSERY

Figure 4.b

Vehicle Swept-path Analysis: Typical Family Saloon Car Accessing the Site and Turning Within

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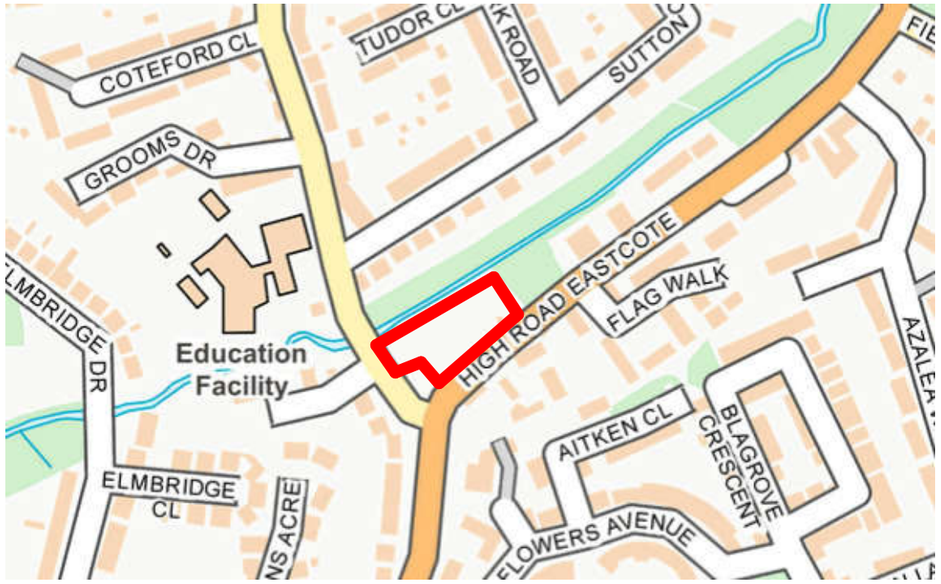
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX A
Site Boundary

These drawings are for use in the planning process only. All measurements should be checked on site. These plans should not be used for structural calculations or any other engineering purpose.



not to scale

site area 3869sqm

1 **Site**
1 : 1250

North

Peter Pendleton & Associates
97 Lower Marsh
London SE1 7AB

www.pendleton-assoc.com

REVISION:

Land at Corner
of Fore Street and High
Road, HA5 2ET

Site location plan

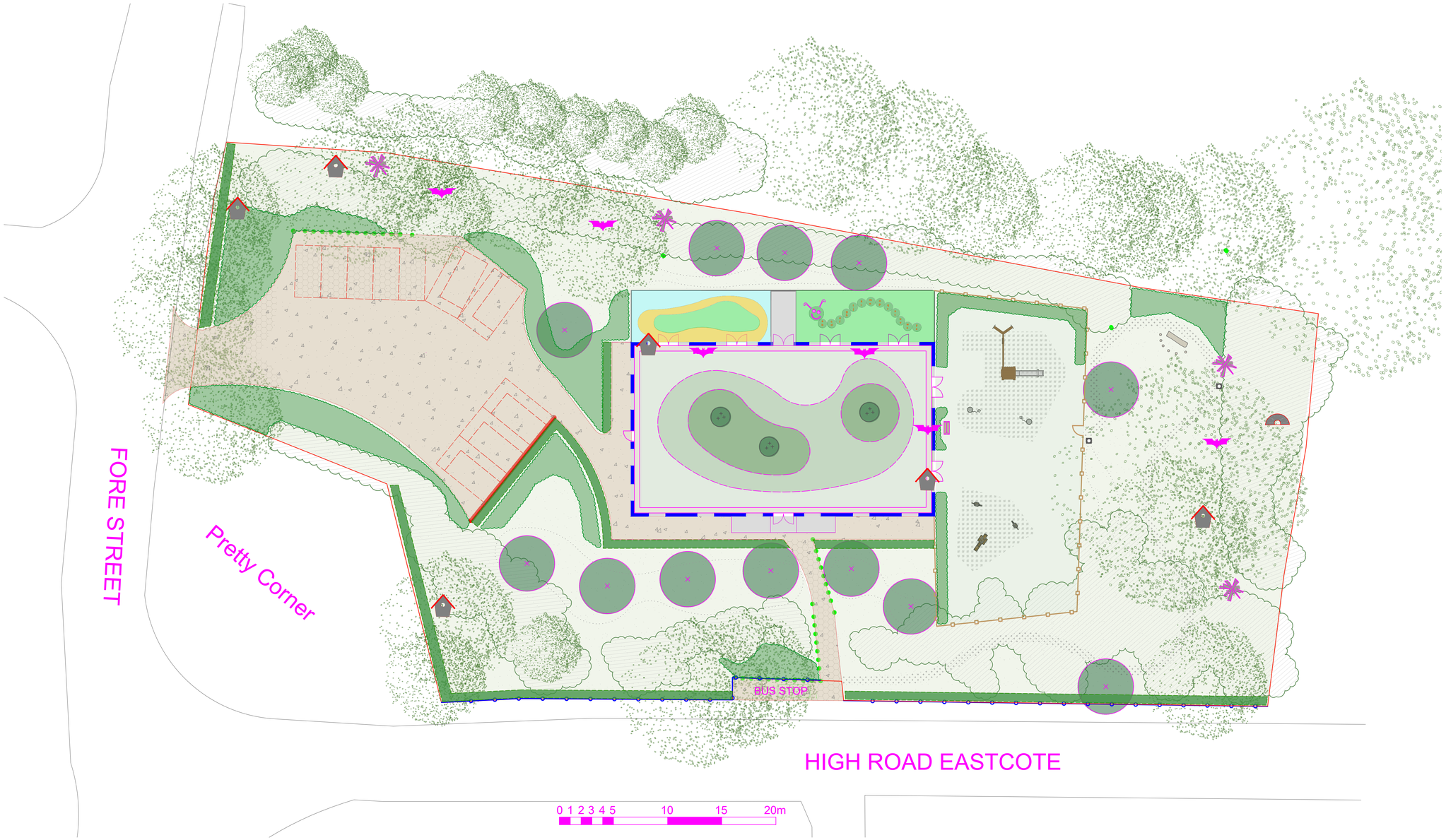
Project number	EAS
Date	10-11-2021
Drawn by	JH
Checked by	NKW

EAS-EX1

Scale@A3 1 : 1250

10/11/2021 12:43:25

APPENDIX B
Proposed Site Plan



KEY

- Existing trees retained & protected in accordance with BS5037:2012 & EnviroArb-Solutions Arboricultural Impact Assessment ref. EAS-062v2 dated 2/12/22
- Existing vegetation retained where practicable in accordance with LUC Ecological Assessment ref. 14216 dated 11/22
- Porous asphalt - colour buff
- Cellweb TRP (Tree Root Protection) system
- Wetpour rubber surfacing - island design & colour TBC
- Wetpour rubber surfacing - caterpillar alphabet design & colour TBC
- Tarmac
- Bark mulch path
- Galvanised metal, anti-trap bow-top railings in green, RAL 6005, 1200mm height
- Timber palisade fencing in natural, 1000mm height
- Lawn - newly laid turf to BS3969:1998
- Rubber matting for Critical Fall Height
- Wildflower meadow - Emorsgate EW1 Woodland Seed Mix
- Bulbs scattered, left to naturalise
- Intensive green roof
- Hedgerows
- Shrubs & herbaceous planting
- Mushroom stools - ex.www.caledoniaplay.com
- Rustic bench - ex.www.caledoniaplay.com
- Magpost - ex.www.caledoniaplay.com
- Bird boxes - various types as directed by ecologist
- Bat boxes - various types as directed by ecologist
- Log pile from site won timber
- Hedgehog house
- Musical arbour with instruments ex.www.caledoniaplay.com
- Wobble dish ex. www.timberplay.com
- Snail ex. www.timberplay.com
- Queen snail ex. www.timberplay.com
- Timber hut, swing & slide - Hut Combination 371 ex. www.timberplay.com

PLANTING SCHEDULE

CLASS	LATIN NAME	COMMON NAME	LOCATION
Trees	Crataegus laevigata 'Paul's Scarlet'	Crimson hawthorn	Building frontage
	Malus tschonoskii	Crab apple	Building frontage
	Prunus avium	Wild cherry	Carpark & Children's Play Area perimeter
	Quercus robur	Oak	Rear of building & High Road Eastcote
	Sorbus aucuparia	Rowan	Building frontage
Mixed Native Hedgerow	Acer campestre	Field maple	To perimeter
	Cornus sanguinea	Dogwood	
	Corylus avellana	Hazel	
	Crataegus monogyna	Hawthorn	
	Ilex aquifolium	Holly	
	Ligustrum vulgare	Privet	
	Rosa canina	Dog rose	
	Viburnum opulus	Guelder rose	
Hedging	Carpinus betulus	Hornbeam	To building
Woodland infill	Ajuga reptans 'Caitlins Giant'	Bugle	In drifts throughout the woodland
	Corylus avellana	Hazel	
	Deschampsia cespitosa	Tufted hair grass	
	Dryopteris filix-mas	Male fern	
	Helleborus foetidus	Stinking hellebore	
	Luzula nivea	Snowy woodrush	
	Stachys officinalis	Betony	
Bulbs	Anemone blanda	Wood anemone	Rear of building and woodland
	Eranthis hyemalis	Winter aconite	
	Erythronium 'Pagoda'	Dog's tooth violet	
	Fritillaria meleagris	Snake's head fritillary	
	Galanthus nivalis	Snowdrop	
	Narcissus poeticus	Poet's daffodil	Front of building
	Narcissus pseudonarcissus	Wild daffodil	
Shrubs	Buddleia davidii	Butterfly bush	To the car park
	Cistus purpurea	Rock rose	
	Hypericum spp.	St. Johns Wort	
	Lavandula angustifolia 'Munstead'	Lavender	
	Pachysandra terminalis	Japanese spurge	
	Philadelphus 'Belle etoile'	Mock orange	
	Salvia spp.	Sage	
	Sarcococca confusa	Sweet box	
	Viburnum tinus	Laurustinus	
Intensive Green Roof	Amelanchier lamarckii	Snowy mespilus	Zone 1 - central, 300mm depth substrate
	Anemone 'Honorine Jobert'	Japanese anemone	
	Cornus kousa	Chinese dogwood	
	Euonymus 'Red Cascade'	Spindle	
	Mahonia 'Winter Sun'	Oregon grape	
	Miscanthus 'Undine'	Elephant grass	
Zone 2 - mid, 200mm depth substrate	Allium 'Globemaster'	Ornamental onion	
	Brunnera macrophylla	Siberian bugloss	
	Euphorbia spp.	Wood spurge	
	Gaura 'Whirling Butterflies'	Whirling Butterflies	
	Helictotrichon sempervirens	Blue oat grass	
	Knipholia 'Tawny King'	Red Hot Poker	
	Melica ciliata	Hairy Melic	
	Nepeta 'Walkers Low'	Catmint	
	Sesleria nitida	Autumn moor grass	
	Verbena bonariensis	Purple top	
Zone 3 - outer, 100mm depth substrate	Armeria maritima	Sea thrift	
	Eschscholzia californica	Californian poppy	
	Lychnis coronaria 'Alba'	White rosa campion	
	Pulsatila vulgaris	Pasqueflower	
	Primula veris	Primrose	
	Scabiosa columbaria	Small scabious	
	Thymus serphyllum	Creeping thyme	
	Tulipa turkestanica	Turkestan tulip	

Drawing Title	Proposed Landscaping for :- Land at the corner of Fore Street & High Road Eastcote, Pinner HA5 2ET
Drawing Ref.	22/1201
Scale	1 : 200 @ A1 (DO NOT SCALE)
Date	21/12/22
Client	Peter Pendleton Associates Ltd.

Rev.	Description	Drawn	Date

CHRISTINA ODELL, CHARTERED LANDSCAPE ARCHITECT

7 St Margarets Terrace, St Leonards-on-Sea, East Sussex TN37 6EN
christinajodell@gmail.com 0781 8566522

APPENDIX C
Lambeth Parking Methodology

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to ve taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing **transportplanning@lambeth.gov.uk** with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

Lambeth Council
Transport Planning & Strategy
1st Floor Blue Star House
234-244 Stockwell Road
London SW9 9SP

Telephone: 020 7926 9000
Fax: 020 7926 9001
Email: transportplanning@lambeth.gov.uk
www.lambeth.gov.uk

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

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Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m 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.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
    - If there is no possibility of parking somewhere within the 200m boundary
    - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

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Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays (47/5=9.4=9). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	**350**	**70**	**70**	**100**
B Street	**250**	**50**	**40**	**80**
C Street	**150**	**30**	**10**	**33**
Total	**750**	**150**	**120**	**80**

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays (47/5=9.4=9). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

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The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	**400**	**350**	**70**	**70**	**100**
B Street	**300**	**250**	**50**	**40**	**80**
C Street	**200**	**150**	**30**	**10**	**33**
Total	**900**	**750**	**150**	**120**	**80**

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish
Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese
Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba
Tí ẹ ba fẹ ìmoràn yìí, ní èdè Òmíràn, ẹjọ́, ẹ kàn wà l'ágogo 020 7926 2618.

French
Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali
এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi
Se wope saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

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APPENDIX D
Overnight Parking Results

P2776 Parking Survey Results

Sum of 07:30	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	11		15
Coteford Infant School	0		10				10
Eastcote Road					0		0
Ellis Close			8				8
Flag Walk					4		4
Fore Street		0			11	0	11
High Road Eastcote					0		0
Lidgould Grove			3		6		9
Mount Park Road		0			17		17
Spring Drive					1		1
Grand Total	1	0	21	3	50	0	75

Sum of 07:45	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	12		16
Coteford Infant School	0		12				12
Eastcote Road					0		0
Ellis Close			7				7
Flag Walk					4		4
Fore Street		0			10	2	12
High Road Eastcote					0		0
Lidgould Grove			3		7		10
Mount Park Road		0			17		17
Spring Drive					1		1
Grand Total	**1**	**0**	**22**	**3**	**51**	**2**	**79**

Sum of 08:00	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	13		17
Coteford Infant School	0		12				12
Eastcote Road					0		0
Ellis Close			7				7
Flag Walk					3		3
Fore Street		0			11	0	11
High Road Eastcote					0		0
Lidgould Grove			3		7		10
Mount Park Road		0			18		18
Spring Drive					1		1
Grand Total	**1**	**0**	**22**	**3**	**53**	**0**	**79**

Sum of 08:15	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	12		16
Coteford Infant School	0		12				12
Eastcote Road					0		0
Ellis Close			7				7
Flag Walk					3		3
Fore Street		0			13	0	13
High Road Eastcote					0		0
Lidgould Grove			3		7		10
Mount Park Road		1			19		20
Spring Drive					1		1
Grand Total	**1**	**1**	**22**	**3**	**55**	**0**	**82**

Sum of 08:30	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	13		17
Coteford Infant School	0		14				14
Eastcote Road					0		0
Ellis Close			5				5
Flag Walk					3		3
Fore Street		0			14	0	14
High Road Eastcote					0		0
Lidgould Grove			3		6		9
Mount Park Road		0			22		22
Spring Drive					1		1
Grand Total	**1**	**0**	**22**	**3**	**59**	**0**	**85**

Sum of 08:45	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			4	12		17
Coteford Infant School	0		16				16
Eastcote Road					0		0
Ellis Close			5				5
Flag Walk					3		3
Fore Street		0			16	0	16
High Road Eastcote					0		0
Lidgould Grove			3		5		8
Mount Park Road		0			26		26
Spring Drive					1		1
Grand Total	**1**	**0**	**24**	**4**	**63**	**0**	**92**

Sum of 09:00	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	11		15
Coteford Infant School	0		16				16
Eastcote Road					0		0
Ellis Close			5				5
Flag Walk					3		3
Fore Street		0			12	0	12
High Road Eastcote					0		0
Lidgould Grove			3		5		8
Mount Park Road		0			25		25
Spring Drive					1		1
Grand Total	**1**	**0**	**24**	**3**	**57**	**0**	**85**

Sum of 09:15	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	10		14
Coteford Infant School	0		16				16
Eastcote Road					0		0
Ellis Close			5				5
Flag Walk					2		2
Fore Street		0			12	0	12
High Road Eastcote					0		0
Lidgould Grove			3		5		8
Mount Park Road		0			24		24
Spring Drive					1		1
Grand Total	**1**	**0**	**24**	**3**	**54**	**0**	**82**

Sum of 16:30	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	8		12
Coteford Infant School	0		7				7
Eastcote Road					0		0
Ellis Close			6				6
Flag Walk					2		2
Fore Street		0			12	0	12
High Road Eastcote					0		0
Lidgould Grove			3		7		10
Mount Park Road		0			20		20
Spring Drive					1		1
Grand Total	**1**	**0**	**16**	**3**	**50**	**0**	**70**

Sum of 16:45	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	8		12
Coteford Infant School	0		4				4
Eastcote Road					0		0
Ellis Close			6				6
Flag Walk					2		2
Fore Street		0			13	0	13
High Road Eastcote					0		0
Lidgould Grove			3		6		9
Mount Park Road		0			17		17
Spring Drive					1		1
Grand Total	1	0	13	3	47	0	64

Sum of 17:00	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	8		12
Coteford Infant School	0		3				3
Eastcote Road					0		0
Ellis Close			6				6
Flag Walk					2		2
Fore Street		0			13	0	13
High Road Eastcote					0		0
Lidgould Grove			3		7		10
Mount Park Road		0			17		17
Spring Drive					1		1
Grand Total	1	0	12	3	48	0	64

Sum of 17:15	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	9		13
Coteford Infant School	0		3				3
Eastcote Road					0		0
Ellis Close			6				6
Flag Walk					2		2
Fore Street		0			13	0	13
High Road Eastcote					0		0
Lidgould Grove			3		8		11
Mount Park Road		0			18		18
Spring Drive					1		1
Grand Total	**1**	**0**	**12**	**3**	**51**	**0**	**67**

Sum of 17:30	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	10		14
Coteford Infant School	0		3				3
Eastcote Road					0		0
Ellis Close			6				6
Flag Walk					3		3
Fore Street		0			13	0	13
High Road Eastcote					0		0
Lidgould Grove			3		8		11
Mount Park Road		0			19		19
Spring Drive					1		1
Grand Total	**1**	**0**	**12**	**3**	**54**	**0**	**70**

Sum of 17:45	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	10		14
Coteford Infant School	0		0				0
Eastcote Road					0		0
Ellis Close			6				6
Flag Walk					3		3
Fore Street		0			13	1	14
High Road Eastcote					0		0
Lidgould Grove			3		8		11
Mount Park Road		0			16		16
Spring Drive					1		1
Grand Total	**1**	**0**	**9**	**3**	**51**	**1**	**65**

Sum of 18:00	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	9		13
Coteford Infant School	0		0				0
Eastcote Road					0		0
Ellis Close			6				6
Flag Walk					3		3
Fore Street		0			13	1	14
High Road Eastcote					0		0
Lidgould Grove			3		8		11
Mount Park Road		0			16		16
Spring Drive					1		1
Grand Total	**1**	**0**	**9**	**3**	**50**	**1**	**64**

Sum of 18:15	Kerb Type						
Road Name	Disabled	Double Yellow Line (No Parking At Any Time)	Private Parking	Residents Only	Unrestricted	Yellow Zigzag (Mon-Fri 8-10am 2.30-4.30pm)	Grand Total
Armstrong Close	1			3	9		13
Coteford Infant School	0		0				0
Eastcote Road					0		0
Ellis Close			6				6
Flag Walk					3		3
Fore Street		0			13	1	14
High Road Eastcote					0		0
Lidgould Grove			4		8		12
Mount Park Road		0			16		16
Spring Drive					1		1
Grand Total	**1**	**0**	**10**	**3**	**50**	**1**	**65**

APPENDIX E
Proposed TRICS Data

Calculation Reference: AUDIT-711001-210107-0150

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : D - NURSERY
TOTAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
RB REDBRIDGE 2 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: Number of pupils
Actual Range: 39 to 67 (units:)
Range Selected by User: 39 to 67 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 22/11/17

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:
Tuesday 1 days
Wednesday 1 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

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

Selected Location Sub Categories:
Residential Zone 2

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

Secondary Filtering selection:

Use Class:
D1 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 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:

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:

1b Very poor	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	RB-04-D-01	NURSERY		REDBRIDGE
	CASTLETON ROAD			
	ILFORD			
	CHADWELL HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:		39	
	Survey date: TUESDAY		*07/10/14*	*Survey Type: MANUAL*
2	RB-04-D-02	NURSERY		REDBRIDGE
	RAY LODGE ROAD			
	WOODFORD GREEN			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:		67	
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
TOTAL VEHICLES
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	39	0.000	1	39	0.000	1	39	0.000
07:00 - 08:00	2	53	0.123	2	53	0.038	2	53	0.161
08:00 - 09:00	2	53	0.406	2	53	0.302	2	53	0.708
09:00 - 10:00	2	53	0.123	2	53	0.075	2	53	0.198
10:00 - 11:00	2	53	0.057	2	53	0.038	2	53	0.095
11:00 - 12:00	2	53	0.009	2	53	0.028	2	53	0.037
12:00 - 13:00	2	53	0.226	2	53	0.198	2	53	0.424
13:00 - 14:00	2	53	0.113	2	53	0.113	2	53	0.226
14:00 - 15:00	2	53	0.057	2	53	0.009	2	53	0.066
15:00 - 16:00	2	53	0.104	2	53	0.189	2	53	0.293
16:00 - 17:00	2	53	0.066	2	53	0.132	2	53	0.198
17:00 - 18:00	2	53	0.075	2	53	0.226	2	53	0.301
18:00 - 19:00	2	53	0.028	2	53	0.038	2	53	0.066
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.387			1.386			2.773

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.*

Parameter summary

Trip rate parameter range selected:	39 - 67 (units:)
Survey date date range:	01/01/12 - 22/11/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 04 - EDUCATION/D - NURSERY
CYCLISTS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	39	0.000	1	39	0.000	1	39	0.000
07:00 - 08:00	2	53	0.038	2	53	0.000	2	53	0.038
08:00 - 09:00	2	53	0.066	2	53	0.019	2	53	0.085
09:00 - 10:00	2	53	0.038	2	53	0.019	2	53	0.057
10:00 - 11:00	2	53	0.000	2	53	0.019	2	53	0.019
11:00 - 12:00	2	53	0.028	2	53	0.009	2	53	0.037
12:00 - 13:00	2	53	0.019	2	53	0.019	2	53	0.038
13:00 - 14:00	2	53	0.019	2	53	0.028	2	53	0.047
14:00 - 15:00	2	53	0.000	2	53	0.000	2	53	0.000
15:00 - 16:00	2	53	0.000	2	53	0.038	2	53	0.038
16:00 - 17:00	2	53	0.000	2	53	0.009	2	53	0.009
17:00 - 18:00	2	53	0.000	2	53	0.038	2	53	0.038
18:00 - 19:00	2	53	0.009	2	53	0.019	2	53	0.028
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.217			0.217			0.434

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.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
CARS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	39	0.000	1	39	0.000	1	39	0.000
07:00 - 08:00	2	53	0.123	2	53	0.038	2	53	0.161
08:00 - 09:00	2	53	0.406	2	53	0.302	2	53	0.708
09:00 - 10:00	2	53	0.113	2	53	0.075	2	53	0.188
10:00 - 11:00	2	53	0.057	2	53	0.028	2	53	0.085
11:00 - 12:00	2	53	0.009	2	53	0.028	2	53	0.037
12:00 - 13:00	2	53	0.226	2	53	0.198	2	53	0.424
13:00 - 14:00	2	53	0.113	2	53	0.113	2	53	0.226
14:00 - 15:00	2	53	0.057	2	53	0.009	2	53	0.066
15:00 - 16:00	2	53	0.094	2	53	0.189	2	53	0.283
16:00 - 17:00	2	53	0.066	2	53	0.123	2	53	0.189
17:00 - 18:00	2	53	0.075	2	53	0.226	2	53	0.301
18:00 - 19:00	2	53	0.028	2	53	0.038	2	53	0.066
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.367			1.367			2.734

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.*

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
LGVS
Calculation factor: 1
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	39	0.000	1	39	0.000	1	39	0.000
07:00 - 08:00	2	53	0.000	2	53	0.000	2	53	0.000
08:00 - 09:00	2	53	0.000	2	53	0.000	2	53	0.000
09:00 - 10:00	2	53	0.009	2	53	0.000	2	53	0.009
10:00 - 11:00	2	53	0.000	2	53	0.009	2	53	0.009
11:00 - 12:00	2	53	0.000	2	53	0.000	2	53	0.000
12:00 - 13:00	2	53	0.000	2	53	0.000	2	53	0.000
13:00 - 14:00	2	53	0.000	2	53	0.000	2	53	0.000
14:00 - 15:00	2	53	0.000	2	53	0.000	2	53	0.000
15:00 - 16:00	2	53	0.009	2	53	0.000	2	53	0.009
16:00 - 17:00	2	53	0.000	2	53	0.009	2	53	0.009
17:00 - 18:00	2	53	0.000	2	53	0.000	2	53	0.000
18:00 - 19:00	2	53	0.000	2	53	0.000	2	53	0.000
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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.

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