



A Report for
WANDSWORTH BOROUGH COUNCIL

In respect of
**Ashburton Estate,
WEST PUTNEY, SW15**

Transport Scoping Note

February 2023



Document Management

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Bristol
Cambridge
London
Oxford
Welwyn Garden City

Transport Planning Associates
1 Giltspur Street
London
EC1A 9DD

020 7119 1155
london@tpa.uk.com
www.tpa.uk.com

Contents		Page
1	Introduction	1
2	Baseline Conditions	3
3	Policy Context	18
4	Development Proposals and Access Strategy	28
5	Parking Strategy	31
6	ATZ Assessment	38
7	Travel Demand	39
8	Other Supporting Documents	41

List of Tables

Table 2.1	The Existing Plots
Table 2.2	IHT suggested Walking Distance Thresholds
Table 3.1	Cycle Parking Standards
Table 3.2	Development Cycle Parking Requirements
Table 3.3	Maximum Residential Car Parking Standards
Table 3.4	Development Maximum Car Parking Provision
Table 3.5	Objectives of the Mayor's Transport Strategy
Table 4.1	Schedule of Accommodation
Table 4.2	Access Arrangements for each Plot (by all modes)
Table 4.3	Refuse and Fire Access Arrangements for each Plot
Table 5.1	Existing Parking Spaces
Table 5.2	Car Ownership Data and Parking Demand Analysis
Table 5.3	Parking Survey Results on Adopted Streets
Table 5.4	Parking Survey Results on Unadopted Streets
Table 5.5	Parking Impact of the Development Proposals
Table 5.6	Impact on Parking Stress (within each study area)
Table 5.7	Disabled Parking Provision
Table 7.1	Traffic Generation

List of Figures

Figure 1.1	Site Location Plan
Figure 2.1	Ashburton Estate
Figure 2.2	The eight Plots
Figure 2.3	Site Access Arrangement
Figure 2.4	Photographs of Pedestrian Network
Figure 2.5	Local Services and Amenities
Figure 2.6	Access Point to Putney Park Lane from Innes Gardens
Figure 2.7	Local Cycling Infrastructure
Figure 2.8	Cycle Isochrones
Figure 2.9	PTAL Map
Figure 2.10	Public Transport Isochrones
Figure 2.11	Site Photographs of Local Highway Network
Figure 2.12	CPZ Map
Figure 2.13	Transport for London Road Network
Figure 2.14	Nearby Car Club Vehicles
Figure 2.15	Personal Injury Collision Data
Figure 3.1	The Ten Healthy Street Indicators
Figure 6.1	Proposed ATZ routes

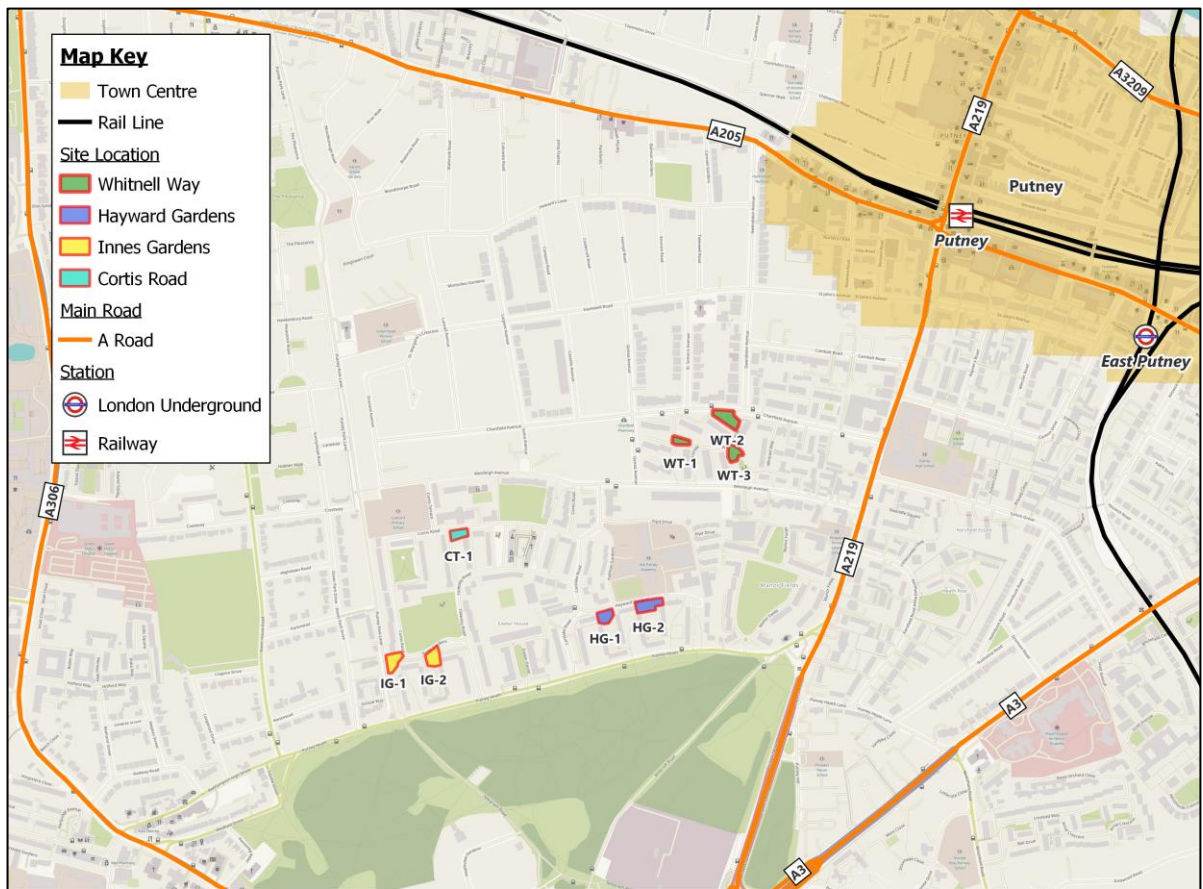
List of Appendices

A	Parking Survey Brief
B	Parking Survey Results
C	TRICS Report

1 Introduction

- 1.1 Transport Planning Associates (TPA, we, us) has been appointed by Wandsworth Borough Council (WBC) Housing and Regeneration to provide transport and highways consultancy services in relation to its emerging development proposals at the Ashburton Estate in West Putney, London, SW15 (the Estate).
- 1.2 The proposals comprise development at a total of eight plots (plots, sites) of land across four locations at the Ashburton Estate, within the London Borough of Wandsworth (LBW), namely Whitnell Way (WT), Hayward Gardens (HG), Innes Gardens (IG) and Cortis Road / Tildesley Road (CR). The existing plots are populated by rows of garages, car/ cycle parking areas and open hardstanding, which form part of the Ashburton Estate.
- 1.3 Each of the plots' locations, in the context of nearby main roads, railway and London Underground stations and Putney town centre are shown in Figure 1.1.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

The Emerging Proposals

- 1.4 The proposals at the Ashburton Estate form part of WBC's *'Housing for All'* programme that aims to deliver 1,000 affordable homes to people of all backgrounds in the LBW. The programme will not only bring forward affordable homes, but also provide improved public spaces and children's play facilities, new community rooms, new cycling and pedestrian connections and improved green spaces including tree planting.
- 1.5 It is anticipated that the proposed redevelopment of the eight plots would comprise around 135 dwellings.
- 1.6 The proposed layouts for the plots are being prepared by Pollard Thomas Edwards (**PTE**) architects, together with a wider multi-disciplinary design team.

Scope

- 1.7 This Scoping Note (**SN**) has been prepared to inform discussions with WBC, the Local Planning and Highway Authority, to set out constraints, opportunities, and the overarching transport strategy for the plots. It will focus on identifying an access strategy and outlining the methodology to assess the potential transport impacts of the development.
- 1.8 It is currently anticipated to submit four planning applications covering each site location. Individual Transport Statements (**TSs**) will be prepared in support of each planning application, and their contents will largely be illustrated in this SN for agreement before the proposals are finalised and submitted.

2 Baseline Conditions

The Site

2.1 As previously noted, the site comprises a total of eight plots of land across four locations/roads, namely Whitnell Way, Hayward Gardens, Innes Gardens and Cortis Road (also referred to as 'Tildesley Road') in the Ashburton Estate. The existing sites are populated by rows of garages, car/cycle parking areas and open hardstanding, which forms part of the Ashburton Estate.

Figure 2.1 Ashburton Estate



TPA (November 2022)

2.2 The plots currently comprise the features set out in Table 2.1 and are illustrated in **Figure 2.2**.

Table 2.1 The Existing Plots

Plot		Current Provision
Innes Gardens	IG-1	Parking spaces and garages
	IG-2	Parking spaces, cycle stores, pram stores, substation and refuse bins
Hayward Gardens	HG-1	Phone box, storage lockers, substation, a bin, play area and parking spaces
	HG-2	Storage lockers, bins, substation and parking spaces
Cortis Road	CR-1	Substation, cycle stores and parking spaces
Whitnell Way	WT-1	Parking spaces
	WT-2	Parking spaces, garages, cycle/pram stores, and substation
	WT-3	Parking spaces, cycle/pram stores and play space

Source: PTE

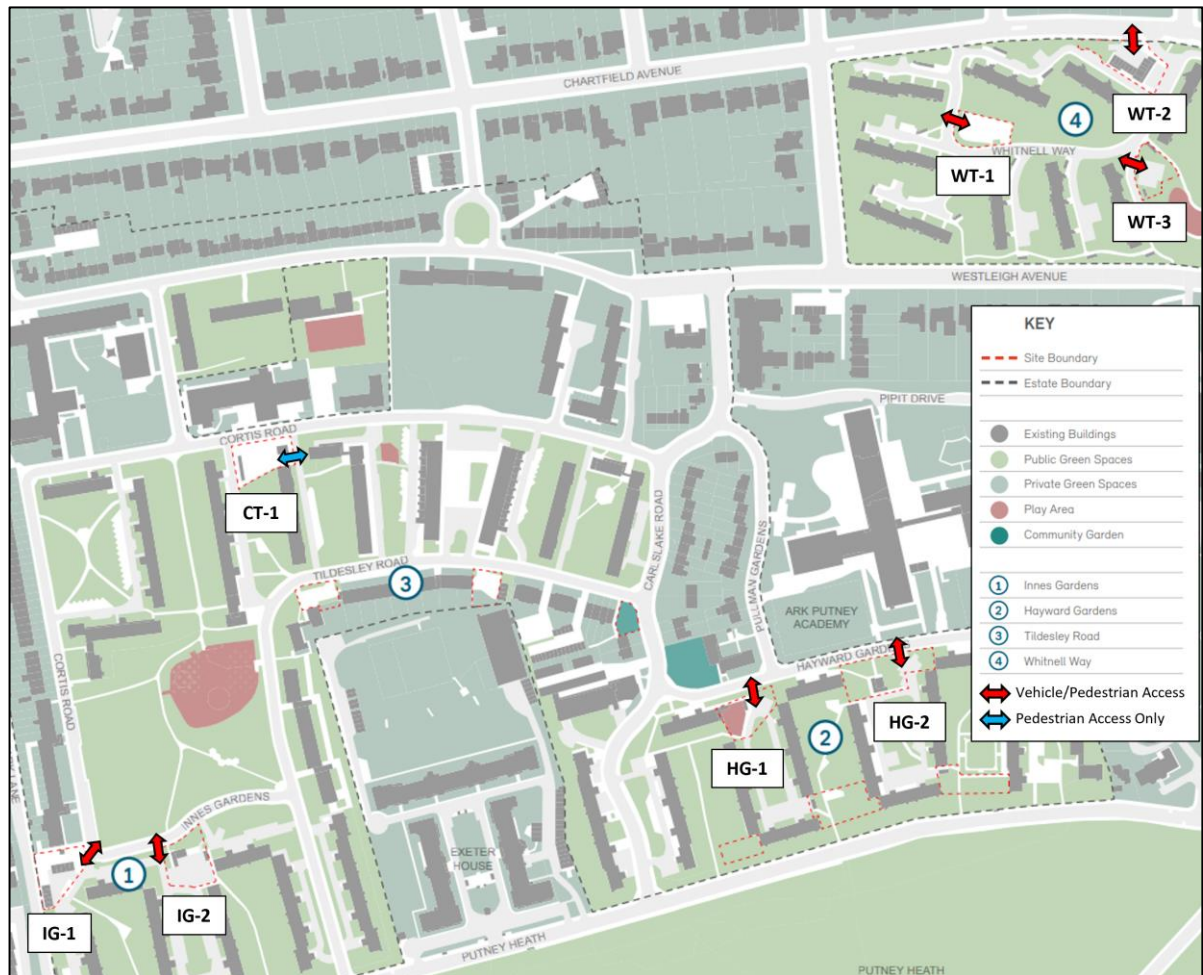
Figure 2.2 The eight Plots



TPA (November 2022)

2.3 All eight plots are accessed from their respective roads (site location names) with exception of plot WT-3, which is currently accessed from Chartfield Avenue. A plan illustrating the existing access points to each plot is presented in **Figure 2.3**.

Figure 2.3 Site Access Arrangement



Source: Pollard Thomas Edwards

2.4 The plots all benefit from good accessibility by all modes of transport, including walking, cycling and public transport, which will support the sustainable nature of their development. This will be set out in the remainder of this Chapter.

Walking

2.5 Pedestrian infrastructure in the vicinity of each of the plots is generally of good quality. Each plot is accessed via footways adjoining the road network within the Ashburton Estate. The internal pedestrian network within the Estate connects each of the plots, with crossing points provided in the form of dropped kerbs. Tactile paving is provided at some locations, although not everywhere.

- 2.6 A selection of photographs of pedestrian infrastructure within the Ashburton Estate taken during our site visit in November 2022 are shown in **Figure 2.4** below.

Figure 2.4 Photographs of Pedestrian Network



TPA (November 2022)

- 2.7 Footways on the A219 Putney Hill and Putney Heath help link the site to the wider area including to local services, facilities, bus stops, and rail and London Underground stations. Crossings points along these roads generally benefit from signalised or zebra crossings. The footways along A219 Putney Hill connect the plots at Whitnell Way to Putney town centre, whilst footways along Putney Heath connect the remaining plots to Roehampton suburb centre, to the west.

Local Services and Amenities

- 2.8 The (then) Institution of Highways & Transportation (IHT) publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in Table 2.2 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.2 IHT suggested Walking Distance Thresholds

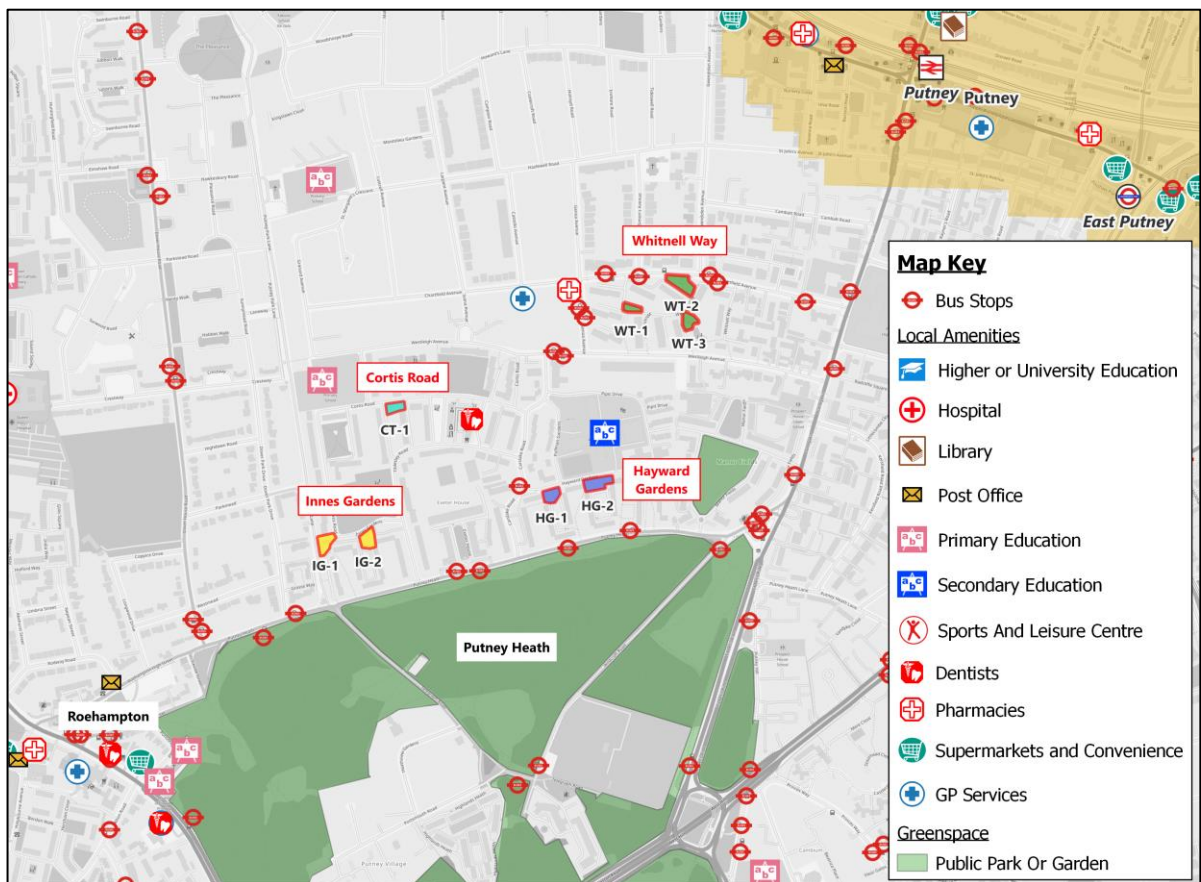
	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of Providing for Journeys on Foot (IHT)

2.9 In addition, and more recently, 'Building Sustainable Transport into New Developments' (DfT, 2008) gives the following advice on pedestrian catchment areas: "Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)". That concept is developed further in CIHT's guidance 'Planning for Walking' (2015) and in the 'Manual for Streets' (2007)¹.

2.10 **Figure 2.5** illustrates the site with context of nearby services and amenities.

Figure 2.5 Local Services and Amenities



Source: © OpenStreetMap contributors

¹ Paragraph 4.4

- 2.11 As can be seen, both Roehampton and Putney centres offer a range of amenities to satisfy the needs of future residents, without them having to rely on a private car to reach them. Putney town centre can be accessed within 800 m to 1 km walking distance of the plots on Whitnell Way, whilst Roehampton suburb centre can be accessed in walking distance ranging from 750 m to 1.2 km of plots on Cortis Road, Hayward Gardens and Innes Gardens. As such, the sites are within desirable or acceptable walking distances from a multitude of services and facilities.

Cycling

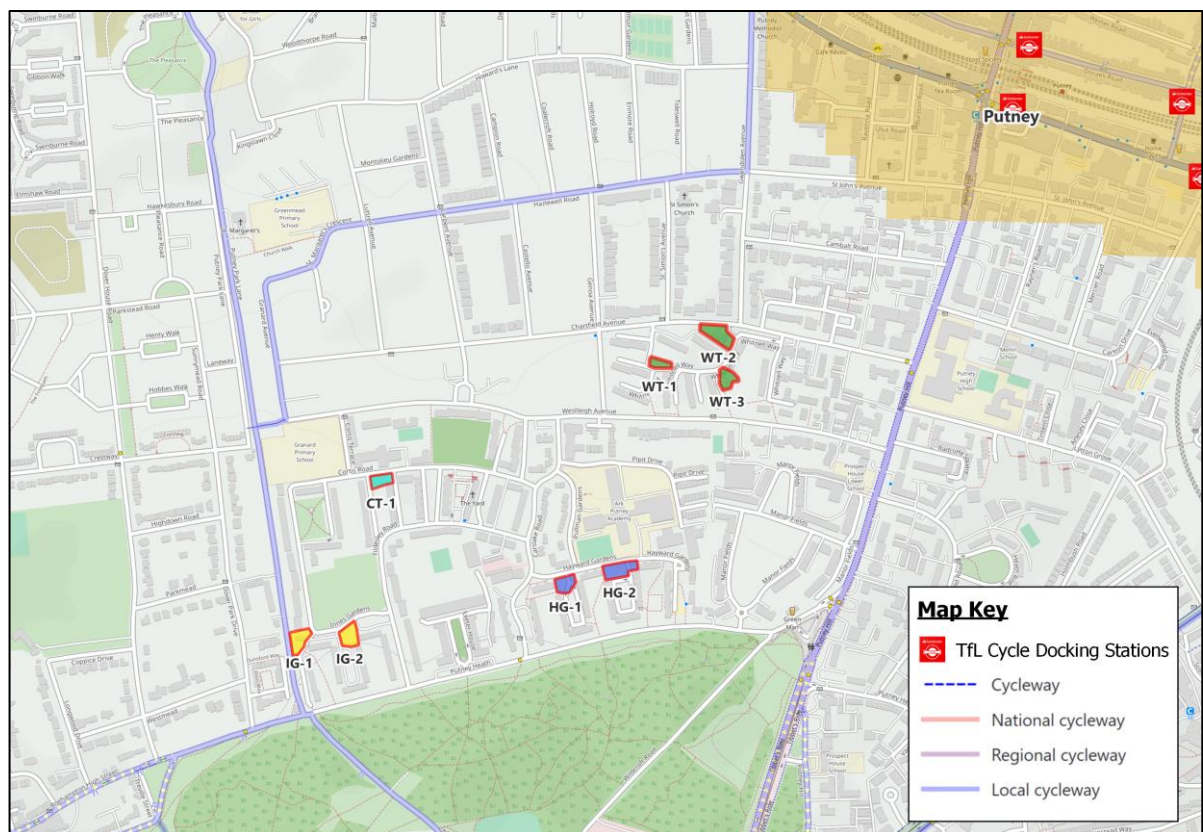
- 2.12 The Estate is well served by cycling infrastructure with a shared foot/cycle path provided along the western boundary of Innes Gardens (IG-1). The off-street route can be accessed via a side entrance directly next to IG-1 and connects the site to Barnes district centre to the north. The access point to the foot/cycle path is shown in **Figure 2.6**.

Figure 2.6 Access to Putney Park Lane from Innes Gardens



TPA (November 2022)

- 2.13 In addition, an advisory cycle lane is provided northbound on the A219 Putney Hill with a bus lane southbound, providing a direct route to and from Putney town centre. In Putney town centre, a number of TfL docking stations are available for use. The local cycle network within the vicinity of the site is outlined in **Figure 2.7** below.

Figure 2.7 Local Cycling Infrastructure

Source: © OpenStreetMap contributors

- 2.14 The bicycle is an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)². Sustrans has identified a maximum distance which daily commutes could be undertaken by cycle as:

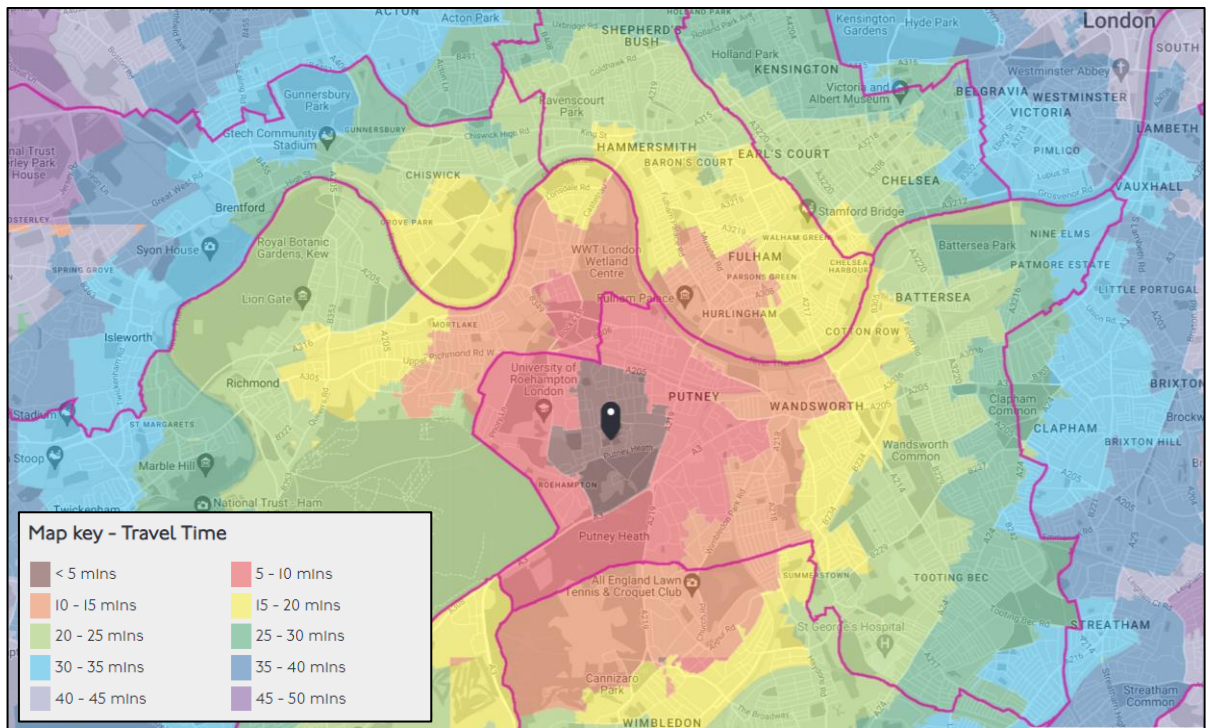
“We know that in some areas most people are unlikely to walk for more than 2 km (1.2 miles) but are most likely to cycle between 2 (1.2 miles) and 5 km (3.1 miles) for their daily commute, so we can create maps based on both short and longer distance commutes between popular ‘journey pairs’ (start and end points)”³.

- 2.15 As illustrated in **Figure 2.8**, a large part of central London, including Westminster, Lambeth and Vauxhall can be reached within a 30-45-minute cycle ride of the site, with Wandsworth, Fulham and Wimbledon reachable within a 15-minute ride.

² Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

³ <https://www.sustrans.org.uk/blog/how-transport-modelling-helps-us-plan-cycle-friendly-cities>

Figure 2.8 Cycle Isochrones

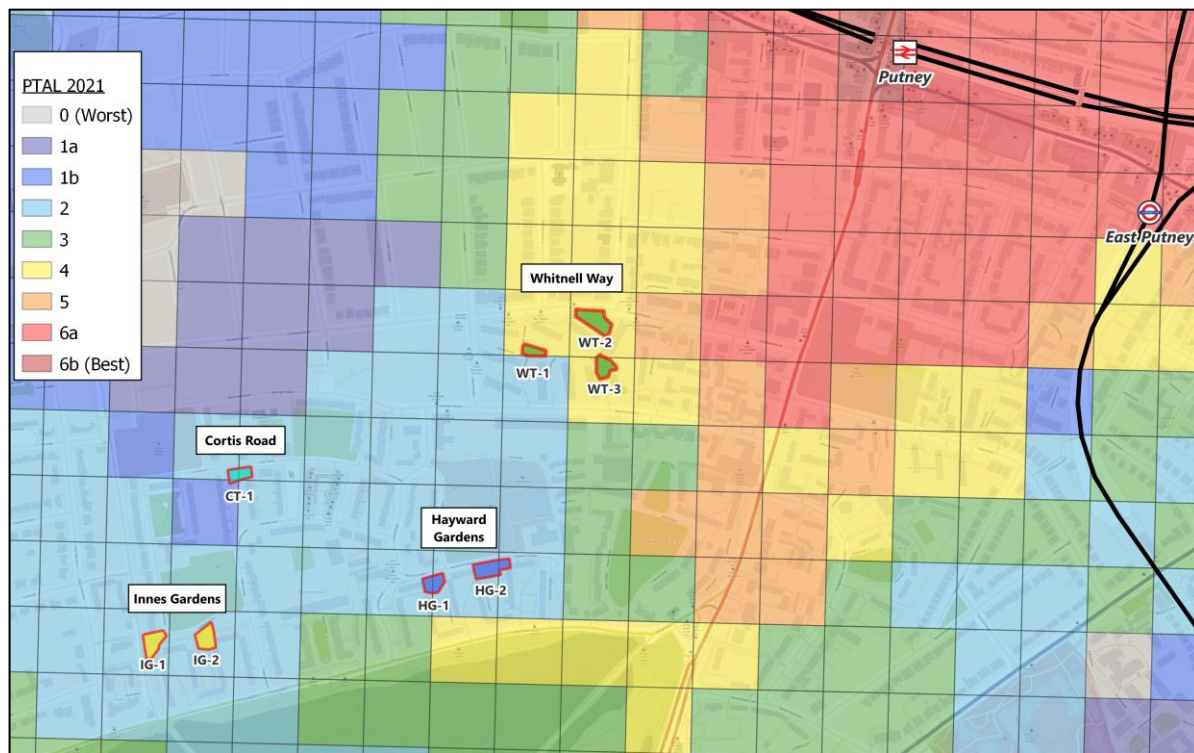


TfL – Note: from centre of the eight plots, AM peak

Public Transport

- 2.16 The Public Transport Accessibility Level (**PTAL**) rating of a site within London denotes the degree to which public transport services serve that site, via a score between 0 (no access to public transport services within TfL thresholds) and 6b (excellent accessibility). The PTAL is a function of the distance and frequency of bus services available within 640 m and underground/railway services available within 960 m.
- 2.17 The three plots on Whitnell Way lie in an area of PTAL score of 4 (good accessibility) which reflects its proximity to Putney rail station and TfL bus routes running along Putney Hill. The remaining five plots are located areas with a PTAL score of 2 (moderate/ poor accessibility), as shown in **Figure 2.9**.

Figure 2.9 PTAL Map



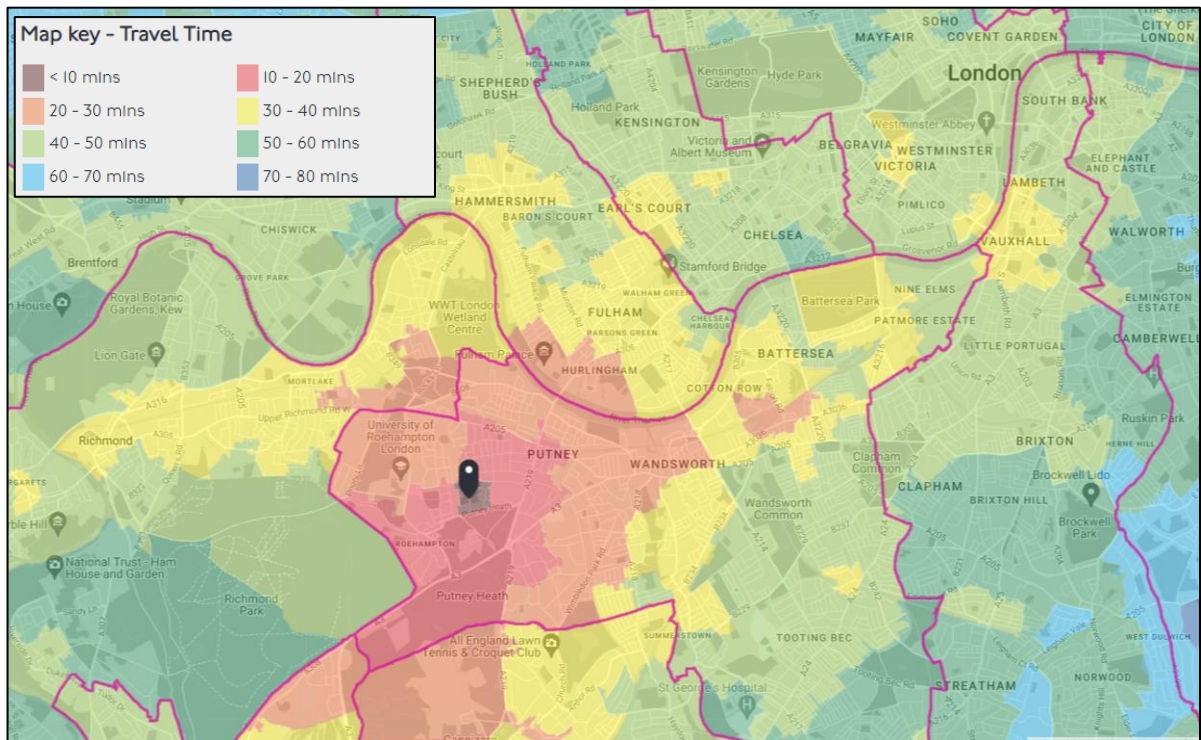
TfL; 2021

- 2.18 Of more use is the actual time taken to travel from a given point by public transport, as most people will base their daily commute on a time budget (generally up to 60 minutes).

- 2.19 In this regard, TfL also provides data relating to journey times via a Time Mapping analysis. This provides an isochrone plot to show the extent of a journey time in minutes to or from a given location, as shown in **Figure 2.10**. As can be seen, a large area surrounding the site, including parts of central London (including Westminster and the City) can be reached within 40 – 60 minutes travel by public transport from the site.

- 2.20 It should be noted that journey times will vary slightly depending on which site location people are travelling to and from within the eight plots.

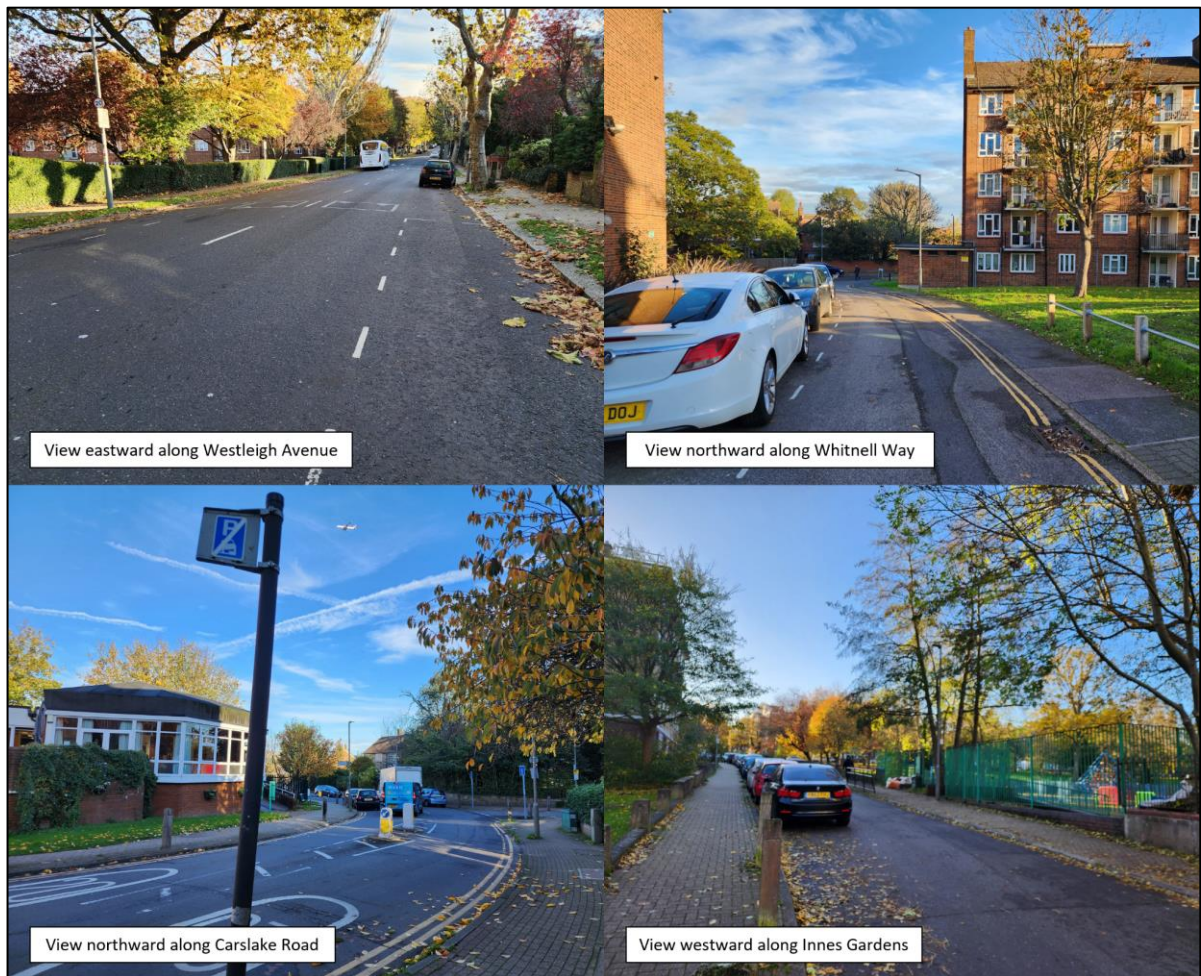
Figure 2.10 Public Transport Isochrones



TfL – Note: from (approximate) centre of the eight plots, 2021, AM peak

Local Highway Network

- 2.21 As noted earlier in this report, all eight plots are accessed from their respective roads (site locations) with exception of plot WT-3, which is currently accessed from Chartfield Avenue. In addition, the site on Cortis Road currently has no on-site vehicle access.
- 2.22 The road network within the Ashburton Estate is largely residential in character, with a 20mph speed limit present and traffic calming measures used in the form of speed humps. A selection of photographs of the local highway network are presented in **Figure 2.11**.

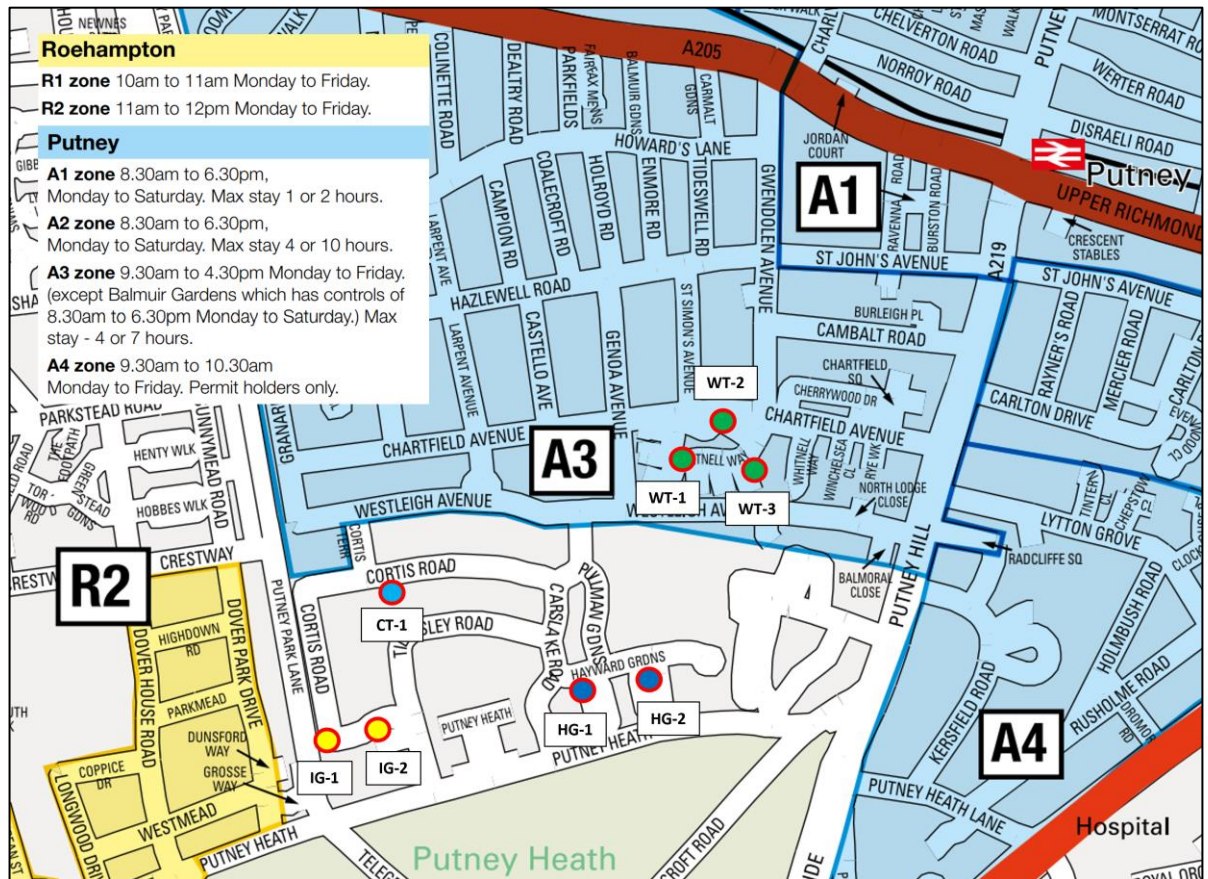
Figure 2.11 Site Photographs of Local Highway Network

TPA (November 2022)

2.23 In terms of parking restrictions, the plots on Whitnell Way are located within Controlled Parking Zone (CPZ) 'A3', which is subject to parking restrictions between the hours of 9:30am to 4:30pm, Monday to Friday. On Whitnell Way and the adjoining roads, parking bays are subject to permit holder only restrictions. The remaining five plots are not currently situated within a CPZ.

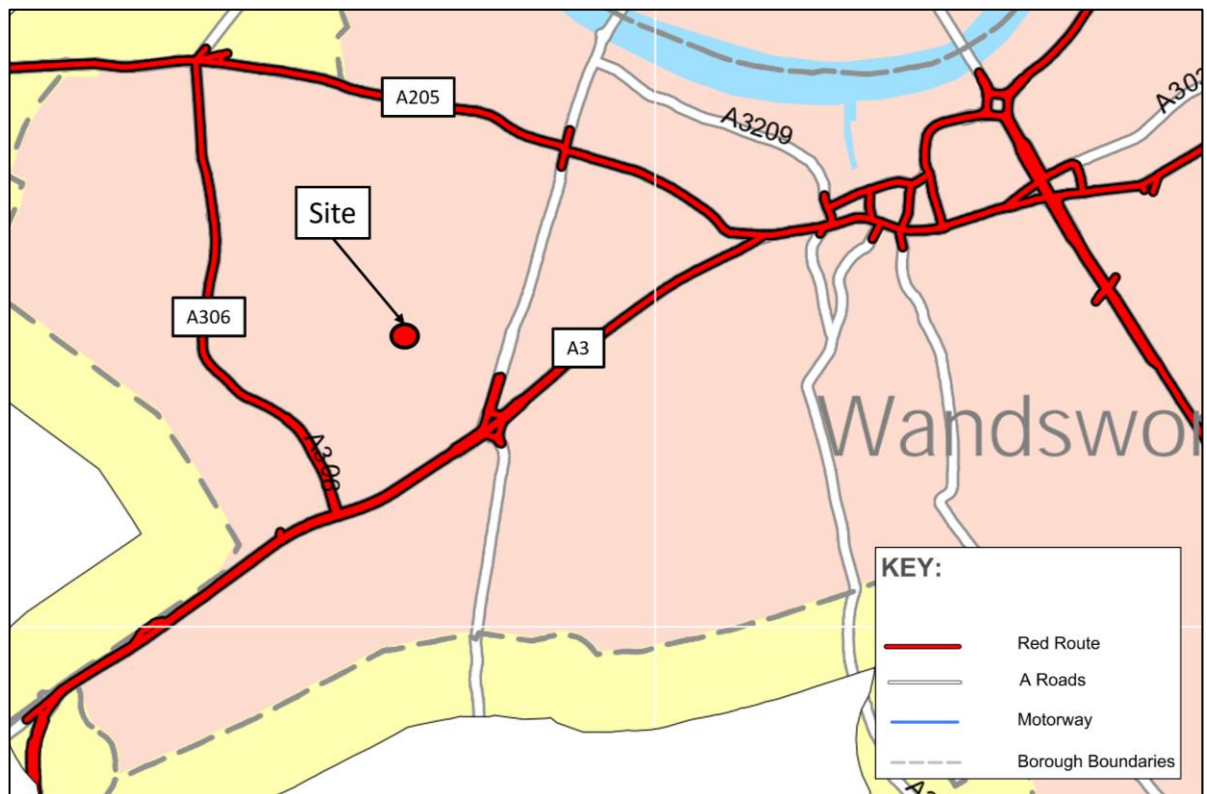
2.24 A plan illustrating the parking restrictions in the vicinity of the site is shown in **Figure 2.12**.

Figure 2.12 CPZ Map



Source: Wandsworth Borough Council

2.25 The A306, A205 and A3 are located near the site, and form part of the Transport for London Road Network (TLRN). The TRLN in proximity to the site is outlined in **Figure 2.13**.

Figure 2.13 Transport for London Road Network

Source: TfL

Car Club

2.26 Car clubs operate by giving members access to a car on short-term rentals, paid for by the hour or day, often depending on the subscription. Car clubs can provide a great alternative to car ownership as the user gets all the convenience of a car without the hassle and cost of owning a car. Membership includes fuel, servicing, and MOTs and more, so that the users only ever pay for a vehicle when they need it.

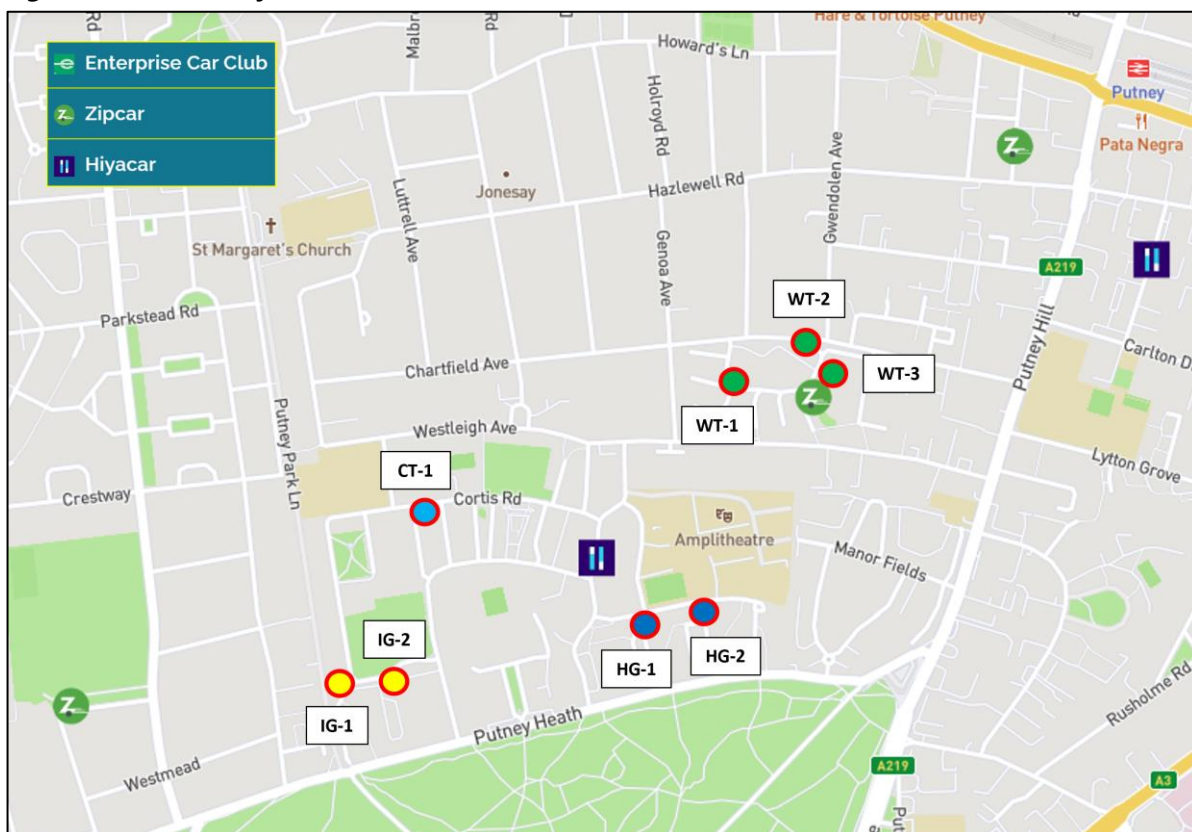
2.27 Car clubs provide a range of benefits for businesses, residents, and visitors, including:

- Reduction in car ownership;
- Promote a shift to sustainable transport modes;
- Provide business and residents with high quality, efficient vehicles;
- Cost savings compared to car ownership; and
- Help generate a shift to electric and hybrid vehicles.

2.28 The latest research undertaken by CoMoUK⁴ suggests that, in London, every car club membership takes approximately 24 private cars off the road. The reduction has a significant benefit to the environment, air quality, carbon footprint, congestion and parking.

2.29 As illustrated in **Figure 2.14**, Hiyacar and Zipcar are both car club providers operating within the area local to the site. As shown, a Hiyacar car club vehicle is currently available on Carslake Road, which can be accessed from both Cortis Road and Hayward Gardens. In addition, a Zipcar vehicle is currently located on Whitnell Way.

Figure 2.14 Nearby Car Club Vehicles



Source: CoMoUK

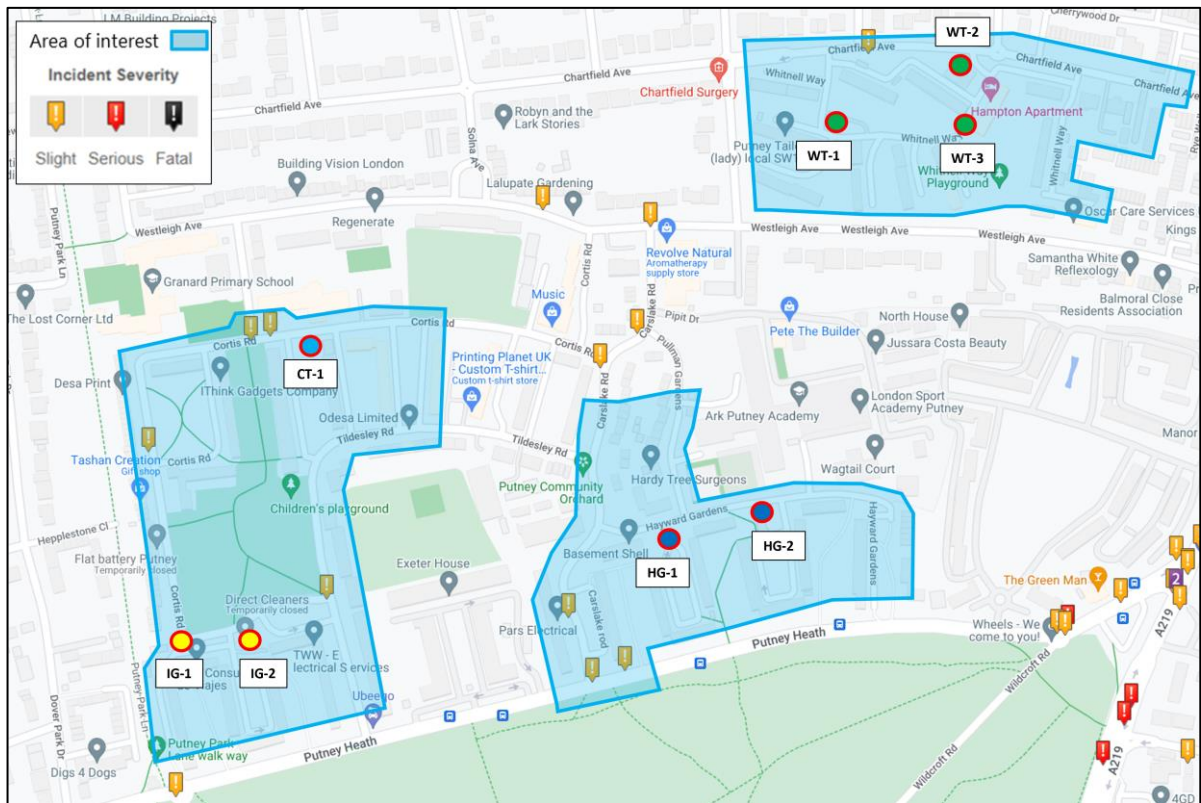
Road Safety

2.30 Personal Injury Collision (PIC) data has been obtained from the CrashMap web facility for the most recent five-year period to 2021 for the area surrounding the site. CrashMap compiles data collected

⁴ CoMoUK Car Club Reports for London (2021)

by the police, when a road traffic collision results in injury, into an easy-to-use format showing each collision on a map. The PICs occurred in the vicinity of the sites are illustrated in **Figure 2.15**.

Figure 2.15 Personal Injury Collision Data



Source: © CrashMap

- 2.31 The search revealed that a total of eight PICs were recorded within the study areas, over the five-year period considered. These were all classified as slight in nature.
- 2.32 In the absence of a cluster of PICs and of KSIs (serious/ fatal incidents), it is considered that there are no road safety concerns in the vicinity of the site.

3 Policy Context

3.1 As noted, individual Transport Statements (**TSs**) will be submitted in support of the various applications; they would demonstrate the compliance of the proposals with the following set of policies, or newer equivalents at the time of submission:

- National Planning Policy Framework (2021);
- The London Plan (2021);
- Mayor's Transport Strategy (2018);
- Wandsworth Local Plan – Development Management Policies (2016); and
- Wandsworth Draft Local Plan (January 2022).

3.2 For the purpose of this SN, the key policies that the emerging masterplan and the TSs will address are summarised as follows. A full review will be provided in subsequent reports.

Regional Policy and Guidance

The London Plan

3.3 The London Plan (March 2021) concerns all 32 London Boroughs and the Corporation of London, and sets out policies to accommodate the expected growth of the city in a sustainable way covering a period over the next 20-25 years and has been adopted by the Greater London Authority (**GLA**).

3.4 Within The London Plan there are several policies relating to transport and new developments. The first policy is *Policy T1 - Strategic approach to transport*. It consists of two parts:

- A. *“Development Plans and development proposals should support and facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and*
- B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated”.*

3.5 Another key transport policy outlined in The London Plan is *Policy T4 - Assessing and mitigating transport impacts*. It states that:

- A. *“Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*

- B. Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing Plans will be required in accordance with relevant Transport for London guidance⁵.*
- C. Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
- D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may will be contingent on the provision of necessary public transport and active travel infrastructure.*
- E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- F. Development proposals should not increase road danger.*

3.6 Future assessments will demonstrate how the paragraphs above are met, especially paragraph B, which requires proposals to ensure that adequate transport infrastructure and travel measures are provided to mitigate potential adverse impacts to the surrounding area.

3.7 Other key policies related to transport and new developments are included within The London Plan. Even though they will not be set out in detail in this SN, they will be considered during the design process. These include:

- Policy T2: Healthy Streets;
- Policy T5: Cycling;
- Policy T6: Car parking;
- Policy T7: Deliveries, servicing and construction.

3.8 Chapter 10 of The London Plan sets out the required car and cycle parking standards to be applied to new developments. Table 3.1 summarises the minimum cycle parking standards for the proposed scheme.

⁵ [Guidance for planning applicants - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/guidance/for-planning-applicants-transport-for-london)

Table 3.1 Cycle Parking Standards

Use Class		Long-stay	Short-stay
C3	Dwellings (all)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces

Source: London Plan Table 10.2

3.9 In accordance with the cycle parking standards set out in Table 3.1, and the schedule of accommodation in Table 4.1, the minimum cycle parking requirements for the current quantum of development are detailed in Table 3.2 below.

Table 3.2 Development Cycle Parking Requirements

Plot		No. Dwellings	Long-stay Cycle Spaces	Short-stay Cycle Spaces
Innes Gardens	IG-1	6	12	2
	IG-2	20	35	2
Hayward Gardens	HG-1	21	37	2
	HG-2	21	41	2
Cortis Road	CR-1	13	22	2
Whitnell Way	WT-1	16	29	2
	WT-2	16	29	2
	WT-3	22	41	2

Based on current quantum of development and standards included in The London Plan, Table 10.2

3.10 Long stay spaces are anticipated to be in the form of two-tiers within each block, with the short stay ones instead being in the form of Sheffield stands as close to the entrances as possible.

Car parking

3.11 Table 3.3 summarises the maximum car parking standards for uses applicable to the development from The London Plan.

Table 3.3 Maximum Residential Car Parking Standards

Location	Number of Beds	Standard
Inner London PTAL 4	All	Car free
Inner London PTAL 2	All	Up to 0.5 spaces per dwelling

Source: © GLA London Plan Table 10.3

- 3.12 The site lies within an Inner London Borough, as defined by Figure 2.16 of The London Plan. In accordance with maximum parking standards set out set out in The London Plan, the development plots on Whitnell Way, which lie in an area with a PTAL score of 4, are required to be car free. Maximum parking provisions for the remaining plots (refer to the schedule of accommodation in Table 4.1), which lie in an area with a PTAL score of 2 are set out in Table 3.4 below.

Table 3.4 Development Maximum Car Parking Provision

Plot	No. of Dwellings	Maximum Standard (car spaces)	
Innes Gardens	IG-1	6	3
	IG-2	20	10
Hayward Gardens	HG-1	21	10
	HG-2	21	10
Cortis Road	CR-1	13	6
Whitnell Way	WT-1	16	0
	WT-2	16	0
	WT-3	22	0

Based on current quantum of development and standards included in The London Plan, Table 10.3

- 3.13 The car parking strategy, together with the impact on the loss of spaces to create the new developments will be addressed later in this SN.
- 3.14 As noted later in **Chapter 4**, the provision of car clubs will also be considered as a sustainable transport measure at the site, which will contribute to a car-lite lifestyle.

Disabled Parking and Electric Vehicle Charging

- 3.15 In terms of disabled parking provision, Policy T6.1 - residential parking of The London Plan - notes the following:

“G - Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.*

3.16 In terms of electric vehicle charging, Policy T6.1 - residential parking of The London Plan states that:

“C - All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces”.

3.17 All new spaces created (or re-provided) will include provision for electric charging points as per above.

Mayor’s Transport Strategy

3.18 The Mayor's Transport Strategy (**MTS**), developed in consultation with TfL and published in 2018, sets out the Mayor’s policies and proposals to reshape transport in London by 2041.

3.19 Three key themes are at the heart of the strategy. They are set out in Table 3.5.

Table 3.5 Objectives of the Mayor’s Transport Strategy

Objective	Description
Healthy streets and healthy people	Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
A good public transport experience	Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London’s streets.
New homes and jobs	More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

Mayor's Transport Strategy 2018

3.20 At the core of the MTS there are the 3 key ambitious aims of reaching, in London:

- 80% sustainable mode share by 2041;
- 20 minutes of active travel for all by 2041; and
- Vision Zero for road danger by 2041.

3.21 The way the proposed development supports the MTS and its bold objectives will be explained within the future TSs.

Healthy Streets

3.22 The Healthy Streets (**HS**) approach is a system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more.

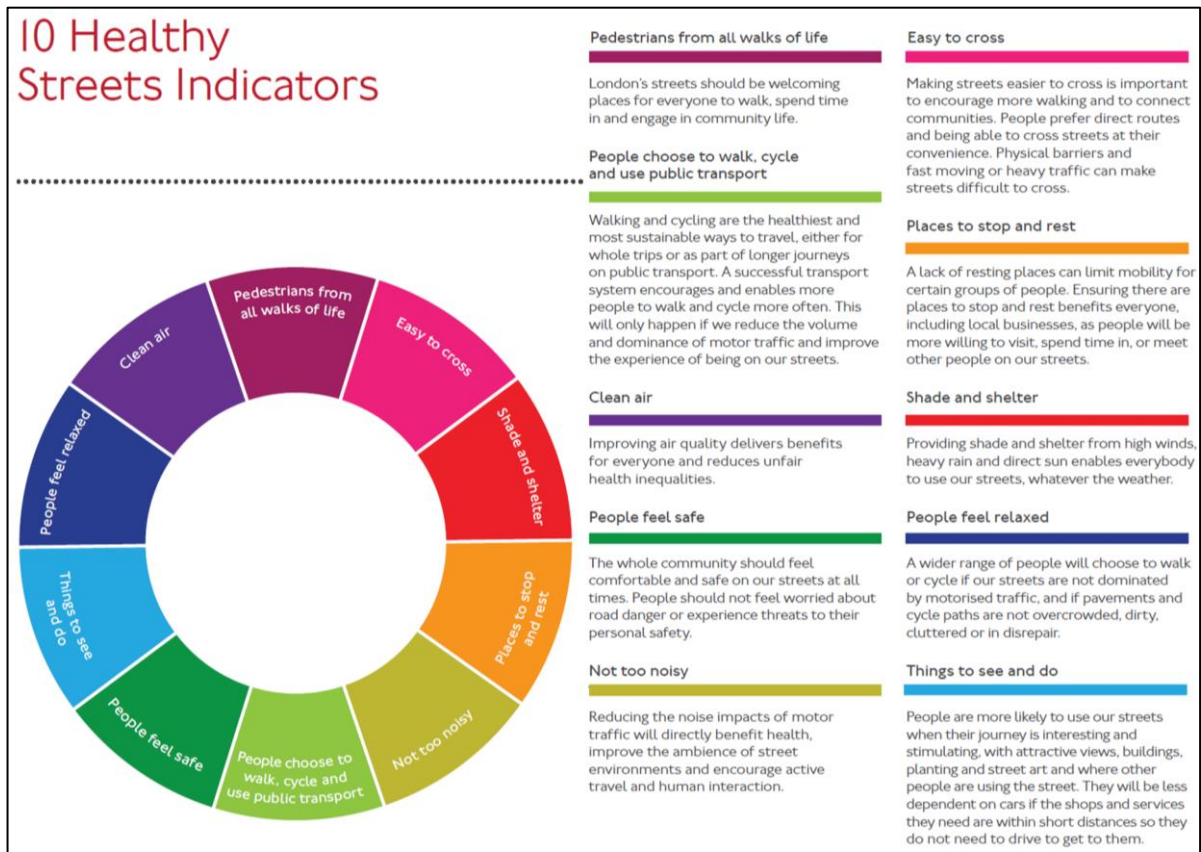
3.23 This approach aims to ensure all Londoners enjoy the benefits of an active lifestyle through walking or cycling for at least 20 minutes a day (one of the three key aims of the MTS). It requires an integrated living plan for the city with most journeys being undertaken on London's streets. Therefore, this approach aims to ensure that this environment works for those undertaking journeys by foot, bicycle and public transport.

3.24 This assessment technique aims to ensure the street environment works for all and provides a long-term plan for improving Londoners' and visitors' experiences of London's streets as well as promoting physical activities organically. This approach aims to deliver these changes and achieve these policies in the following three ways:

- **At Street Level:** creating positive changes to the character of London's Streets with spaces for dwellings, walking, and cycling as well as public transport use. This is considered to be aided by providing seating, vegetation and reducing the dominance of vehicles on the landscape;
- **At Network Level:** Developing more efficient and affordable services including public transport choices and facilities (including at stations). TfL have also set out a strategy to improve road safety through the provision of on-street enforcement operations, road signals and road work management; and,
- **At Strategic Level:** maintain the long-term transport functionality within London for its residents and visitors where walking, cycling and public transport are the primary choices for travel. TfL will aim to develop new housing within the vicinity of rail stations public transport services and interchanges.

3.25 In recognition of these targets, ten HS indicators have been developed by TfL to assess the street environment. These indicators were derived on the basis of Health, Fairness and Active Travel principles. A description of these indicators is provided in **Figure 3.1**.

Figure 3.1 The Ten Healthy Street Indicators



Source: *Healthy Streets for London (TfL)*

3.26 This approach is intended to *"make London a healthier, more sustainable, safer, more connected and, ultimately, more successful city for all Londoners"*.

3.27 TfL's guidance adds that:

"London can become a city where people choose to walk, cycle and use public transport more, bringing huge health and wellbeing benefits to everyone".

"Providing more appealing walking, cycling and public transport options is the best way to reduce car use".

3.28 Although none of the individual sites reach the threshold to warrant a full HS Assessment, the proposals will be guided by the HS principles, the importance of which was also recognised by the wider project team.

3.29 A dedicated section in the TSs will set out the impact on active travel, through a high-level Active Travel Zone (ATZ) Assessment, and potential mitigation schemes will be presented.

Vision Zero

- 3.30 The Vision Zero action plan is a multi-national road traffic safety project and has been adopted by TfL to assist London in meeting its commitment to end the toll of deaths and injury seen on their roads and transport networks.
- 3.31 London is at the forefront of this approach and, as already noted, the MTS sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.
- 3.32 This action plan can be summarised through its aim to act, impact and address issues relating to the following:
- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
 - **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;
 - **Safe vehicles:** Reducing the risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;
 - **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders;
 - **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.
- 3.33 Historic collision data will be provided in the TSs, and we note that no fatal or serious collisions occurred in the vicinity of the sites, as already mentioned earlier.

Local Planning Policy

- 3.34 The Wandsworth Local Plan – Development Management Policies was adopted by WBC in March 2016 and sets out planning policies to help determine which developments are granted planning permission in Lambeth.
- 3.35 The Development Management Policies conform to national and regional documents. The WBC document sets out parking standards within Policy DMT 2: Parking and servicing. The policy states:

“a. Development will be permitted where:

off-street car parking is provided subject to the maximum levels set out in Appendix 1 Table T3 with reference to Table 6.2 in the London Plan and any subsequent amendments, and it can be demonstrated that parking on site is the minimum necessary. On mixed use developments car parking spaces should be allocated to the specific uses proportionately;

cycle parking is provided in accordance with the minimum levels set out in the London Plan (Table 6.3 and any replacement standards) and is easily accessible to the unit it is associated with;

[...]

minimum disabled parking spaces are provided in accordance with the London Plan

[...]”

3.36 It should be noted that The London Plan has since changed, hence these references are outdated, however the principles still apply in terms of parking policy.

3.37 It states in the Transport chapter that:

“Car parking for development should aim to strike an appropriate balance between meeting the essential parking needs of the site while neither acting as a discouragement to using public transport nor adding to demand for on-street parking”.

3.38 As noted within Table T3 Car parking standards in Appendix 1, parking provided for developments must comply with car parking standards set out in The London Plan and any further amendments made to the document.

3.39 It is also noted that the Wandsworth Local Plan (publication version) was submitted to the Secretary of State for independent examination in Public by a Planning Inspector in January 2022.

3.40 The document also states that car, disabled and cycle parking are required to be provided in accordance with the latest London Plan parking standards.

3.41 The emerging Local Plan also sets out the borough’s spatial strategy until 2038, which includes the ‘Housing for All’ programme that the development proposals will form part of. Paragraph 2.83 of the Local Plan details the Council’s vision for the programme as follows:

“In order to support the delivery of Wandsworth’s housing and affordable housing requirements, the Council is building 1,000 homes as part of its ‘Housing for All’ programme. This programme

aims to help people of all backgrounds living or working in the borough to secure a home through a variety of tenures. The programme will not only bring forward affordable homes, but will also provide improved public and green spaces, including tree planting, children's play facilities, new community rooms, and cycling and pedestrian connections. Smaller, privately rented units which are often the only feasible option for residents faced with the high costs of housing and the shortage of affordable properties will also be provided".

4 Development Proposals and Access Strategy

The Scheme

- 4.1 The proposals are expected to comprise around 135 dwellings provided across the sites. The following quantum of development is currently anticipated (all figures are indicative and subject to change).

Table 4.1 Schedule of Accommodation

Site		Proposed Units			
		1 bed	2 bed	3 bed	Total
Innes Gardens	IG-1	1	0	5	6
	IG-2	10	4	6	20
Hayward Gardens	HG-1	10	10	1	21
	HG-2	3	9	9	21
Cortis Road	CR-1	9	4	0	13
Whitnell Way	WT-1	7	8	1	16
	WT-2	7	9	0	16
	WT-3	7	13	2	22
Total		54	57	24	135

Source: PTE

Access Strategy

- 4.2 As noted, the site locations are well accessed by all modes of transport and the designs will be guided by 'people-led' principles.
- 4.3 The pedestrian access strategy will largely be retained as existing as shown in **Figure 2.3**. Each of the plots will tie in with existing pedestrian infrastructure within the Ashburton Estate. The site benefits from good pedestrian infrastructure and is easily accessible from the surrounding cycle network – which includes the foot/cycle path on Putney Park Lane.
- 4.4 Whitnell Way particularly benefits from a good level of public transport (PTAL score of 4) as it sits within walking distance of Putney station, however the remaining sites are served by several TfL bus routes and are situated within a commutable 40-60-minute public transport journey of central London.
- 4.5 The review of historic collisions did not indicate any highway safety concerns in the vicinity of the site that should prevent the proposed developments.

- 4.6 Some of the road and parking layouts on the streets adjoining the sites will be altered to accommodate the new buildings. A summary of the access arrangement for each plot is detailed in the table below, including a summary of their accessibility by active and sustainable modes, already set out earlier in this report, for ease of reference.

Table 4.2 Access Arrangements for each Plot (by all modes)

Plot	Vehicles	Walking, Cycling, Public Transport
IG-1	Amendments made to the road / on-street parking layouts to accommodate the new building	Close walking distance of shops and services (including public transport) in Roehampton suburb centre and to Putney Heath. IG-1 located adjacent to foot/ cycle path. PTAL 2.
IG-2	Minor amendments made to the road and on-street parking layouts to improve traffic circulation. Closure of access to the existing site car park.	
HG-1	Access to the estate road to be re-located approximately 8m to the east to accommodate the new building, with resulting minor changes to the on-street parking layouts.	Acceptable walking distance of shops and services (including public transport) in Roehampton suburb centre. Close proximity to Putney Heath. PTAL 2.
HG-2	Minor amendments made to the road and on-street parking layouts to improve traffic circulation.	
CR-1	Minor amendments with no impact to vehicle movements.	Acceptable walking distance of shops and services (including public transport) in Roehampton suburb centre. Located near to foot/cycle path (Putney Park Lane). PTAL 2.
WT-1	Minor amendments to on-street parking, however no impact to vehicle access. Closure of accesses to the existing site car park.	Close walking distance of shops and services, including stations, in Putney town centre. PTAL 4.
WT-2	Closure of a road access and dropped-kerb access from Chartfield Avenue to accommodate the new building. Vehicular access to the site can still be served from accesses onto Chartfield Avenue further to the east or west. Amendments to the on-street parking layout.	
WT-3	Amendments to the turning area at the end of the cul-de-sac and on-street parking. Closure of access to the existing site car park.	

Servicing and Fire Access

- 4.7 The servicing and refuse collection arrangements are being considered as part of the design process for the sites. The refuse collection points for each plot will need to be compliant with refuse collection requirements set out in paragraph 6.2 of WBCs Supplementary Planning Document⁶, which notes that:

“Collection vehicles must be able to wait legally within 25 metres of all dustbin/sack collection points and within 10 metres of bulk bin collection points”.

- 4.8 Servicing and refuse collection to the development will be undertaken from the highway as per the existing arrangement for neighbouring buildings within the Estate. However, where alterations will be made to the road layout within the plots, swept-path analysis of refuse vehicles and fire tenders will demonstrate that access is retained.
- 4.9 Swept-path analysis of refuse vehicle and fire tender access will be produced in support of the planning applications, whilst an outline of the arrangements for each site is provided in the table below.

Table 4.3 Refuse and Fire Access Arrangements for each Plot

Plot	Refuse and Fire Access
IG-1	New turning area provided adjacent to the proposed building for servicing vehicles.
IG-2	Refuse/fire vehicles can continue to access the estate roads.
HG-1	Refuse/fire vehicles can navigate the amended road layout, with a one-way system also proposed.
HG-2	Refuse/fire vehicles can continue to access the estate roads.
CR-1	Refuse/fire vehicles can continue to access the estate roads.
WT-1	Refuse/fire vehicles can continue to access the estate roads.
WT-2	Refuse/fire vehicles can access the site from the access on Chartfield Avenue to the east.
WT-3	New turning area provided adjacent to the proposed building for servicing vehicles.

⁶ *Refuse and recyclables in developments (February 2014)*

5 Parking Strategy

5.1 This Chapter sets out the proposed parking strategy for the sites.

Cycle Parking

5.2 Long-stay and short-stay cycle storage spaces will be provided in each plot in accordance with the parking requirements set out in Table 3.2. A community cycle repair station and kids cycle swap will be provided, which will encourage future and existing in the Estate residents to travel by bike.

5.3 In addition, future plans will demonstrate how any of the existing cycle stores/ pram sheds within the Estate removed as a result of the proposals will be re-provided for the community, as appropriate.

Car Parking

Existing Provision

5.4 A number of existing parking spaces will be displaced from all development sites or impacted by wider improvements. Proposals endeavour to re-provide as many of these as possible, as shown below.

Table 5.1 Existing Parking Spaces

		Existing On-Site (marked bays)	Existing On-Site (incl. unmarked kerb space)	Re-Provided*	Net
Innes Gardens	IG-1	12	12	12	0
	IG-2	15	15	8	-7
Hayward Gardens	HG-1	7	8	9	+1
	HG-2	8	8	5	-3
Cortis Road	CR-1	3	3	4	+1
Whitnell Way	WT-1	22	22	0	-22
	WT-2	7	7	9	+2
	WT-3	13	13	6	-7
Total		87	88	53	-35

* *WIP figures subject to change as the plans evolve*

5.5 As can be seen, the development proposals will result in a loss in spaces across the Estate. A parking survey was therefore carried out to understand its impact on the existing parking – before any additional parking demand associated with the new plots is considered.

Additional Demand for Parking

- 5.6 Except for any lost spaces that will be re-provided, the proposed development will not provide general on-site parking, which accords with the regional (London Plan) and local (WBC) maximum parking standards; as set out in Table 3.3, these are zero spaces for Whitnell Way (PTAL 4) and up to 0.5 spaces per dwelling for the other sites (PTAL 2).
- 5.7 It should be noted that pre-app discussions held in 2022 have also dealt with parking. An extract of the feedback received by officers is reproduced as follows:
- “From the offset it was acknowledged that parking was going to be an issue. Conversations with Highways (14.04.22) regarding controlled parking zones and PTAL Levels showed both Whitnell Way and Ashburton South rely heavily on cars [...] any parking spaces lost through proposals will need to be reallocated. [...] an overall parking strategy for the estate is desperately needed”.*
- 5.8 Officers added that: *“Wandsworth council has ambitions to control the parking in 100% of the borough”.*
- 5.9 A car-free proposal is a planning requirement (as per The London Plan) for the plots on Whitnell Way, which are all located in areas with a PTAL score of 4. Future occupiers will not be permitted to apply for a permit to the local CPZ, secured by a S106 agreement of consent.
- 5.10 As previously noted, the remaining five plots are not currently located within a CPZ, hence it is not possible to restrict future residents from parking on the adjoining streets. To ascertain the potential parking impact of the remaining 5 plots, local car ownership data has been interrogated from the 2011 Census⁷, to predict the parking demand associated with the current proposed 81 dwellings. Car ownership data for shared ownership/rented/rent-free flats in the local ward (E36007658: West Putney) and parking demand analysis are presented in Table 5.2.

⁷ CT0103 - Accommodation type by tenure by number of rooms by car or van availability

Table 5.2 Car Ownership Data and Parking Demand Analysis

Car Ownership in household	No. of Households	%	Car Parking Demand (81 dwellings)*
No cars or vans	781	70.6%	0
1 car or van	301	27.2%	22
2 cars or vans	25	2.3%	4
3 or more cars or vans	0	0.0%	0
Totals	1,107	100.0%	26

Source: Nomis; Shared ownership; rented and living rent free; 1-3 Bedrooms

*Excluding Whitnell Way (which will be car free as in a CPZ in a PTAL 4 location)

- 5.11 As can be seen above, the use of Census car ownership data would suggest that the developments on Cortis Road, Hayward Gardens and Innes Gardens could generate a total **car parking demand for 26 vehicles**. However, it should be noted that potential parking demand generated by future residents would be spread across three site locations, hence parking would not be concentrated on one road.

Parking Surveys

Scope

- 5.12 To understand the parking impact of the net loss of existing parking in some plots, and the potential parking demand generated by the five plots not in a CPZ, parking surveys were undertaken on Tuesday 7 February and Wednesday 8 February 2023 in accordance with the Lambeth Methodology. Details of the parking brief strategy are presented in **Appendix A** of this report, which was agreed with WBC's highway officer, via the client's team, ahead of the survey.

Survey Results and Development Impact

- 5.13 The parking survey results are reproduced at **Appendix B**.
- 5.14 To calculate the theoretical number of available parking spaces, measurements of the total kerb lengths along each street were taken. A 5.0m vehicle length was used to calculate kerb-side parking spaces, whilst perpendicular spaces were counted individually. Areas of dropped kerb or single/double yellow line parking restrictions and disabled parking were not included in the calculation of available parking opportunities.
- 5.15 As requested by the officer, the survey results are presented separately for adopted streets and the unadopted estate streets to ascertain the developments parking impact on the estate roads and also

consider that future residents will be unable to obtain parking permits to park on the unadopted streets. The parking stress results recorded of adopted and unadopted streets for each site location (and corresponding zone) are presented in Table 5.3 and Table 5.4, however further breakdown of the results can be found in **Appendix B**.

Table 5.3 Parking Survey Results on Adopted Streets

	Parking Capacity*	Tuesday 7 th February		Wednesday 8 th February	
		No. of Cars Parked	Parking Stress (%)	No. of Cars Parked	Parking Stress (%)
Cortis Road (Zone 1)	125	77	62%	87	70%
Hayward Gardens (Zone 2)	139	110	79%	99	71%
Innes Gardens (Zone 3)	125	106	85%	103	82%
Whitnell Way (Zone 4)	317	99	31%	100	32%

Source: Streetwise *Parking comprises unrestricted kerb-space and parallel bays, apart from parking on Whitnell Way which is subject to CPZ restrictions

Table 5.4 Parking Survey Results on Unadopted Streets

	Parking Capacity*	Tuesday 7 th February		Wednesday 8 th February	
		No. of Cars Parked	Parking Stress (%)	No. of Cars Parked	Parking Stress (%)
Cortis Road (Zone 1)	213	148	69%	141	66%
Hayward Gardens (Zone 2)	152	130	86%	129	85%
Innes Gardens (Zone 3)	107	87	81%	89	83%
Whitnell Way (Zone 4)	141	138	98%	132	94%

Source: Streetwise *Parking comprises permit holder bays and unclassified kerb space on estate roads

- 5.16 When considering the results of a parking stress survey, parking stress is generally accepted to be present when a threshold of 90% or more of the total available parking spaces are found to be occupied. In this instance, the surveys revealed that the parking stress of both adopted and unadopted streets for each of the survey zones apart from the estate roads of Whitnell Way was below the 90% threshold.
- 5.17 With regard to Whitnell Way, it should be noted that there is a considerable surplus reserve of parking on the adopted streets, hence there is potential to accommodate any potential displaced vehicles here, subject to the necessary changes in parking permits.

- 5.18 With respect to the parking impact of the developments on their adjoining streets, an initial study has been carried out to calculate the potential number of remaining spaces following development of each of the sites. The results of the study are presented in the table below.

Table 5.5 Parking Impact of the Development Proposals

Site	Spaces Occupied*	Spaces In the new layout	Resident Parking Demand**	Available parking spaces in each study area, based on Survey	
				Unadopted Streets	Adopted Streets
Cortis Road	3	3	4	69	43
Hayward Gardens	17	13	14	22	35
Innes Gardens	23	20	8	19	21
Whitnell Way	35	15	0 (***)	6	218

* based on the parking surveys (average across the two days)

** excluding disabled parking – calculated separately

*** as car-free in a PTAL 4 location

- 5.19 The impact on parking stress is set out as follows.

Table 5.6 Impact on Parking Stress (within each study area)

Site	Existing			Diff*	With Proposed			
	Spaces	Occupied	Stress		Spaces	Demand	Occupied	Stress
Cortis Road	338	227	67%	+1	339	4	231	68%
Hayward Gardens	291	235	81%	-3	288	14	249	87%
Innes Gardens	232	193	83%	-3	229	8	201	88%
Whitnell Way	458	235	51%	-20	438	0	235	54%

*Difference in spaces between proposed and existing, based on actual occupation of the lost spaces revealed by survey (negative = loss in spaces)

- 5.20 It should be noted that any differences between the figures in Table 5.1 and Table 5.6 are due to the fact that not all of the spaces that will be lost were occupied during the survey. Therefore, the total loss of spaces across all sites (-35), shown in Table 5.1, should in practice be considered as a smaller number (-25) for the purpose of the impact calculations – as shown in Table 5.6.

5.21 To summarise the results:

- On Cortis Road (CT-1), where there is no loss in parking (and it is actually anticipated to add one), the additional parking demand associated with the new dwellings would increase the parking stress from 67% to 68%; a negligible increase;
- On Hayward Gardens (HG-1 and HG-2), where there is a small net loss in parking (-3 spaces, considering that not all of the spaces that will be lost were occupied during the survey), the additional parking demand associated with the new dwellings, paired with the abovementioned loss in parking, would increase the parking stress from 81% to 87%; a small increase – yet within capacity and within 90%;
- On Innes Gardens (IG-1 and IG-2), where there is a moderate net loss in parking (-3 spaces, considering that not all of the spaces that will be lost were occupied during the survey), the additional parking demand associated with the new dwellings, paired with the abovementioned loss in parking, would increase the parking stress from 83% to 88%; a small increase – also in this case within capacity and within 90%;
- On Whitnell Way (WT-1, WT-2 and WT-3), where there is a bigger loss in parking (-20 spaces, considering that not all of the spaces that will be lost were occupied during the survey), there would be no additional parking demand associated with the new dwellings (as car-free development, in a PTAL 4 location and CPZ environment), and the abovementioned loss in parking would increase the parking stress from 51% to 54%; a negligible increase.

5.22 It should be reiterated that some of the figures above are subject to change as the plans evolve, but for the purpose of the pre-app we seek agreement on the general methodology for assessing the impact on parking for each of the sites. Importantly, based on these preliminary results, we conclude that in all cases there will be sufficient parking left on the estate streets or adopted roads following development of each of the sites, to accommodate both the re-located spaces or the additional demand associated with the new dwellings.

Disabled

5.23 Disabled parking will be provided for each plot in accordance with the minimum requirements set out in the London Plan. Having reviewed the anticipated quantum of development, and the number of accessible dwellings, shown in Table 5.7, it is anticipated that a total of seven will be provided from the outset (in excess of the 3% required), and additional eight (again in excess of minimum requirement) should the demand for disabled parking arise over time.

Table 5.7 Disabled Parking Provision

Site		Dwellings			Disabled Car Parking	
		Total	Disabled		Provided from the outset	Potential additional
Innes Gardens	IG-1	6	0	0%	0	0
	IG-2	20	0	0%	0	0
Hayward Gardens	HG-1	21	6	29%	2	4
	HG-2	21	1	5%	1	0
Cortis Road	CR-1	13	1	8%	1	0
Whitnell Way	WT-1	16	2	13%	1	1
	WT-2	16	2	13%	1	1
	WT-3	22	3	14%	1	2
Total		135	15	11%	7	8

5.24 The additional spaces would be created on street converting standard bays in the local area.

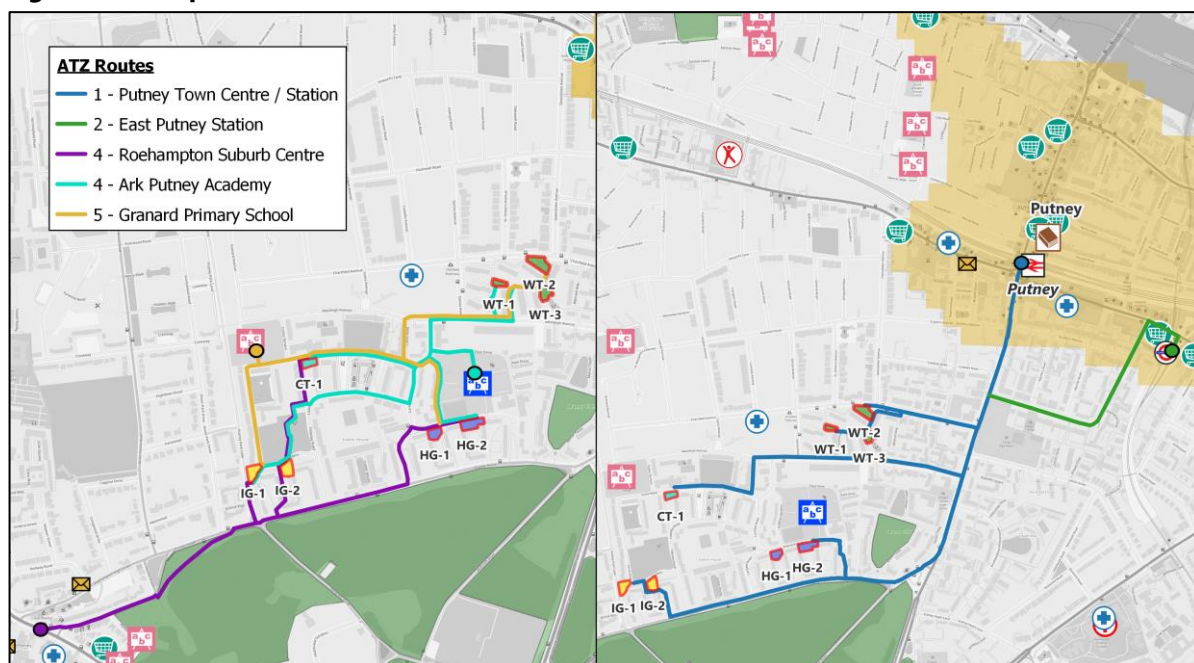
Car Club

- 5.25 It is also considered that car club vehicles would be an important part of the transport strategy for this site and contribute to a car-free or 'car-lite' lifestyle. As illustrated in **Figure 2.14**, there are a few vehicles situated in the local vicinity of the site.
- 5.26 In our experience, car club operators suggest the creation of one car club space every 100 new dwellings. In consideration of the quantum of anticipated development, the demand for one or two more car club spaces would be justified. These vehicles could also be of benefit to local residents.

6 ATZ Assessment

- 6.1 The Active Travel Zone (**ATZ**) is a 20-minute cycle distance around a site (available from TfL’s WebCAT tool) and in practice replaces the previously used Pedestrian Environment Review System (**PERS**), Cycle Environment Review System (**CERS**) and Cycling Level of Service (**CLoS**) assessments. Step-by-step guidance on how to undertake ATZ assessments is available on TfL’s website and will be followed in the development of the one for this site.
- 6.2 The ATZ is reviewed, routes to key destinations are identified and areas for improvements are suggested. These are not necessarily intended to be funded by the applicant; however, they allow for targeted improvements to be made to the area and for “quick wins” to be identified. It is anticipated that the relevant authority (here, WBC) will use pooled contributions to implement some or all of the suggestions over time.
- 6.3 As noted, none of the individual sites are large enough to warrant a ‘full’ ATZ Assessment. However, a high-level review will be provided in the TSs.
- 6.4 At this stage, we seek to agree the five routes below, which we will review on a site visit during a weekday (off peak, around lunchtime, avoiding the peaks, following TfL’s guidance). The key routes capture the nearest town centre (Putney) to each site (in accordance with TfL’s ATZ guidance) as well nearby primary and secondary schools and stations.

Figure 6.1 Proposed ATZ routes



7 Travel Demand

7.1 This section of the SN sets out the proposed trip generation methodology.

Existing Site

7.2 As noted in the introduction, the existing sites are populated by rows of garages, car/cycle parking areas and open hardstanding, which form part of the Ashburton Estate. As such, all trips generated by the proposed development will be considered as new.

Trip Generation

7.3 The proposed scheme is in early stages of development and consequently the number of dwellings and uses proposed should be considered as indicative at this point of time. A development of 135 affordable flats is currently being considered, although each TS will assess the impact of each of the individual sites.

7.4 To estimate the trip generation for the proposed dwellings, the TRICS database (version 7.9.3) was reviewed to select sites in the '03-Residential-D-Affordable / Local Authority Flats' land use category with similar characteristics with regards to location, in terms of access to public transport (PTAL 2-4) and amenities. The TRICS reports are reproduced within **Appendix C**. All selections were made using sites in suburban area / neighbourhood centre locations in Greater London.

7.5 A total of three comparable sites were found in the TRICS database in terms of locational characteristics. Due to the limited number of 'affordable flats' surveys available on the TRICS database for sites in London, only vehicle (rather than multi-modal) trip rates could be obtained.

7.6 As noted previously, a car-free proposal is a planning requirement (as per The London Plan) for the plots on Whitnell Way, which are all located in areas with a PTAL score of 4. Future occupiers will not be permitted to apply for a permit to the local CPZ, secured by a S106 agreement of consent. Therefore, it will be very unlikely that residents at Whitnell Way will own private vehicles, potentially with the exception of any disabled car parking, and thus generate significant traffic impact.

7.7 As such, for the purpose of this assessment, the proposals for the dwellings at Whitnell Way will be omitted from the trip generation analysis. The vehicular movements associated with the accessible flats would be small in number and are considered negligible in the context of the vehicular activities in the local area.

- 7.8 The resulting trip rates and traffic generation, based on the remaining dwellings, are set out in Table 7.1. This is illustrated for agreement of the trip rates; each TS will then present the trip generation for its respective quantum of dwellings.

Table 7.1 Traffic Generation

Peak period	Trip rate/dwelling		Traffic generation (81 units)		
	In	Out	In	Out	Total
AM peak (08:00 – 09:00)	0.083	0.201	7	16	23
PM peak (17:00 – 18:00)	0.076	0.061	6	5	11
Daily (07:00 – 19:00)	0.872	1.046	71	85	155

Source: TRICS

- 7.9 Table 7.1 shows that the proposed development (at this preliminary stage) is predicted to result in additional traffic of 23 two-way trips in the AM peak hour and 11 two-way vehicle trips in the PM peak hour **across all sites**. These would be spread across several sites and access points across the Estate. Also in this case, we consider that the impact would be negligible and within daily fluctuations of traffic.
- 7.10 A large part, if not all of the vehicular movements associated with van deliveries (groceries, Amazon, general home shopping) would unlikely be new to the network, as deliveries slots would likely be shared across several deliveries. Also in this case, we consider that the impact on traffic generation would be negligible.
- 7.11 On this basis, no junction capacity assessment (or traffic surveys) will be undertaken as part of the TSs.
- 7.12 With regard to the impact on public transport, it is expected that future residents will be able to use the several existing rail, underground and bus services with no noticeable additional pressure on any of them, also noting the post-COVID reduction in the usage of such services. Also in this case, no further assessment is considered necessary on this basis.
- 7.13 The impact on active travel modes will be dealt with via the high-level ATZ assessment, and potential mitigation identified as part of that process.

8 Other Supporting Documents

8.1 It is expected that the following reports will need to be prepared in support of the planning application.

Framework Travel Plan

8.2 A Travel Plan (**TP**) will set out the measures that will be employed to promote a range of lifestyle and travel choices and encourage a reduced reliance on the single occupancy private car by promoting a range of sustainable alternatives.

8.3 A **site wide Framework Travel Plan (FTP)** will be prepared and submitted in support of the planning application. The FTP will include, in addition to a detailed review of the baseline conditions and the description of development, the following FTP-specific sections.

8.4 The aims of the TP (as set out in the FTP) would be to:

- Mitigate against any potential transport impacts that could relate to the proposed development;
- To create a safer, more sustainably driven environment for all future occupiers accessing the site; and
- To encourage the use of sustainable transport modes to reduce the need for trips to be undertaken to the development in a private car.

8.5 The main target would be a reduction in the car drivers mode share (anticipated to be -10% of baseline – for example from 70% to 63%). This would be achieved via a number of measures that will be set out in the FTP; they will likely include:

- Promotion of free health apps;
- Good quality facilities and secure cycle parking;
- Promotional material from organisations such as Sustrans and 'bikes4all';
- Promotional information and cycling events;
- Information on service frequency;
- Up-to-date public transport information including time tables and bus company contact information on the transportation notice board details of where to catch the services and interchange if needed;
- Car clubs;
- Car sharing; and
- Home shopping.

Outline Construction Logistics Plan

- 8.6 An Outline Construction Logistics Plan (**CLP**) will accompany the planning applications, to the planning authority an overview of the expected logistics activity during the construction programme.
- 8.7 The CLP should provide a plan with measures and specific techniques agreed through the planning process to reduce the impact of the site's construction on the road network, as well as measures which ensure that sensitive routes to the site can be avoided, and sustainable modes of transport are utilised as much as possible.
- 8.8 Following TfL's guidance, we would consider this structure for the Outline CLP, although in some cases a simplified version of the documents may be justified.

Introduction

- 8.9 The introduction will describe site, location and use together with a summary of works and hours of operation.

Context, considerations and challenges

- 8.10 This section describes the current situation on site as well as around the site. This chapter will also include three maps in accordance with guidance, showing the current context of the site as well as illustrating nearby highway infrastructure:
- Regional plan with a scale smaller than 1:15,000;
 - Local context plan with a scale of between 1:2,000 and 1:3,000; and
 - Site boundary plan with a scale of between 1:500 and 1:1,000.

Construction programme and methodology

- 8.11 This section outlines the construction programme and the methodology. It is envisaged that the site will be a medium impact site at most.

Vehicle routing and site access

- 8.12 Maps will show the area around the development site, including a regional plan with the vehicle routes through London highlighted. A second plan will show routes to the site, and a third plan will show the site boundary including the extent of footways, other buildings, cycle lanes and road markings. Vehicle

tracking into and out of the sites will also be included to show the safe manoeuvring of vehicles into and out of the site.

Strategies to reduce impacts

- 8.13 Planned measures are specific techniques that are agreed through the planning process. Planned measures need to be SMART (Specific, Measurable, Agreed, Realistic, Timely), easily interpreted, implemented and monitored.

Estimated vehicle movements

- 8.14 An estimate of the number of predicted trips associated with the construction will be provided.

Implementing, monitoring and updating

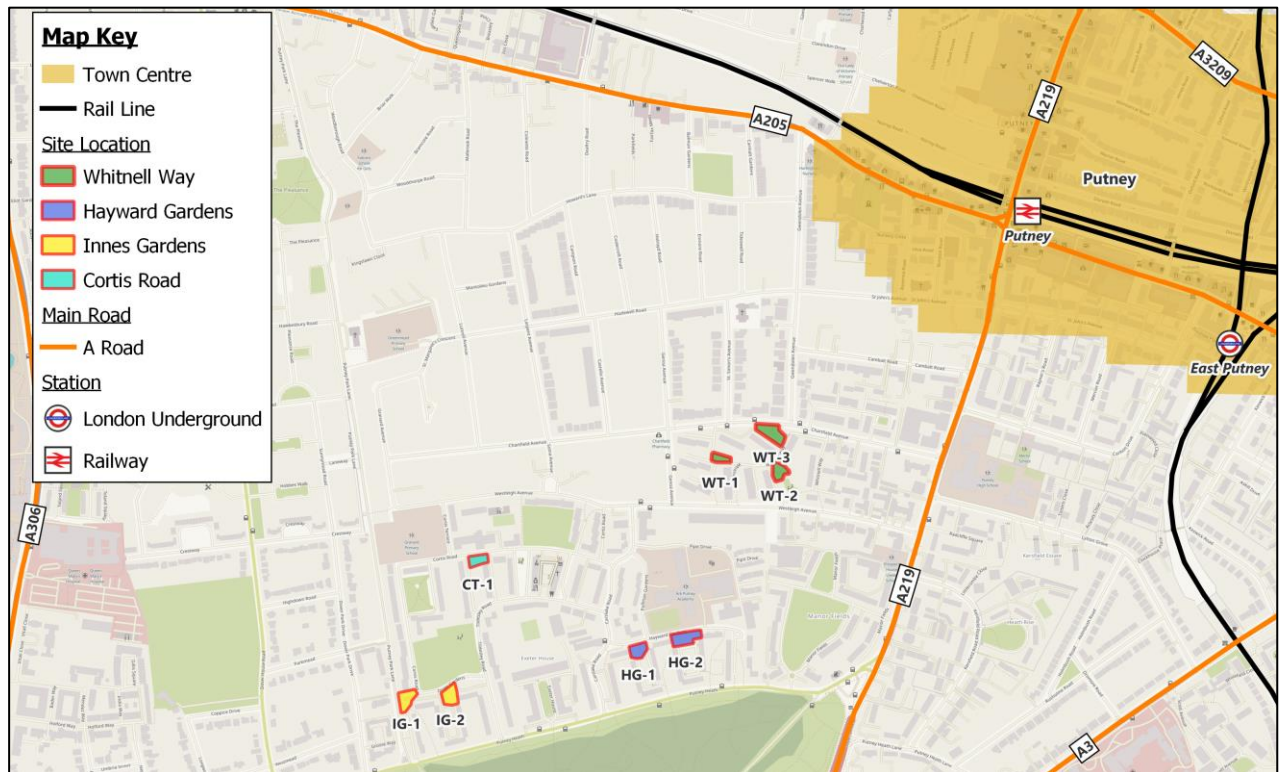
- 8.15 An appointed Construction Logistics Manager will be in charge of implementing the Detailed CLP on behalf of the Contractor. The Detailed CLP should be implemented throughout the construction programme to ensure it is effective. The CLP is expected to be a 'living document' and so should be updated during construction if any significant changes to the scope or programme of construction occur. Within this section the strategy to undertake the implementation, monitoring and updating of the CLP will be set out in high level draft.

APPENDIX A

1 Introduction and Site Context

- 1.1 Transport Planning Associates (**TPA**) has been appointed by Wandsworth Borough Council (**WBC**) to provide transport and highways consultancy services in relation to the emerging development proposals at Ashburton Estate in West Putney, London, SW15 (**the site**).
- 1.2 The site comprises a total of 8 plots of land across 4 locations/roads (Whitnell Way, Hayward Gardens, Innes Gardens and Cortis Road) in Ashburton Estate, within the London Borough of Wandsworth. The residential development proposals are for circa 143 dwellings across the 4 sites.
- 1.3 Each of the development site locations, in the context of nearby A roads, stations and Putney town centre are shown in **Figure 1.1**.

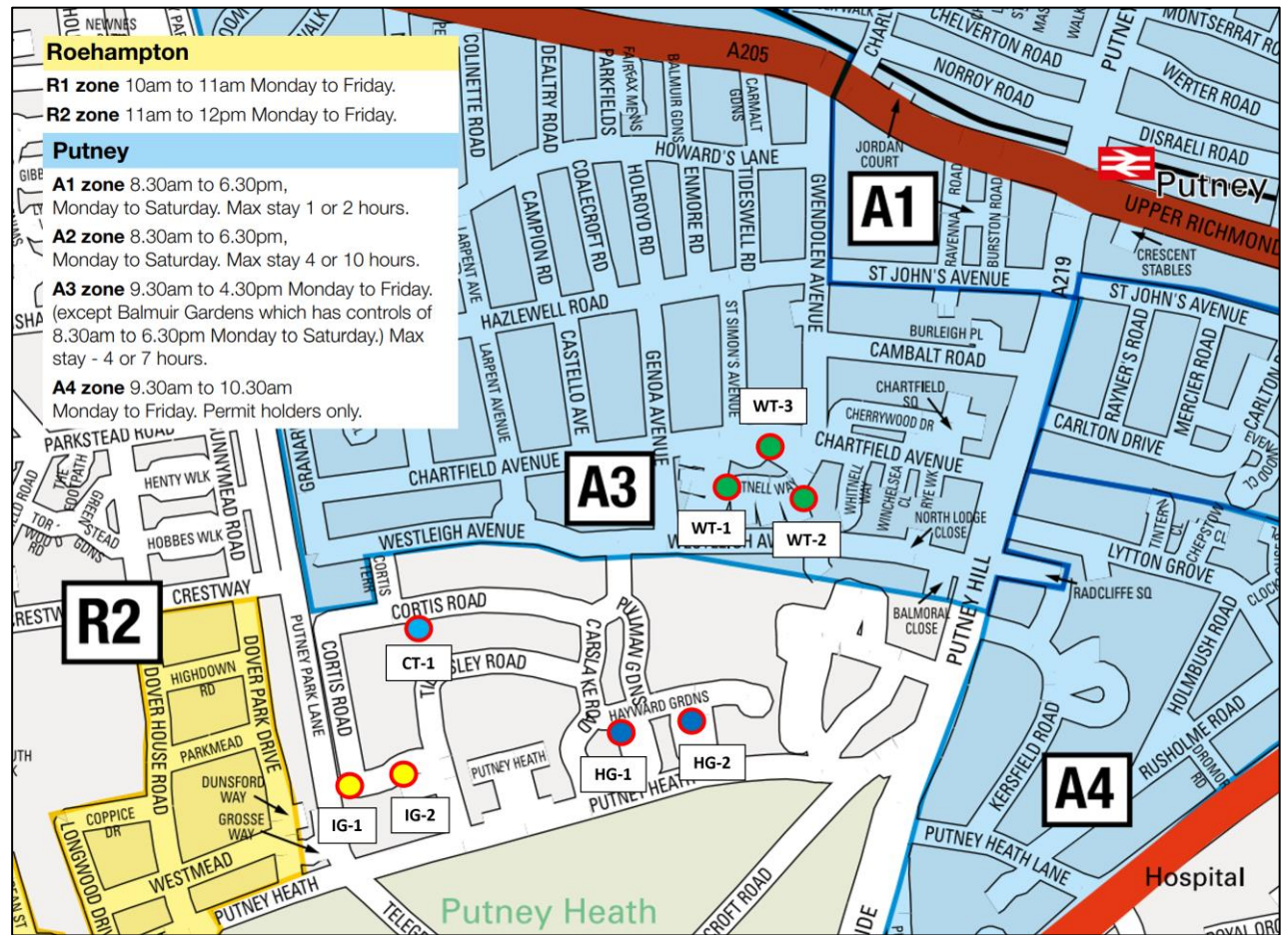
Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.4 In terms of parking restrictions, the plots on Whitnell Way are located within Controlled Parking Zone (CPZ) 'A3', which is subject to parking restrictions between the hours of 9:30am to 4:30pm, Monday to Friday. On Whitnell Way and the adjoining roads, parking bays are subject to permit holder only restrictions.
- 1.5 The remaining five plots are not currently situated within a CPZ, hence future residents of the development cannot currently be restricted from parking here. A plan illustrating the parking restrictions in the vicinity of the site is shown in **Figure 1.2**.

Figure 1.2 CPZ Map

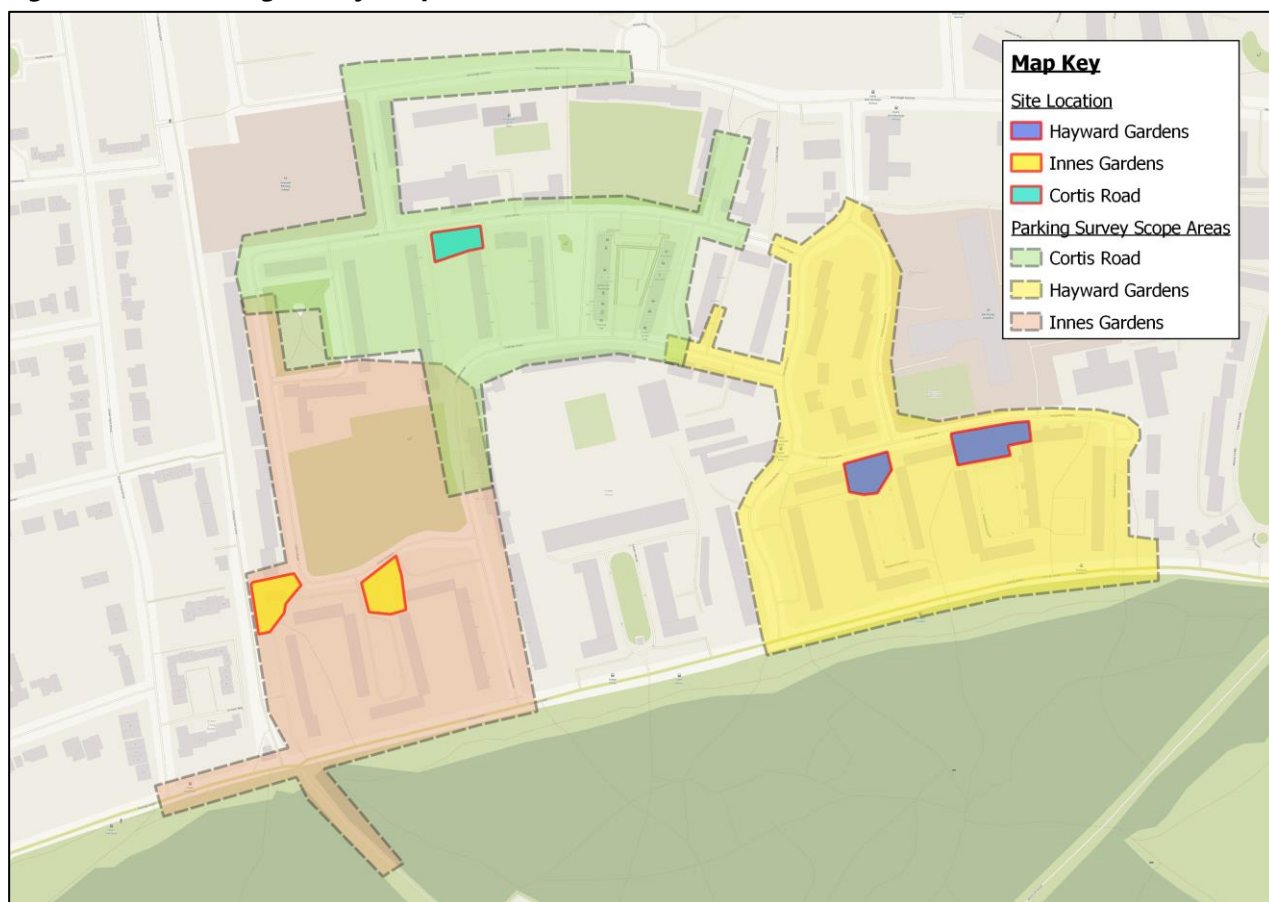


Source: Wandsworth Borough Council

2 Parking Survey Brief

- 2.1 This Briefing Note (**BN**) has been prepared to agree the scope of the parking surveys required to be carried out in support of the development proposals at Ashburton Estate.
- 2.2 The parking surveys will be carried out in accordance with the Lambeth 'parking stress' survey methodology, which we have followed on previous projects in LB Wandsworth. One snapshot survey will be carried out between the hours of 0030-0530 on two separate weekday nights (i.e., Monday, Tuesday, Wednesday or Thursday). Subject to availability, we anticipate carrying out the survey either w/c 12 December or from w/c 9 January onwards (i.e. avoiding the Christmas holiday break and weeks immediately before and after it).
- 2.3 Provided that four separate planning applications will be submitted (representing each site location e.g. Cortis Road), we propose that parking should be only considered within 200m walking distance of each site location in accordance with the Lambeth methodology. The parking survey scope (IG, CT & HG) shown in **Figure 2.1** illustrates 200m survey areas for each site location, which is produced by combining the 200m walking distances from the access points to each plot (e.g., HG-1).

Figure 2.1 Parking Survey Scope – IG, CT & HG



- 2.4 Parking within each site boundary will be captured to calculate the number of parked vehicles displaced by the development proposals and therefore accounted for in the parking stress calculations.
- 2.5 Each survey will be accompanied by an inventory plan and a parking stress table for each of the two nights.
- 2.6 Given that all on-street parking within a 200m walk of the Whitnell Way plots are situated within a CPZ and the site is required to be car-free in accordance with London Plan policy (PTAL 4), parking surveys would not be needed to consider the potential parking demand generated by future residents as there would be zero demand for general parking. However, it may be worthwhile (or necessary) to carry out parking surveys of Whitnell Way if all spaces displaced as a result of the development proposals cannot be re-provided locally (to be confirmed with the architects of the scheme). The potential scope survey scope for Whitnell Way is shown in Figure 2.2 below.

Figure 2.2 Parking Survey Scope – Whitnell Way



Source: © OpenStreetMap contributors

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	JM	GDG	RTBL	05 12 22

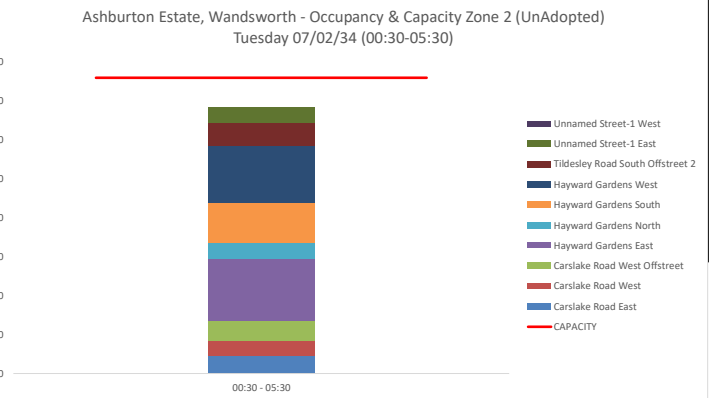
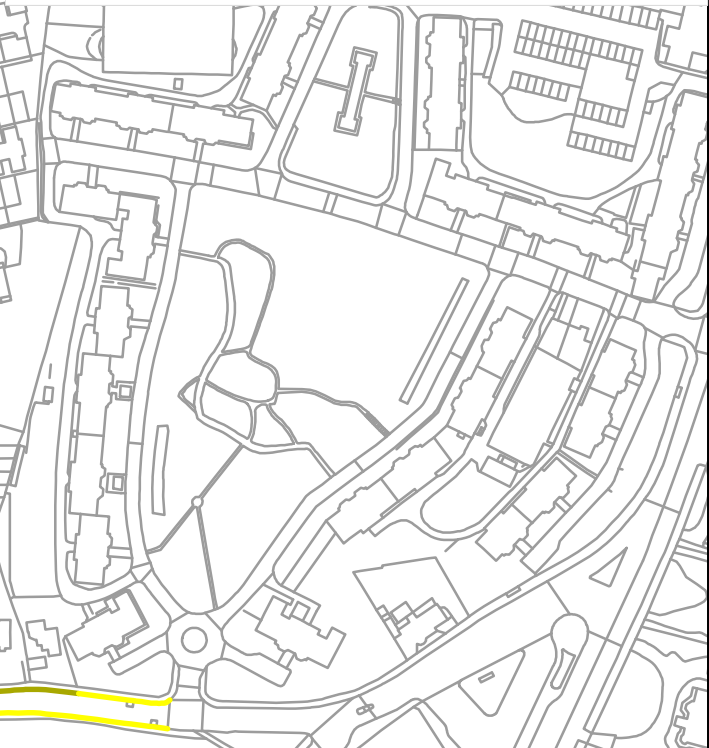
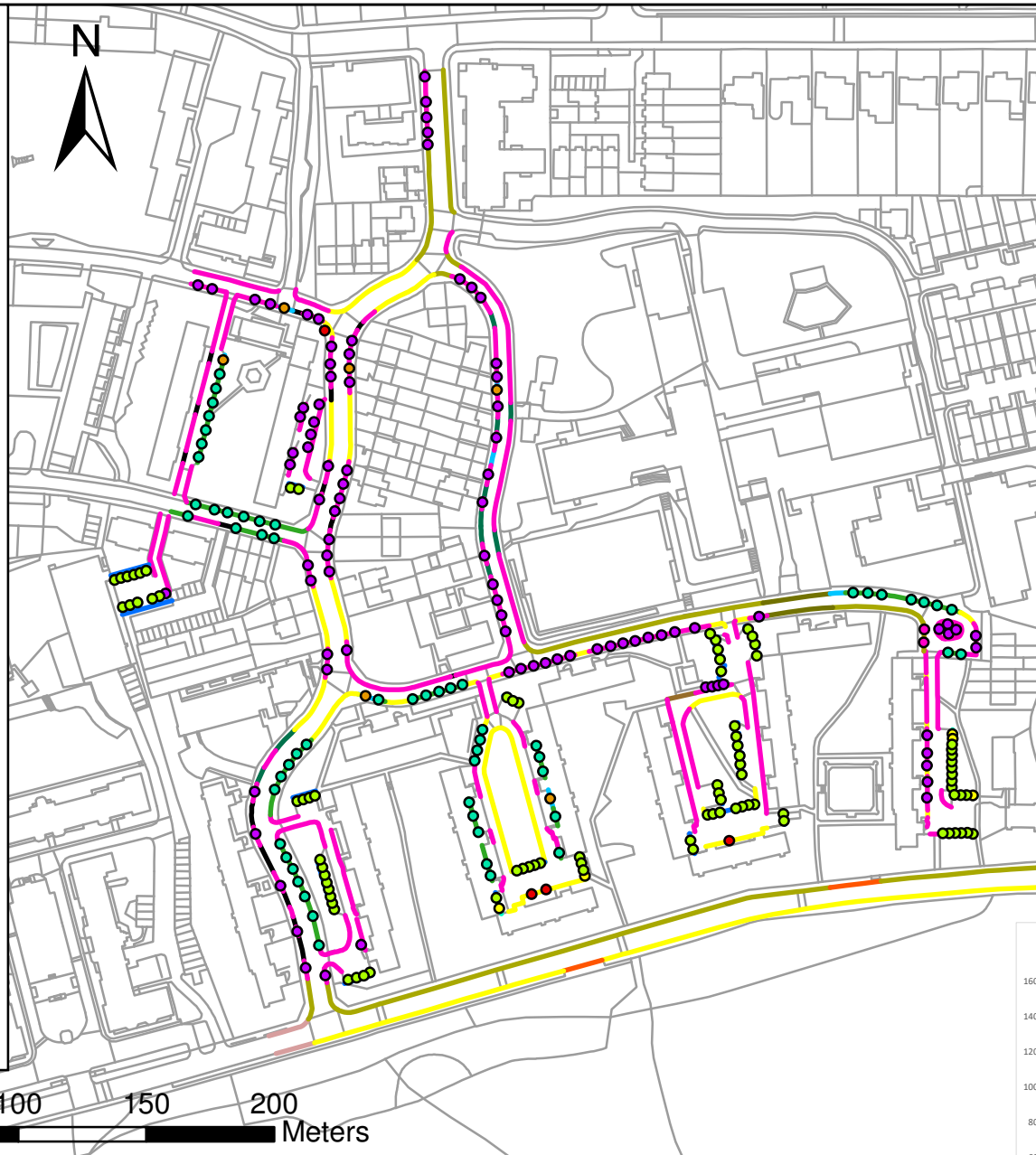
APPENDIX B

Ashburton Estate, Wandsworth - Wednesday 8th February 2023 (00:30 - 05:30)

Occupancy & Capacity (Zone 2 Hayward Gardens)

- Parking Location**
- CLASS**
- Disabled
 - Disabled Nose-In
 - Double yellow lines
 - Dropped Kerb
 - I-Bar
 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
 - Resident Permit Holders
 - Single yellow line
 - Unclassified

- Classified links**
- CLASS**
- Box Junction
 - Bus Stop
 - Car Club
 - Disabled
 - Disabled Nose-In
 - Double yellow lines
 - Dropped Kerb
 - I-Bar
 - Keep Clear
 - Miscellaneous
 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
 - Resident Permit Holders
 - School Keep Clear
 - Single yellow line
 - Unclassified
 - Zig zag



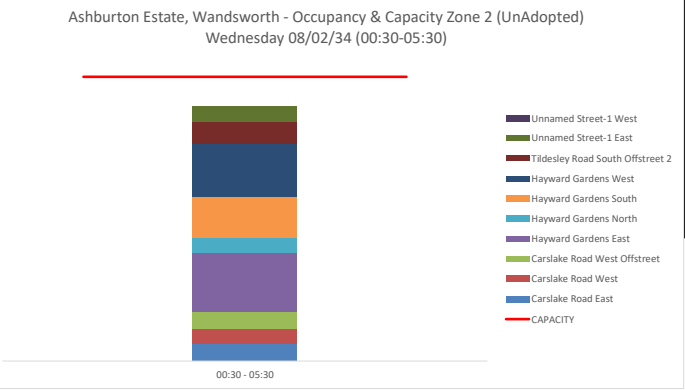
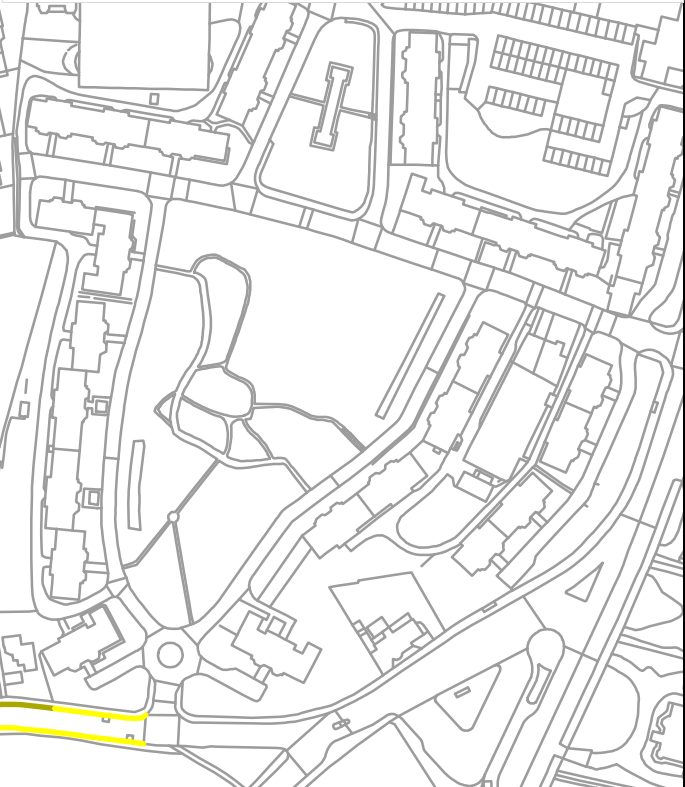
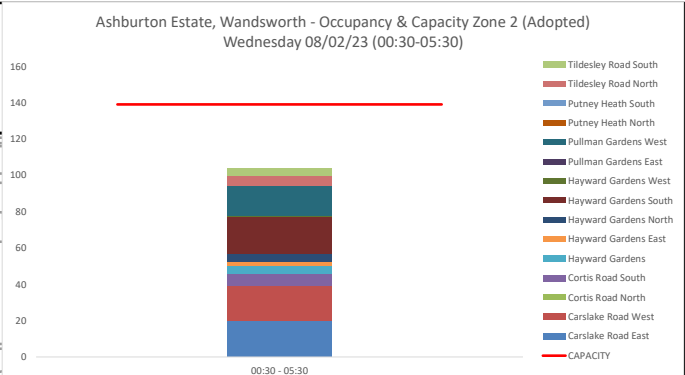
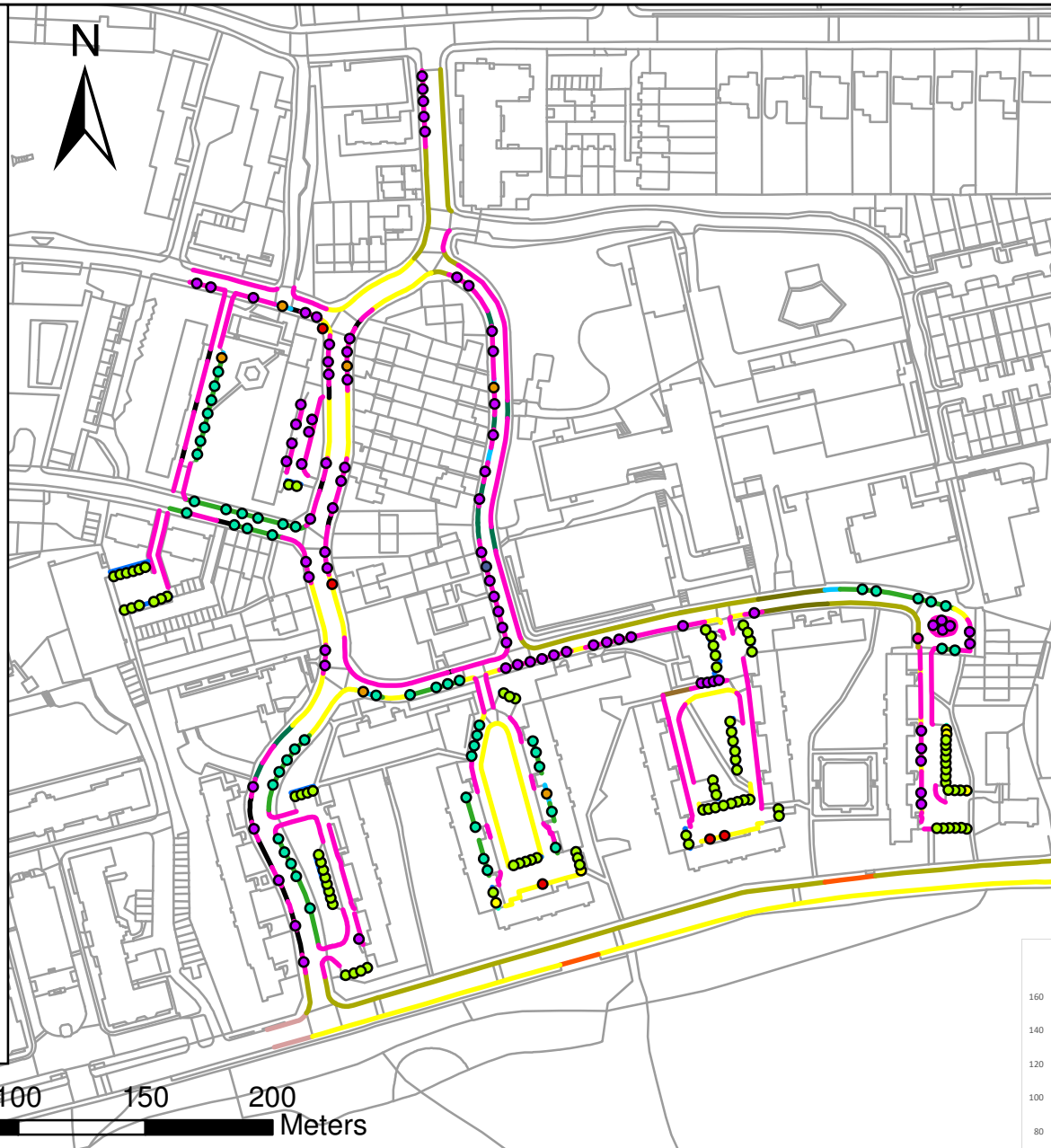
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Ashburton Estate, Wandsworth - Wednesday 8th February 2023 (00:30 - 05:30)

Occupancy & Capacity (Zone 2 Hayward Gardens)

- Parking Location**
- CLASS**
- Disabled
 - Disabled Nose-In
 - Double yellow lines
 - Dropped Kerb
 - I-Bar
 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
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 - Single yellow line
 - Unclassified

- Classified links**
- CLASS**
- Box Junction
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 - Miscellaneous
 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
 - Resident Permit Holders
 - School Keep Clear
 - Single yellow line
 - Unclassified
 - Zig zag

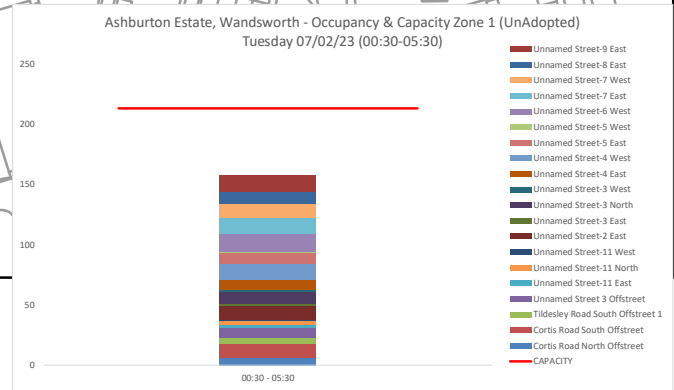
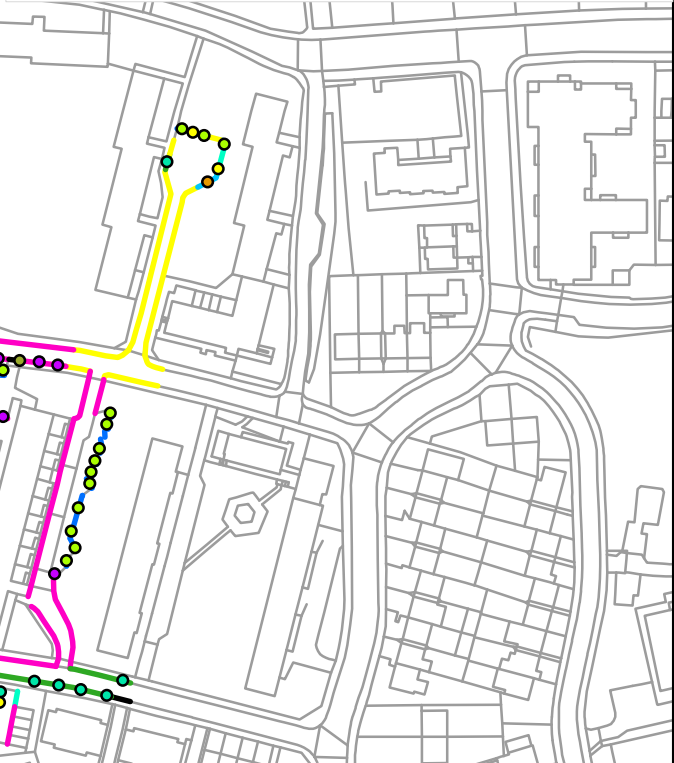
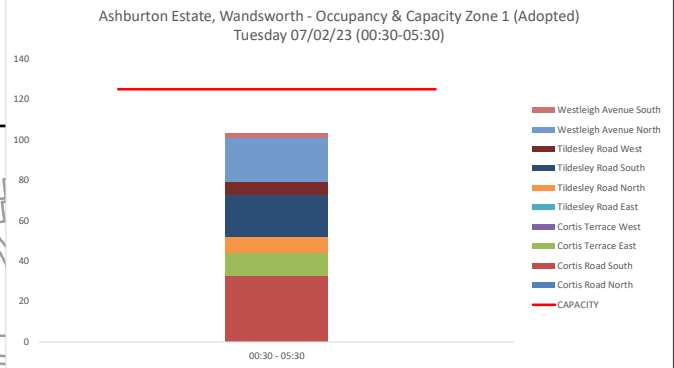
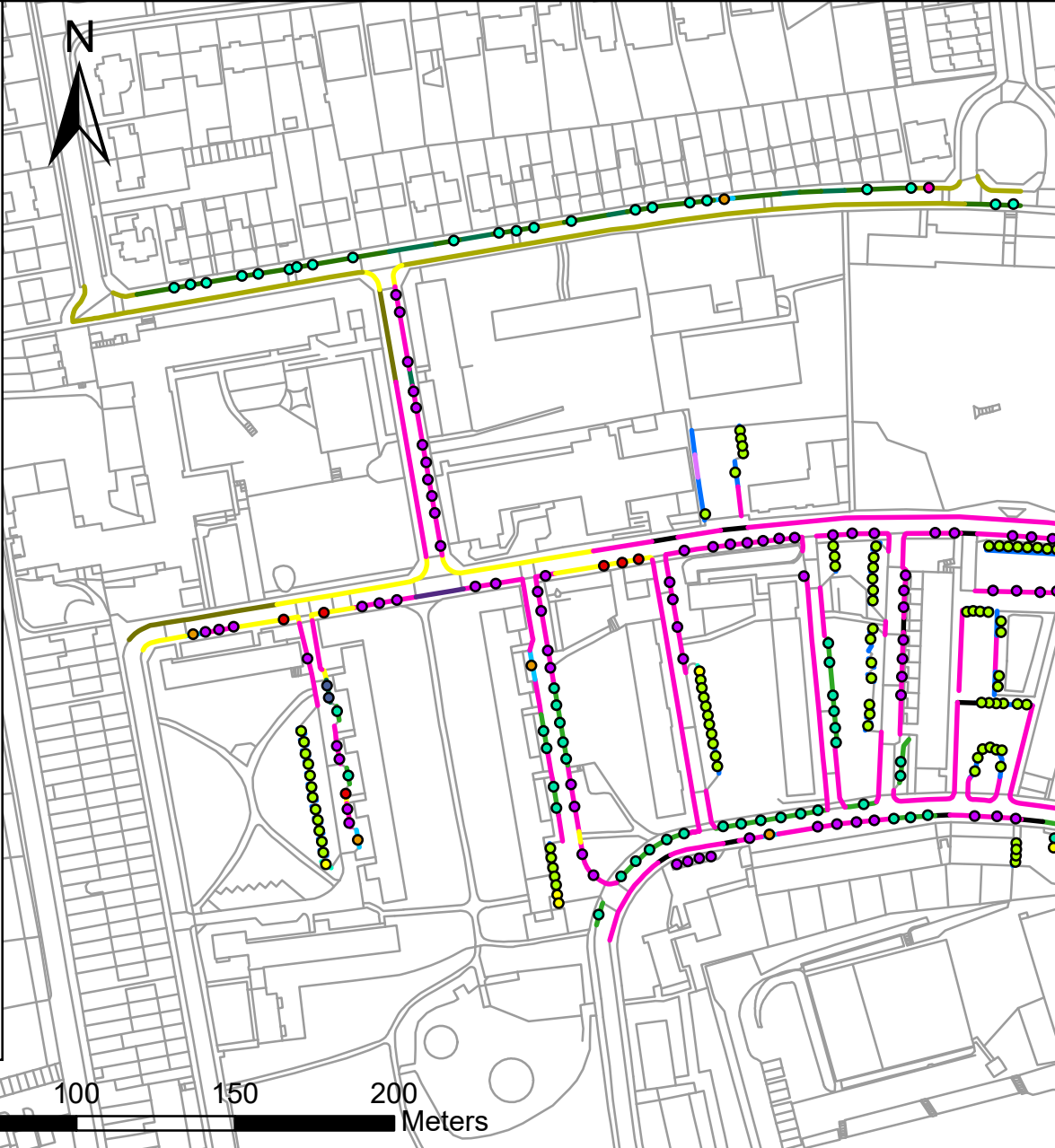


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Ashburton Estate, Wandsworth - Tuesday 7th February 2023 (00:30 - 05:30)

Occupancy & Capacity (Zone 1 Cortis Road)

- Parking Location**
- CLASS**
- Disabled
 - Disabled Nose-In
 - Double yellow lines
 - Dropped Kerb
 - I-Bar
 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
 - Resident Permit Holders
 - Single yellow line
 - Unclassified
- Classified links**
- CLASS**
- Box Junction
 - Bus Stop
 - Car Club
 - Disabled
 - Disabled Nose-In
 - Double yellow lines
 - Dropped Kerb
 - I-Bar
 - Keep Clear
 - Miscellaneous
 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
 - Resident Permit Holders
 - School Keep Clear
 - Single yellow line
 - Unclassified
 - Zig zag

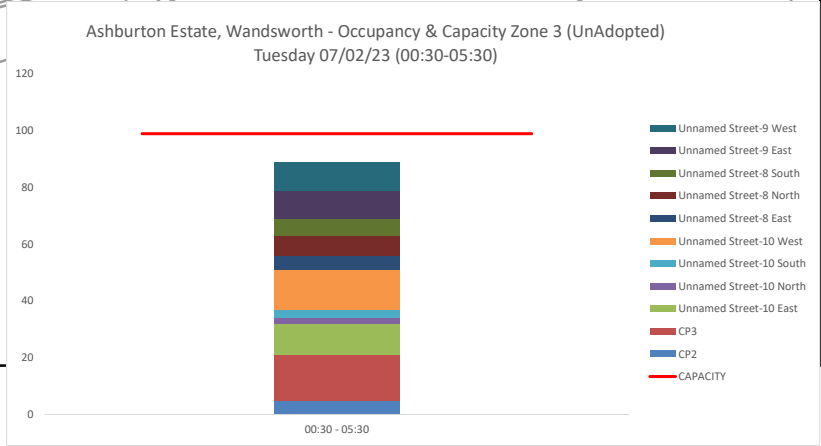
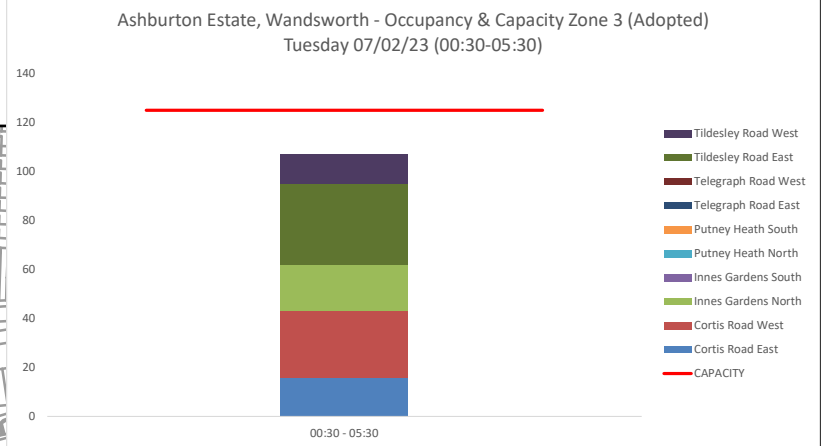
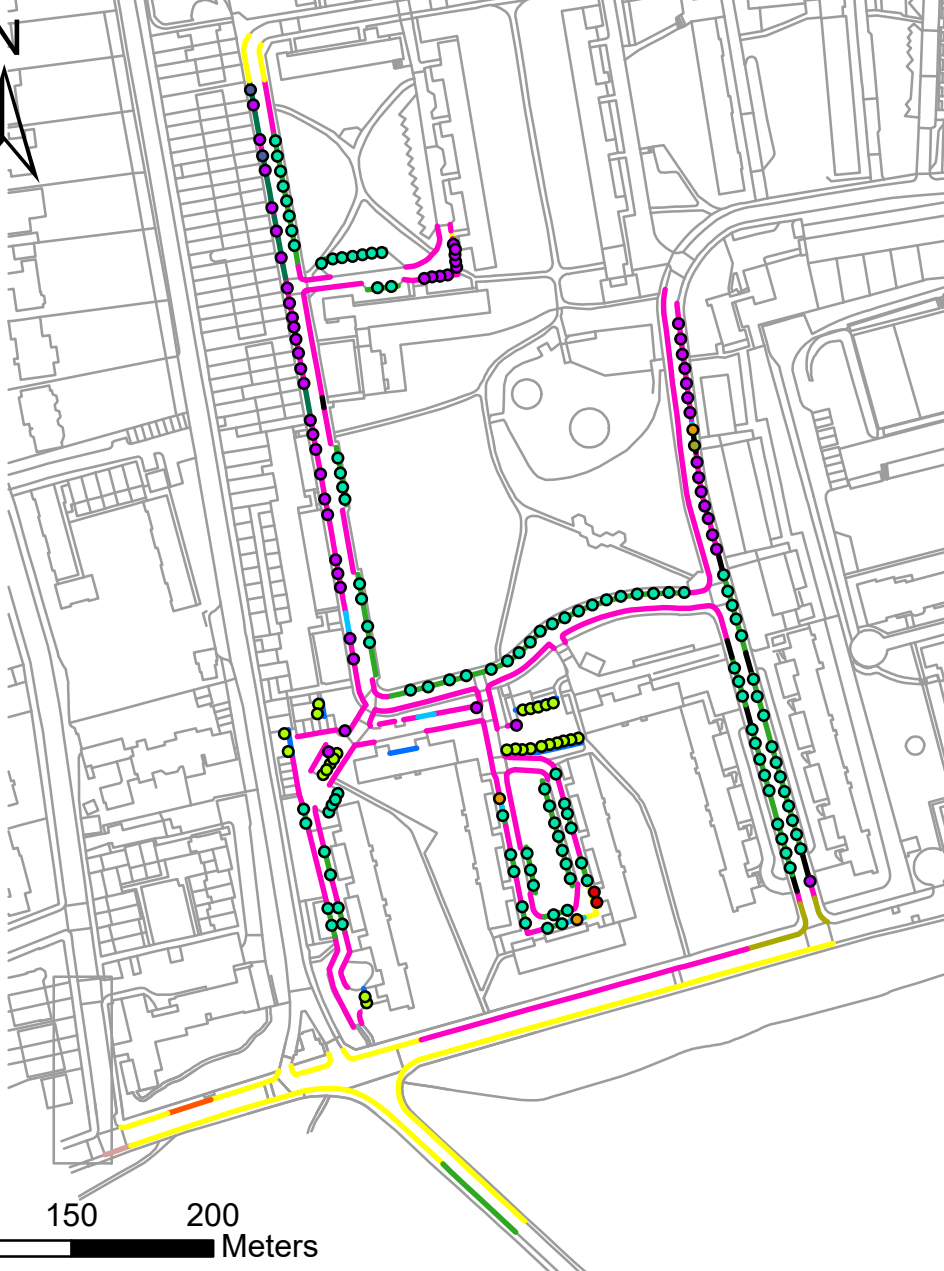


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Ashburton Estate, Wandsworth - Tuesday 7th February 2023 (00:30 - 05:30)

Occupancy & Capacity (Zone 3 Innes Gardens)

- Parking Location**
- CLASS**
- Disabled
 - Disabled Nose-In
 - Double yellow lines
 - Dropped Kerb
 - I-Bar
 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
 - Resident Permit Holders
 - Single yellow line
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 - Car Club
 - Disabled
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 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
 - Resident Permit Holders
 - School Keep Clear
 - Single yellow line
 - Unclassified
 - Zig zag

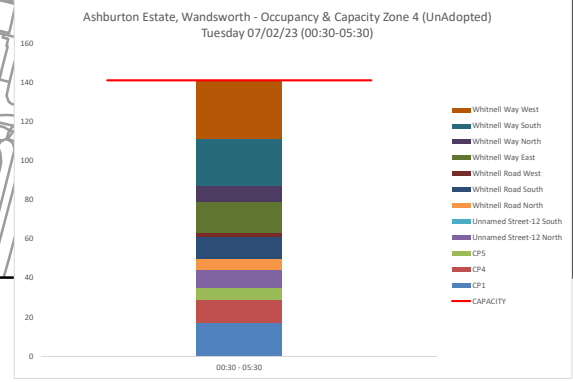
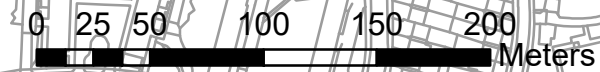


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Ashburton Estate, Wandsworth - Tuesday 7th February 2023 (00:30 - 05:30)

Occupancy & Capacity (Zone 4 Whitnell Way)

- Parking Location**
- CLASS**
- Disabled
 - Disabled Nose-In
 - Double yellow lines
 - Dropped Kerb
 - I-Bar
 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
 - Resident Permit Holders
 - Single yellow line
 - Unclassified
- Classified links**
- CLASS**
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 - Car Club
 - Disabled
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 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
 - Resident Permit Holders
 - School Keep Clear
 - Single yellow line
 - Unclassified
 - Zig zag



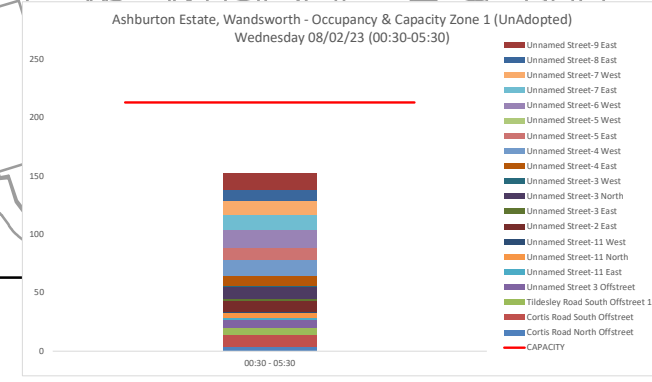
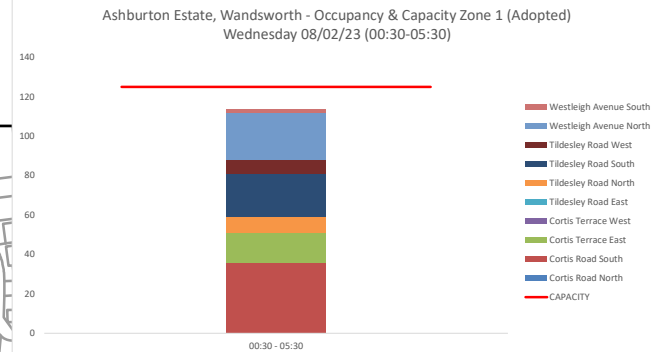
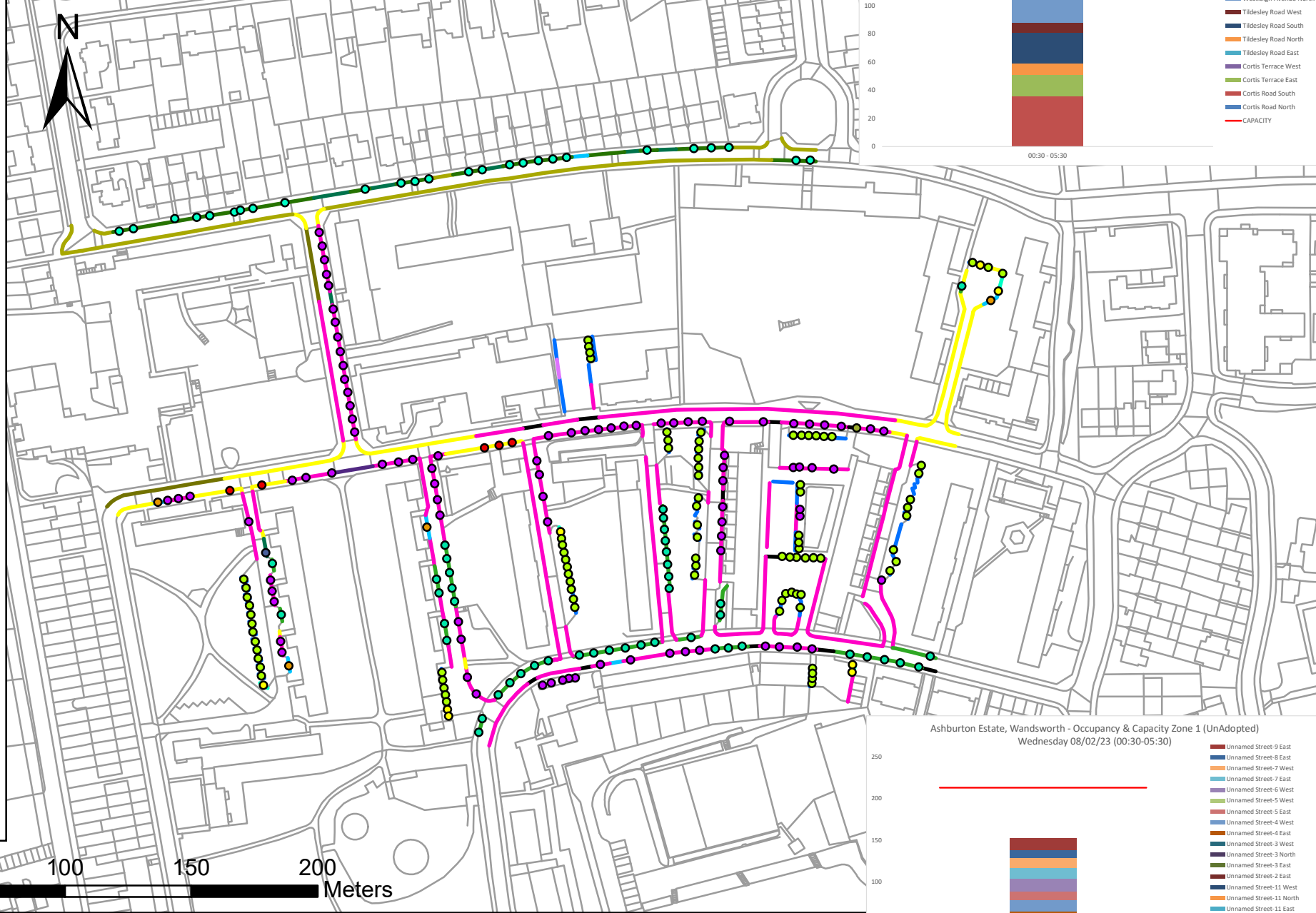
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Occupancy & Capacity (Zone 1 Cortis Road)

- Parking Location**
- CLASS**
- Disabled
 - Disabled Nose-In
 - Double yellow lines
 - Dropped Kerb
 - I-Bar
 - Nose-in Bay
 - Parallel Bay
 - Parallel Bay - CPZ
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 - Single yellow line
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- Classified links**
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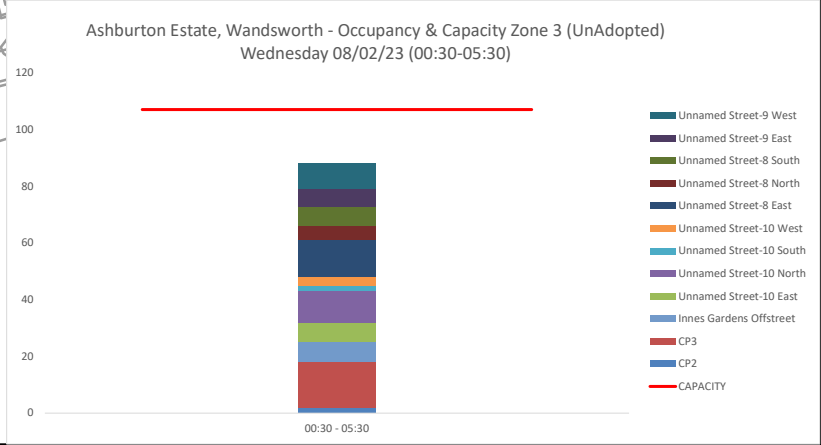
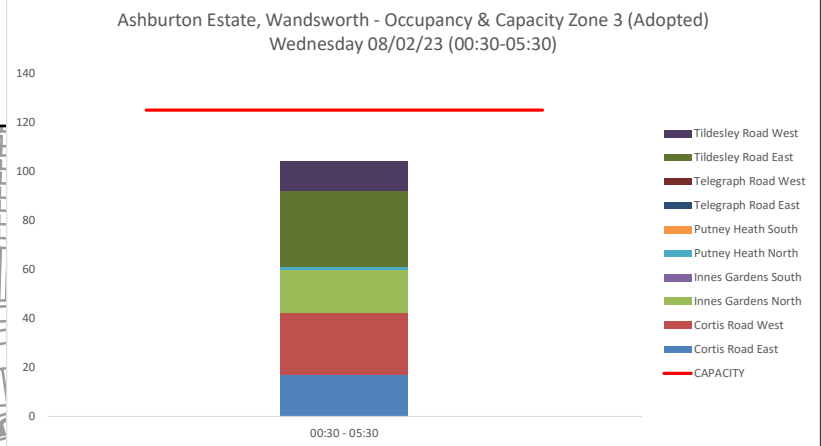
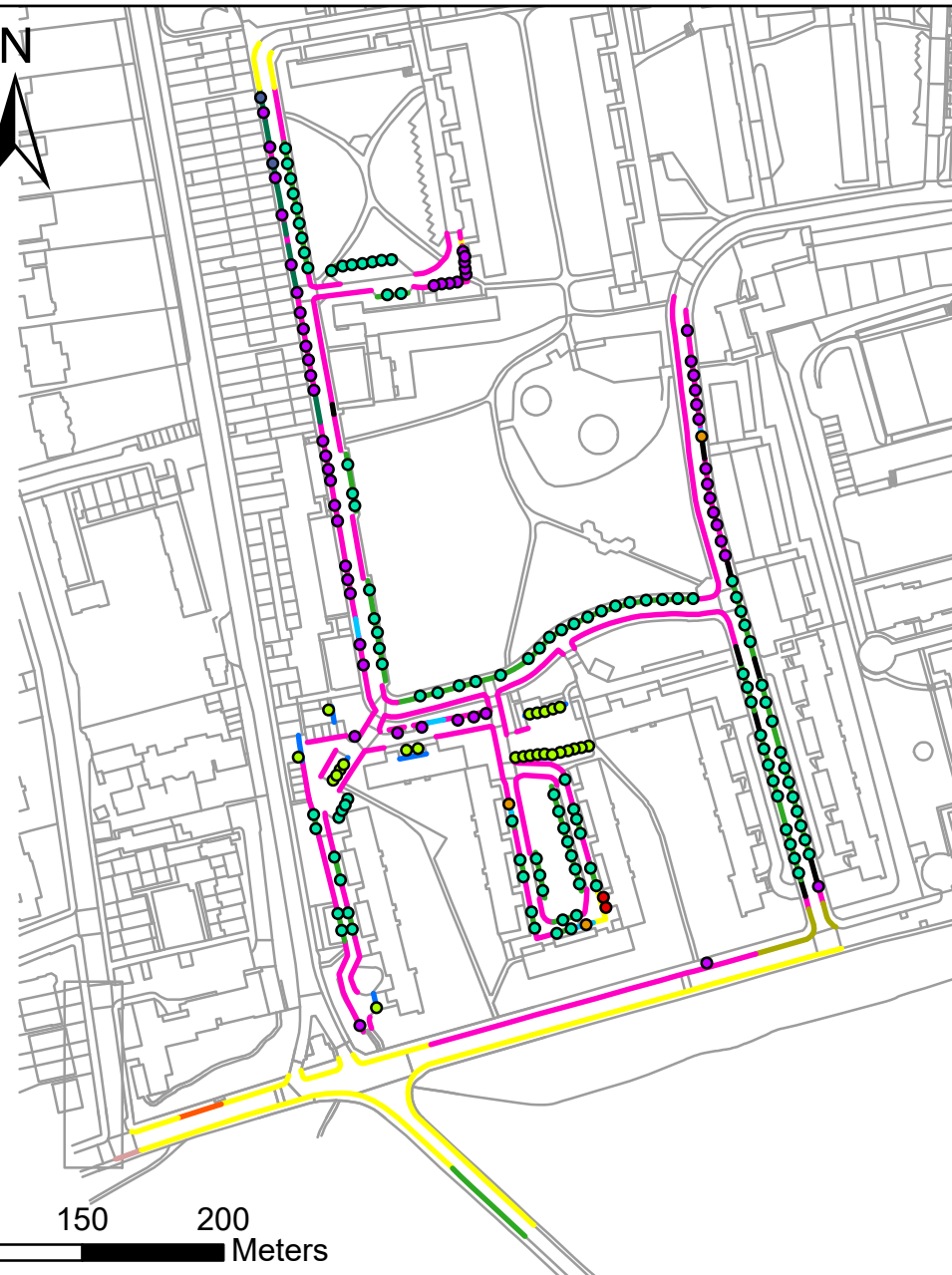


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Occupancy & Capacity (Zone 3 Innes Gardens)

- Parking Location**
- CLASS**
- Disabled
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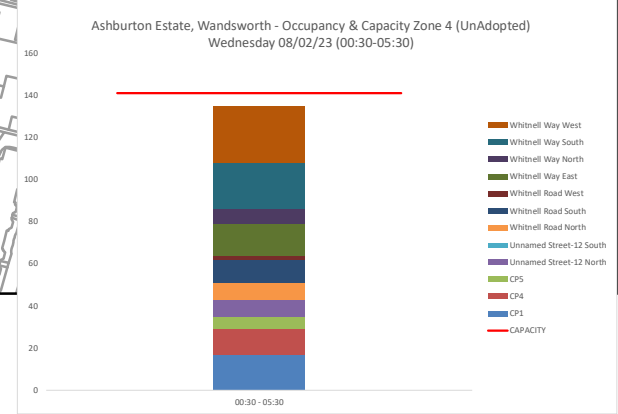
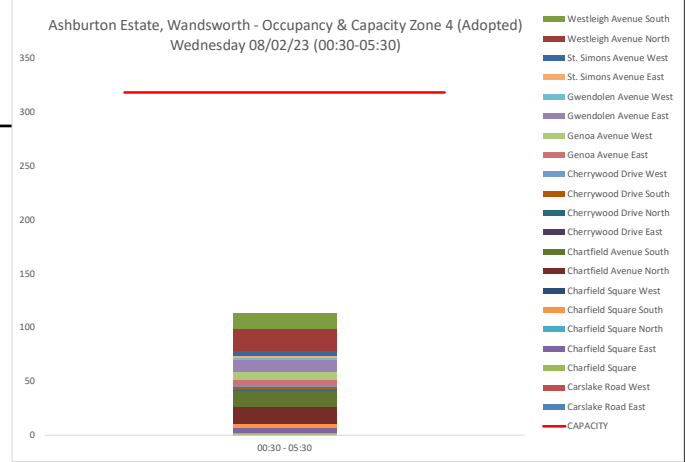


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Occupancy & Capacity (Zone 4 Whitnell Way)

- Parking Location**
- CLASS**
- Disabled
 - Disabled Nose-In
 - Double yellow lines
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ZONE 1		Capacity	Occupied		Stress	
			Night 1	Night 2	Night 1	Night 2
Adopted Roads	Parallel Bays	28	22	23	79%	82%
	Parallel Bays - CPZ	37	22	26	59%	70%
	Unclassified	97	49	58	51%	60%
	SYL	4	1	0	25%	0%
	Disabled	3	3	1	100%	33%
	Illegal	0	6	6	-	-
Unadopted Roads	Parallel Bays	20	20	22	100%	110%
	Nose-In Bays	114	95	86	83%	75%
	Unclassified	79	30	32	38%	41%
	SYL	0	0	0	-	-
	Disabled	8	10	11	125%	138%
	Illegal	0	3	1	-	-

ZONE 3		Capacity	Occupied		Stress	
			Night 1	Night 2	Night 1	Night 2
Adopted Roads	Parallel Bay	81	63	63	78%	78%
	Nose-In Ba	0	0	0	-	-
	Unclassifie	44	40	38	91%	86%
	SYL	6	0	0	0%	0%
	Disabled	2	1	1	50%	50%
	Illegal	0	3	2	-	-
Unadopted Roads	Parallel Bay	40	46	46	115%	115%
	Nose-In Ba	29	26	25	90%	86%
	Unclassifie	38	13	16	34%	42%
	SYL	0	0	0	-	-
	Disabled	3	2	2	67%	67%
	Illegal	0	2	2	-	-

ZONE 2		Capacity	Occupied		Stress	
			Night 1	Night 2	Night 1	Night 2
Adopted Roads	Parallel Bays	44	37	32	84%	73%
	Nose-In Bays	0	0	0	-	-
	Unclassified	95	72	64	76%	67%
	SYL	108	2	1	2%	1%
	Disabled	6	4	4	67%	67%
	Illegal	0	1	3	-	-
Unadopted Roads	Parallel Bays	19	21	20	111%	105%
	Nose-In Bays	87	87	89	100%	102%
	Unclassified	46	19	17	41%	37%
	SYL	0	0	0	-	-
	Disabled	6	7	7	117%	117%
	Illegal	0	3	3	-	-

ZONE 4		Capacity	Occupied		Stress	
			Night 1	Night 2	Night 1	Night 2
Adopted Roads	Parallel Bay	234	56	56	24%	24%
	RPH Bays	83	41	43	49%	52%
	Unclassifie	0	0	0	-	-
	Car Club Ba	1	0	0	0%	0%
	SYL	279	11	13	4%	5%
	Disabled	0	0	0	-	-
	Illegal	0	2	1	-	-
	Unadopted Roads	Nose-In Ba	22	17	17	77%
RPH Bays		119	115	112	97%	94%
Unclassifie		0	0	0	-	-
SYL		0	0	0	-	-
Disabled		4	3	3	75%	75%
Illegal		0	6	3	-	-

APPENDIX C

Calculation Reference: AUDIT-219602-221202-1233

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	EN ENFIELD	1 days
	HA HARROW	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 66 to 160 (units:)
 Range Selected by User: 15 to 339 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/04/22

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

Selected survey days:

Monday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	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	3
------------------	---

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:

C3 3 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

Population within 1 mile:

25,001 to 50,000 1 days

50,001 to 100,000 2 days

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

Population within 5 miles:

500,001 or More 3 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days

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

Travel Plan:

Yes 2 days

No 1 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:

2 Poor 2 days

3 Moderate 1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-D-01 FLOWERS CLOSE DOLLIS HILL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	160	
	Survey date: THURSDAY	26/06/14	Survey Type: MANUAL
2	EN-03-D-01 CHURCHILL COURT EDMONTON	BLOCKS OF FLATS	ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	66	
	Survey date: MONDAY	16/11/15	Survey Type: MANUAL
3	HA-03-D-01 THE MALL KINGSBURY KINGSBURY CIRCLE	BLOCKS OF FLATS	HARROW
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone		
	Total No of Dwellings:	88	
	Survey date: THURSDAY	17/07/14	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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	105	0.032	3	105	0.067	3	105	0.099
08:00 - 09:00	3	105	0.083	3	105	0.201	3	105	0.284
09:00 - 10:00	3	105	0.076	3	105	0.080	3	105	0.156
10:00 - 11:00	3	105	0.080	3	105	0.108	3	105	0.188
11:00 - 12:00	3	105	0.086	3	105	0.067	3	105	0.153
12:00 - 13:00	3	105	0.070	3	105	0.096	3	105	0.166
13:00 - 14:00	3	105	0.038	3	105	0.051	3	105	0.089
14:00 - 15:00	3	105	0.057	3	105	0.067	3	105	0.124
15:00 - 16:00	3	105	0.115	3	105	0.111	3	105	0.226
16:00 - 17:00	3	105	0.086	3	105	0.083	3	105	0.169
17:00 - 18:00	3	105	0.076	3	105	0.061	3	105	0.137
18:00 - 19:00	3	105	0.073	3	105	0.054	3	105	0.127
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.872			1.046			1.918

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

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

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Parameter summary

Trip rate parameter range selected: 66 - 160 (units:)
 Survey date range: 01/01/14 - 20/04/22
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	105	0.000	3	105	0.000	3	105	0.000
08:00 - 09:00	3	105	0.006	3	105	0.010	3	105	0.016
09:00 - 10:00	3	105	0.000	3	105	0.000	3	105	0.000
10:00 - 11:00	3	105	0.003	3	105	0.003	3	105	0.006
11:00 - 12:00	3	105	0.000	3	105	0.000	3	105	0.000
12:00 - 13:00	3	105	0.003	3	105	0.003	3	105	0.006
13:00 - 14:00	3	105	0.000	3	105	0.000	3	105	0.000
14:00 - 15:00	3	105	0.000	3	105	0.000	3	105	0.000
15:00 - 16:00	3	105	0.010	3	105	0.010	3	105	0.020
16:00 - 17:00	3	105	0.003	3	105	0.003	3	105	0.006
17:00 - 18:00	3	105	0.003	3	105	0.000	3	105	0.003
18:00 - 19:00	3	105	0.006	3	105	0.010	3	105	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.039			0.073

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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	105	0.000	3	105	0.000	3	105	0.000
08:00 - 09:00	3	105	0.003	3	105	0.003	3	105	0.006
09:00 - 10:00	3	105	0.000	3	105	0.000	3	105	0.000
10:00 - 11:00	3	105	0.006	3	105	0.003	3	105	0.009
11:00 - 12:00	3	105	0.000	3	105	0.003	3	105	0.003
12:00 - 13:00	3	105	0.003	3	105	0.003	3	105	0.006
13:00 - 14:00	3	105	0.003	3	105	0.003	3	105	0.006
14:00 - 15:00	3	105	0.000	3	105	0.000	3	105	0.000
15:00 - 16:00	3	105	0.006	3	105	0.006	3	105	0.012
16:00 - 17:00	3	105	0.000	3	105	0.000	3	105	0.000
17:00 - 18:00	3	105	0.000	3	105	0.000	3	105	0.000
18:00 - 19:00	3	105	0.000	3	105	0.000	3	105	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	105	0.000	3	105	0.003	3	105	0.003
08:00 - 09:00	3	105	0.000	3	105	0.006	3	105	0.006
09:00 - 10:00	3	105	0.000	3	105	0.000	3	105	0.000
10:00 - 11:00	3	105	0.000	3	105	0.003	3	105	0.003
11:00 - 12:00	3	105	0.003	3	105	0.000	3	105	0.003
12:00 - 13:00	3	105	0.000	3	105	0.006	3	105	0.006
13:00 - 14:00	3	105	0.003	3	105	0.000	3	105	0.003
14:00 - 15:00	3	105	0.000	3	105	0.003	3	105	0.003
15:00 - 16:00	3	105	0.006	3	105	0.010	3	105	0.016
16:00 - 17:00	3	105	0.003	3	105	0.010	3	105	0.013
17:00 - 18:00	3	105	0.010	3	105	0.006	3	105	0.016
18:00 - 19:00	3	105	0.013	3	105	0.000	3	105	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.047			0.085

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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	105	0.022	3	105	0.064	3	105	0.086
08:00 - 09:00	3	105	0.051	3	105	0.169	3	105	0.220
09:00 - 10:00	3	105	0.061	3	105	0.064	3	105	0.125
10:00 - 11:00	3	105	0.054	3	105	0.076	3	105	0.130
11:00 - 12:00	3	105	0.061	3	105	0.045	3	105	0.106
12:00 - 13:00	3	105	0.051	3	105	0.076	3	105	0.127
13:00 - 14:00	3	105	0.029	3	105	0.038	3	105	0.067
14:00 - 15:00	3	105	0.054	3	105	0.061	3	105	0.115
15:00 - 16:00	3	105	0.076	3	105	0.086	3	105	0.162
16:00 - 17:00	3	105	0.076	3	105	0.061	3	105	0.137
17:00 - 18:00	3	105	0.067	3	105	0.048	3	105	0.115
18:00 - 19:00	3	105	0.061	3	105	0.045	3	105	0.106
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.663			0.833			1.496

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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	105	0.006	3	105	0.003	3	105	0.009
08:00 - 09:00	3	105	0.019	3	105	0.010	3	105	0.029
09:00 - 10:00	3	105	0.013	3	105	0.013	3	105	0.026
10:00 - 11:00	3	105	0.013	3	105	0.019	3	105	0.032
11:00 - 12:00	3	105	0.025	3	105	0.019	3	105	0.044
12:00 - 13:00	3	105	0.013	3	105	0.013	3	105	0.026
13:00 - 14:00	3	105	0.006	3	105	0.010	3	105	0.016
14:00 - 15:00	3	105	0.003	3	105	0.006	3	105	0.009
15:00 - 16:00	3	105	0.019	3	105	0.010	3	105	0.029
16:00 - 17:00	3	105	0.006	3	105	0.016	3	105	0.022
17:00 - 18:00	3	105	0.003	3	105	0.013	3	105	0.016
18:00 - 19:00	3	105	0.003	3	105	0.000	3	105	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.129			0.132			0.261

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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	105	0.000	3	105	0.000	3	105	0.000
08:00 - 09:00	3	105	0.000	3	105	0.003	3	105	0.003
09:00 - 10:00	3	105	0.003	3	105	0.003	3	105	0.006
10:00 - 11:00	3	105	0.003	3	105	0.006	3	105	0.009
11:00 - 12:00	3	105	0.000	3	105	0.000	3	105	0.000
12:00 - 13:00	3	105	0.000	3	105	0.000	3	105	0.000
13:00 - 14:00	3	105	0.000	3	105	0.000	3	105	0.000
14:00 - 15:00	3	105	0.000	3	105	0.000	3	105	0.000
15:00 - 16:00	3	105	0.000	3	105	0.000	3	105	0.000
16:00 - 17:00	3	105	0.000	3	105	0.000	3	105	0.000
17:00 - 18:00	3	105	0.003	3	105	0.000	3	105	0.003
18:00 - 19:00	3	105	0.003	3	105	0.000	3	105	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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.*