

Appeal for:

265 Burlington Road  
New Malden  
London  
KT3 4NE

Appeal

LBC Ref 19/P2387  
PINS Ref: APP/T5720/W/20/3250440

Town and Country Planning Act 1990 (as amended)  
Public Inquiry

PROOF OF EVIDENCE  
of  
Richard Lancaster  
On behalf of  
London Borough of Merton

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# 1. Introduction

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## **The Witness**

- 1.1 This document forms the proof of evidence of Richard Lancaster, Partner at PWLC Projects on behalf of the London Borough of Merton.
- 1.2 I hold an undergraduate degree in Geography and a masters degree in Transport Planning & Management.
- 1.3 I have 20 years' experience working within both the public and private sectors, all of which have been in the transport planning, highways and development planning fields.
- 1.4 During my career I have been involved in both the determination and submission of planning applications within both the public and private sector.
- 1.5 I am familiar with the site, the area and the policy context within which it has been considered. I have not previously considered or been involved in any applications associated with this site.
- 1.6 My evidence addresses the traffic and highways impacts of the development proposals upon the safety and efficiency of the local highway network. In particular, it will consider the quantum of development and the inadequate on-site car parking facilities which would place additional pressure upon on-street parking capacity within the area, detrimental to highway safety and the parking amenity of existing residents. It also addresses the impact of the development in relation to its contribution towards exacerbating the potential for local congestion, leading to a motorised vehicle dominant environment, due to the scale of development in a location with a Public Transport Accessibility Level (PTAL) of 2/3.
- 1.7 In the course of my evidence I will make reference to policies in Merton's Core Planning Strategy 2011, Merton Sites & Policies Plan 2014, Merton's New Local Plan 2019, the London Plan 2016, the New London Plan (Intend to Publish

version) 2019 and the National Planning Policy Framework 2019. I do not propose to set out all the relevant development plan policies (a summary of relevant policies is provided in the Statement of Case), as they are matters agreed with the Appellant and set out in the Statement of Common Ground (SoCG).

1.8 In addition to the above documents, I shall be referring to the following documents which are appended to this Proof of Evidence;

- Transport for London's Public Transport Accessibility Level (PTAL) calculator (WebCAT) and Guidance;
- Ward Level Car Ownership data based on 2011 Census;
- Ward Level Journey to Work data based on 2011 Census;
- Lambeth Council Parking Survey Guidance Note;
- Parking Beat Survey undertaken by TrafficWatch on behalf of London Borough of Merton (23<sup>rd</sup> / 24<sup>th</sup> September 2020)
- Stage 1 Road Safety Audit undertaken by TrafficWatch on behalf of London Borough of Merton (September 2020)

1.9 The evidence which I have prepared and provide for this planning appeal PINS Ref: APP/T5720/W/20/3250440 in this proof of evidence is true and I confirm that the opinions expressed are my true and professional opinions. My view is different to the previous transport officer for the appeal and my reasons are set out below.

### **The Appeal Application**

1.10 This appeal is against non-determination of the planning application. The planning application would have been refused by London Borough of Merton for the following reasons if the application had been determined:

1.11 **APPEAL:19/P2387**

*The proposals by reason of the number of units proposed, the location of the main vehicle access coupled with the prevailing intermittent road congestion arising from*

*the operation of the nearby level crossing, and in the absence of a controlled parking zone or other additional parking controls operating locally, would be likely to:*

- *Exacerbate potential for congestion, already prevalent in the vicinity of the application site and at the nearby junction of West Barnes Lane and Burlington Road, precipitated by the level crossing that results in significant queuing, impacting on the road and various junctions and more so at the existing egress to the site, leading to a harmful impact on the overall environment including safety and the efficient operation of the highway network within the vicinity of the appeal site. The proposals would contribute towards a motorised vehicle dominant environment which diminishes the quality of environment for pedestrians and cyclists and does not encourage sustainable modes of movement;*
- *Exacerbate pressure on kerbside parking locally to the detriment of the amenities of existing residents, as a controlled parking zone or other additional parking controls operating locally, could not be implemented unilaterally by the Council as Traffic Authority on the basis of a S106 undertaking, any such proposal being subject to consultation processes and Cabinet member approval and thus any outcome cannot be pre-judged; and*

*The proposals would be contrary to policies 6.3 and 6.10 of the London Plan (2016), Policies CS18 and CS20 of the Merton Core Planning Strategy (2011), and policy DM.T2 of the Merton Sites and Policies Plan (2014).*

1.12 The putative reason to refuse the planning application was taken by Merton's Planning Applications Committee on 13<sup>th</sup> February 2020.

1.13 A SoCG has been issued in June 2020.

1.14 This proof is written on the basis that the legal agreements for the appeal scheme can be agreed and engrossed prior to the Inquiry. The appellant has agreed this position in their SoCG, together with their draft heads of terms. If agreement cannot be reached, the Council will explain and justify its position, through evidence if necessary, with regard to any outstanding matters.

## **2. Site and surroundings**

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2.1 The appeal site and surrounding area are identified and described in the SoCG (section 2, paragraphs 2.1 to 2.10).

## **3. Planning history**

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3.1 Details of the relevant planning history are set out in the SoCG in Section 3 (paragraph 3.1 to 3.9 and Appendix I).

## **4. Description of the appeal development**

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4.1 Details of the appeal schemes are set out in the SoCG in Section 4 (paragraphs 4.1 and 4.25).

## **5. Planning Policy Context**

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5.1 Details of the relevant Planning Policy Context are set out within the SoCG Section 5. The most relevant policies are: the National Planning Policy Framework 2019, paragraphs 108, 109 and 110, the London Plan 2016, policy 6.3, 6.10, 6.13 and Table 6.2 in the Parking Addendum, Merton's Core Planning Strategy 2011 policies CS18 and CS20 and Policy DM.T2 of Merton Sites & Policies Plan 2014. Whilst Policy 6.13 of the London Plan is not included in the putative reason for refusal, it is agreed as relevant in the SOCG. In my view it is relevant to the determination of the appeal.

5.2 In addition, the emerging transport policies in the New London Plan (intend to publish version) 2019 now carry planning weight. Of particular relevance to the transport case are Policy T4 (A) & (B), Policy T6 (A) & (D) and Policy T6.1. Likewise, the emerging transport policies in the New Local Plan: Stage 2

Consultation 2019 carry weight, specifically policies T6.6 (A), (B) and (C) and T6.7 (A) & (B).

### **National Planning Policy Framework 2019**

5.3 With regard to transportation aspects, paragraph 108 states:

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been - taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

5.4 Further, highways safety is covered by paragraph 109 which advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.5 Within this context, applications for development should in accordance with the advice in paragraph 110:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

### **London Plan Policy (2016)**

5.6 Chapter 6, Policy 6.3, 'Assessing the effects of development upon transport capacity' states that development proposals should ensure that impacts on transport capacity and the transport network are fully assessed. Development proposals should not adversely affect safety on the transport network.

5.7 In practical terms, this means ensuring that new developments that will give rise to significant numbers of new trips should be located either where there is already good public transport accessibility with capacity adequate to support the

additional demand or where there is a realistic prospect of additional accessibility or capacity being provided in time to meet the new demand.

- 5.8 Policy 6.13 states that the maximum standards set out in Table 6.2 in the Parking Addendum to Chapter 6 should be the basis for considering planning applications.
- 5.9 The supporting text goes on to state that in developing their residential parking standards in the context of London Plan policy, outer London boroughs should take account of residents' dependency on the car in areas with low public transport accessibility (generally PTALs 0-1). Where appropriate in these locations Boroughs should consider revised standards (which could include minima) and permitting higher levels of provision there than is indicated in Table 6.2, particularly to avoid generating unacceptable pressure for on-street parking. In outer London a more flexible approach for applications may also be acceptable in some limited parts of areas within PTAL 2, in locations where the orientation or levels of public transport mean that a development is particularly dependent on car travel.
- 5.10 Public Transport Accessibility Levels (PTALs) are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases.
- 5.11 Based on Table 6.2 in the London Plan, the development can provide a maximum of 1 car parking space per unit, based on an overall PTAL of 2 - 4, with the site being in an urban location and a density of 199 dwellings per hectare.

### **New London Plan (Intend to Publish) (2019)**

- 5.12 Policy T4 (A) states that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Policy T4 (B) states that transport assessments / statements should be submitted with development proposals to ensure that 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.



- 5.13 Policy T6 (A) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. In addition, Policy T6 (D) states that maximum car parking standards set out in Policy T6.1 should be applied to development proposals and should be used to set local standards within Development Plans.
- 5.14 The residential car parking standards in Policy T6.1 allow for a maximum of 1 car parking space per dwelling in Outer London PTAL 2 and up to 0.75 spaces per dwelling in Outer London PTAL 3.

#### **Merton's Core Planning Strategy (2011)**

- 5.15 Policy CS.20 requires developers to demonstrate that their development will not adversely affect pedestrian and cycle movements, safety, the convenience of local residents or the quality of bus movement and / or facilities, on-street parking and traffic management.

#### **Merton Sites & Policies Plan (2014)**

- 5.16 The policy aim of DM T2 'Transport Impacts of Development' is to ensure that development is sustainable and has minimal impact on the existing transport infrastructure and local environment. Policy (a) states that planning permission will be granted for development proposals provided that they do not adversely impact on the road or public transport networks, safety or congestion, particularly on strategically important routes.

#### **Merton's New Local Plan: Stage 2 Consultation (2019)**

- 5.17 Policy T6.6 states that development should be safe and minimise the impacts on the transport network and the environment. In addition, significant development should ideally be located around town centres or other areas with good connectivity by public transport or be able to demonstrate that planned and funded infrastructure improvements would raise the accessibility level.
- 5.18 In addition, development proposals will be expected to demonstrate their impact on the transport network through a Transport Assessment and adhere to Transport for London Guidance for Planning Applications.
- 5.19 Policy T6.7 states that developments should only provide the level of car parking necessary, taking into account the sites PTAL and local circumstances. Permit

free agreements will be appropriate for developments located in existing controlled parking zones with good connectivity by public transport.

## 6. Assessment of the proposals

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### Putative Refusal reason:

**APPEAL:** *The proposals by reason of the number of units proposed, the location of the main vehicle access coupled with the prevailing intermittent road congestion arising from the operation of the nearby level crossing, and in the absence of a controlled parking zone or other additional parking controls operating locally, would be likely to:*

- *Exacerbate potential for congestion, already prevalent in the vicinity of the application site and at the nearby junction of West Barnes Lane and Burlington Road, precipitated by the level crossing that results in significant queuing, impacting on the road and various junctions and more so at the existing egress to the site, leading to a harmful impact on the overall environment including safety and the efficient operation of the highway network within the vicinity of the appeal site. The proposals would contribute towards a motorised vehicle dominant environment which diminishes the quality of environment for pedestrians and cyclists and does not encourage sustainable modes of movement;*
- *Exacerbate pressure on kerbside parking locally to the detriment of the amenities of existing residents, as a controlled parking zone or other additional parking controls operating locally, could not be implemented unilaterally by the Council as Traffic Authority on the basis of a S106 undertaking, any such proposal being subject to consultation processes and Cabinet member approval and thus any outcome cannot be pre-judged; and*

*The proposals would be contrary to policies 6.3 and 6.10 of the London Plan (2016), Policies CS18 and CS20 of the Merton Core Planning Strategy (2011), and policy DM.T2 of the Merton Sites and Policies Plan (2014).*

6.1 This proof of Evidence deals with a technical review of the appealed planning application and it explains the highways and transport requirements for the

provision of the development proposals. It then goes on to present an assessment of the transport implications of the development which is the subject of this Inquiry in highways and transport terms.

6.2 My evidence relates principally to the highways / transport issues associated with the local highway network impacts. It covers the following matters:

- PTAL (Public Transport Accessibility Level) of the site;
- Inadequate on-site parking provision for residential vehicles;
- Impact on existing on-street car parking capacity;
- Scope for a CPZ (Controlled Parking Zone) in the area;
- Impact upon highway safety and network efficiency;

### **Public Transport Accessibility Levels (PTAL)**

6.3 The first stage in PTAL calculation is to calculate the walking distance from the site (known as the point of interest (POI)) to the nearest bus stops and rail stations (where rail can be taken to also include London Underground, DLR and trams). These stops and stations are known as service access points (SAPs)'. Only SAPs within a certain distance of the POI are included (640m for bus stops and 960m for rail stations, which correspond to a walking time of 8 minutes and 12 minutes respectively at the standard assumed walking speed of 80m/min)

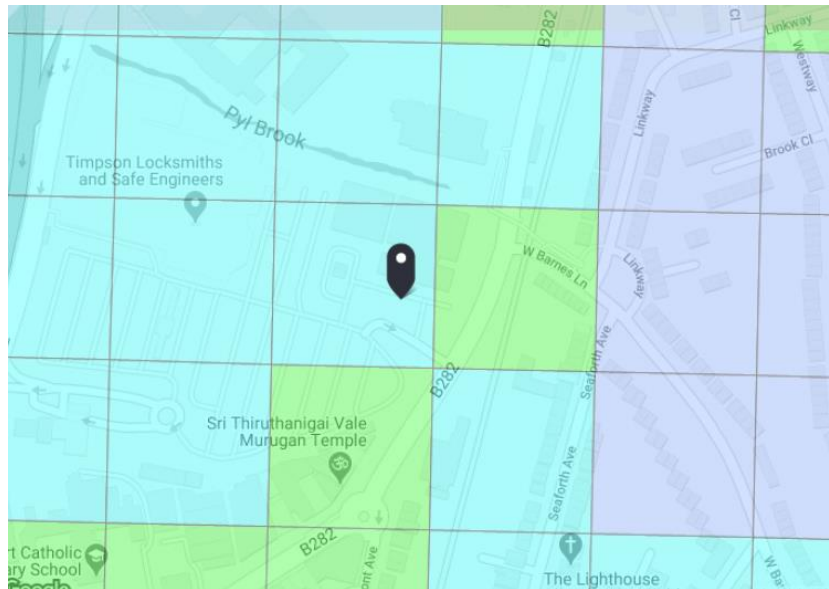
6.4 The next stage is to determine the service level during the morning peak (defined as 0815-0915) for each route serving a SAP. Where service levels differ in each direction on a route, the highest frequency is taken. On railways, a route is generally defined as a service with a particular calling pattern - for example, services on the Piccadilly line from Hammersmith could be divided into two "routes": Cockfosters to Heathrow and Cockfosters to Uxbridge.

6.5 A total access time for each route is then calculated by adding together the walking time from the POI to the SAP and the average waiting time for services on the route (i.e. half the headway). This is converted to an equivalent doorstep frequency (EDF) by dividing 30 (minutes) by the total access time, which is intended to convert total access time to a "notional average waiting time, as though the route were available at the doorstep of the POI".

- 6.6 A weighting is applied to each route to simulate the enhanced reliability and attractiveness of a route with a higher frequency over other routes. For each mode (e.g. bus, Tube, DLR, tram, rail), the route with the highest frequency is given a weighting of 1.0, with all other routes in that mode weighted at 0.5.
- 6.7 Finally, the EDF and the weighting are multiplied to produce an accessibility index for each route, and the accessibility indices for all routes are summed to produce an overall accessibility index for the POI.
- 6.8 This accessibility index (AI) can then be converted to a PTAL grade (1-6) through a banding system (where AIs 0.00-5.00 are PTAL 1, 5.01-10.00 are PTAL 2, etc., up to PTAL 6 for scores of 25 and above).
- 6.9 An interrogation of TfL's (Transport for London's) Planning database, often referred to as WebCAT, confirms that part of the site has a Public Transport Accessibility Level (PTAL) of 2 (poor), whilst other parts of the site have a PTAL rating of 3 (moderate).
- 6.10 The key factor that influences this PTAL rating is whether Motspur Park Railway Station is factored into the PTAL assessment. The parts of the site that have a PTAL rating of 2 are not considered to be within 960 metres (a 12-minute walk) of Motspur Park Station, based on the WebCAT tool, and in this instance the PTAL rating relies on the 4 bus services within 400 metres of the site (including the K5 that generally offers 2 bus services per hour). The overall PTAL Assessment for this part of the site is shown in Appendix 1 with a score of '6.2' based on an access index range for PTAL 2 of between 5.01 – 10.0 as set out on page 2 in Appendix 2 of Transport for London's PTAL Spreadsheet Guide.
- 6.11 Appendix 3 goes on to illustrate the PTAL assessment for the part of the site identified in the TfL WebCAT tool as having a PTAL of 3. As can be seen in Appendix 3, this calculation includes the same bus routes as Appendix 1, but now incorporates Motspur Park Station that is shown to be 950 metres from the site, or just under a 12-minute walk, based on the WebCAT tool. This overall PTAL Assessment is shown in Appendix 3 with a score of 11.38 based on an access index range for PTAL 3 of between 10.01 – 15.0 as set out on page 2 in Appendix 2 of Transport for London PTAL Spreadsheet Guide.

6.12 A visual representation of this information is summarised in Figure 1 below, taken directly from TfL’s WebCAT Tool, with the dark blue colour illustrating a PTAL of 1, the light blue colour illustrating a PTAL of 2 and the green colour illustrating a PTAL of 3.

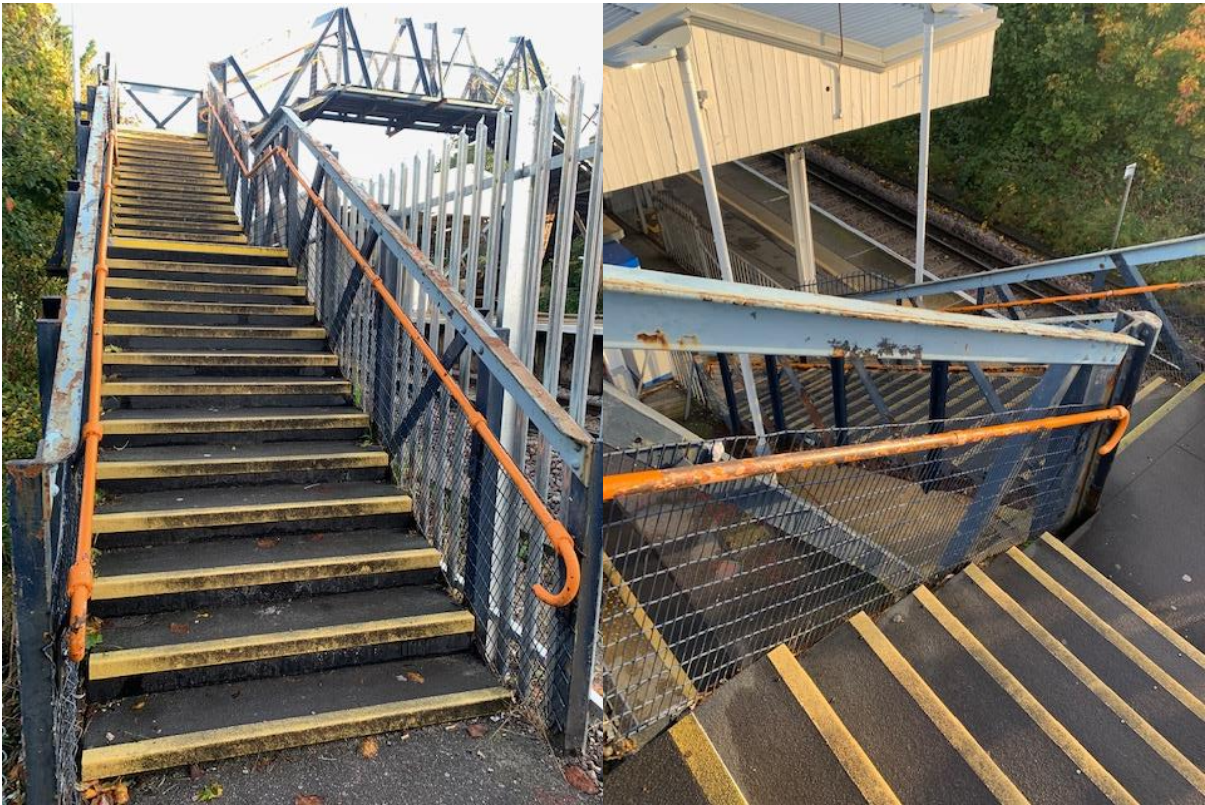
**Figure 1:** PTAL map of site and surrounding area (source: TfL WebCAT Planning Tool)



6.13 One limitation of the WebCAT tool is that it does not take into account factors such as topography and where there is a need to use footbridges, stairs, lifts etc.

6.14 In this particular instance, there will be some additional challenges that will impact upon the walking times to and from Motspur Park Station that are not factored in to the WebCAT PTAL assessment. Firstly, Motspur Park Station does not benefit from step-free access to platform level via the most direct walking route from the site. In order to access the ticket office, ticket machines and platforms it is necessary to walk up two separate flights of steps and back down two separate flights of steps. This creates particular challenges for anybody with mobility issues and will come at the end of a 12 minute walk for people walking from the site to the station. The access constraints of the station are illustrated in Figure 2 below with the pictures showing the four flights of stairs:

**Figure 2:** Stairs to access Motspur Park Station



6.15 Residents within the development will also need to use stairs or lifts when departing / accessing their residential unit from 1<sup>st</sup> floor level or above when walking to / from the station. In addition, the walk to the station along Claremont Avenue is not flat, with the brow of the hill within close vicinity to the junction of Belmont Avenue / Claremont Avenue.

6.16 In summary, whilst the site has a PTAL rating of 2 / 3 based on Transport for London's WebCAT tool, it should be acknowledged that access to Motspur Park Station is not straightforward. Firstly, the walk to the station, based on the PTAL methodology, is on the upper limit of what Transport for London consider to be an acceptable walk distance to a station. In addition, the additional challenges and time impacts at the start, during and end of the journey associated with the need to use stairs / lifts within the development, the topography of Claremont Avenue and the requirement to use 4 flights of stairs within Motspur Park Station, create a challenging journey that is likely to dissuade some residents from using this public transport option. Residents with mobility issues, young children and the elderly are likely to be particularly impacted by these additional factors.

6.17 The challenges identified with the levels of public transport in the area, particularly in relation to station access, are expected to increase the overall dependence on the private car for residents of the development, contributing towards a vehicle dominated environment. This is in conflict with the Policy Aim of DM.T2 of the Merton Sites and Policies Plan (2014), emerging New Local Plan (2019) policy T6.6 and elements of the London Plan Policies referenced in Chapter 5 of this proof of evidence.

### **Car Parking Provision**

6.18 With regard to parking provision provided on-site, the residential component of the development proposes 456 residential units, with 220 car parking spaces. This is a parking ratio of 0.48 car parking spaces per unit.

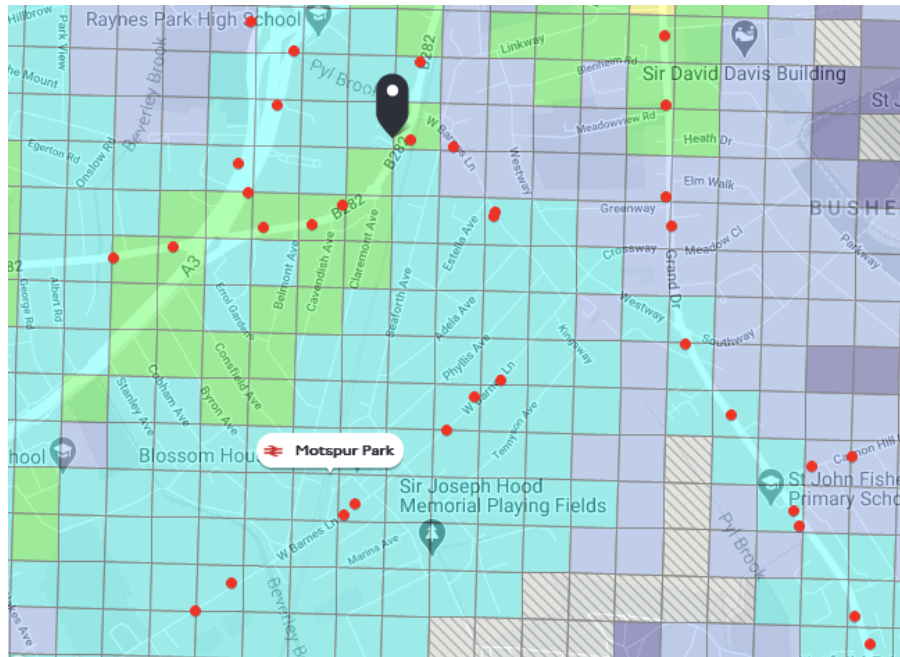
6.19 The London Plan would allow for a maximum of 1 space per unit, based on an overall PTAL of 2 - 4, the site being in an urban location and a density of 199 dwellings per hectare. Merton's Local Planning policies relate directly to the London Plan parking standards.

6.20 Whilst these are maximum standards, it is important to note that the development proposes parking standards considerably below this overall 'maximum'. For example, applying the London Plan standard of up to 1 space per unit would mean that the application could provide up to 456 off-street car parking spaces. The development is proposing 236 car parking spaces below this 'maximum'.

6.21 Interrogating the most recent Census data on car ownership for the West Barnes Ward indicates that the area is characterised by relatively high levels of private car ownership, which is not surprising given the fact that much of the Ward is characterised by Public Transport Accessibility levels of 1 - 3, as can be seen in Figure 3. The Car Ownership outputs from the Census data for West Barnes Ward have been included in Appendix 4.



**Figure 3: PTAL map of West Barnes Ward and surrounds (source: TfL WebCAT Planning Tool)**



6.22 Taking the car ownership levels from the 2011 Census and applying these to the 456 residential units in the development would result in the development generating 497 residential vehicles that require a car parking space

6.23 Whilst the appellant has provided some degree of transport mitigation as part of the proposals (car club bays, cycle parking, a financial contribution to increase one of the bus services by one bus an hour, a contribution towards crossing improvements on Burlington Road) there is still a huge disparity between car ownership levels that have been replicated elsewhere in the Ward and the proposals for this site. The difference between the proposed on-site parking provision (220 car parking spaces) and the anticipated levels of parking based on Ward Census car ownership data (497 residential vehicles) is 277 vehicles. Whilst it is acknowledged that 25% of the units within the development contain 1-bedroom, the fact that the site has a PTAL rating of 2 – 3 based on TfL’s WebCAT tool, along with the fact that residents will be faced with some additional physical challenges accessing Motspur Park Station not factored into the PTAL calculations, compounds these issues and is likely to contribute towards a motorised vehicle dominant environment.

## Car Parking Surveys

6.24 To support the planning application the appellant conducted car parking surveys. These were included in Section 5.3 in the original Transport Assessment, submitted as part of the planning application. At the time of determination of the planning application the Council did accept the survey which showed that there was on-street parking capacity in the area. Unfortunately a flaw in this data has been recognised that is likely to have resulted in a misinterpretation of the evidence by the Local Authority when they originally assessed the planning application.

6.25 Paragraph 5.3.5 in the appellant's Transport Assessment states:

*'It is generally accepted that a parking occupancy level of 90% or more represents an area of 'parking stress'. In the vicinity of the 265 Burlington Road site, the surveys identified that the observed parking demand is between 78.4% and 81.1% which is below the 90% threshold and therefore indicates that there is spare on-street parking capacity available in the vicinity of the site.'*

6.26 Unfortunately the appellant's Transport Assessment did not differentiate between restricted and unrestricted parking stress levels, as is required by the Lambeth Parking Survey Methodology, guidance from which the appellant's Transport Assessment claims to have followed at paragraph 5.3.1. A copy of the Lambeth Parking Survey Methodology has been included at Appendix 5.

6.27 For example, Cavendish Road is included in a Controlled Parking Zone and it would not be possible for residents associated with the proposed development to utilise this road for residential parking. In addition, West Barnes Lane has resident permit holder only bays and bays with restricted time limits (up to 4 hours). Capacity and parking from both of these roads has been incorporated in the appellants parking survey results included in the Transport Assessment.

6.28 It is also noted that in paragraph 7.10.23 of the Council's Committee Report the following comments are made:

*'It is noted that the Council's Transport Planner has advised that the introduction of a new Controlled Parking Zone (CPZ) is not warranted in neighbouring residential roads due to the availability of parking in the surrounding area.'*

- 6.29 However, the failure by the appellant to differentiate between restricted and unrestricted car parking stress has resulted in the existing parking capacity constraints in the area not being fully understood.
- 6.30 Due to the limitations with the appellants parking survey, the Council commissioned an independent parking stress survey, undertaken by TrafficWatch, in accordance with the Lambeth Parking Survey Methodology, on 23<sup>rd</sup> and 24<sup>th</sup> September 2020. This survey covered exactly the same roads as the appellant's original parking survey. A copy of the Parking Survey is included in Appendix 6.
- 6.31 In summary, the appellant was purporting overnight parking stress levels of between 78.4% and 81.1%. Removing the restricted parking survey data from these results would have increased the overall unrestricted parking stress figures. Whilst further information in relation to the data that sits behind the original parking survey results in the Transport Assessment has been requested from the appellant's team prior to the completion of this Proof of Evidence, this has not been forthcoming.
- 6.32 The parking survey commissioned by London Borough of Merton in September 2020, undertaken in accordance with the Lambeth Parking Survey Methodology, has identified overall parking stress levels (restricted and unrestricted parking) in the area of between 82.8% and 87.7%, with unrestricted parking stress levels of between 89.4% and 91.8%. As can be seen, the combined restricted and unrestricted results across both nights in this area are more than 5% less than the unrestricted parking stress results.
- 6.33 To summarise the unrestricted parking survey results, 304 vehicles were parked in unrestricted locations on 23<sup>rd</sup> September 2020 and 296 vehicles parking in unrestricted locations on 24<sup>th</sup> September 2020, based on an overall unrestricted parking capacity of 331 spaces. It should also be noted that Claremont Avenue, the only road within 200 metres of the site on the west side of the railway line with unrestricted parking spaces has overnight unrestricted parking stress levels of between 94.5% and 101.4%.
- 6.34 Whilst the Council has refused the application on the basis of its potential to exacerbate pressure on kerbside parking locally to the detriment of the amenities

of existing residents, it is fundamentally important to note that the issue of existing overnight residential parking stress has also been under-estimated as part of the appellant's planning submission. The appellant's original Transport Statement stated that parking stress within the area is '*below the 90% threshold.*' The most recent parking surveys have shown this is not the case, with average unrestricted parking stress levels across both nights of 90.6%, along with average unrestricted parking stress levels cross both nights on Claremont Avenue of 98%.

### **On-street car parking Impact Associated with the Development**

6.35 As stated in 6.23, there is significant difference between the level of off-street car parking that the appellant is proposing as part of the development and the levels of car ownership that are taking place in the local area based on Ward Census information.

6.36 The transport planning method of looking to contain the number of off-street car parking spaces in order to encourage sustainable travel behaviour are acknowledged and understood. However, in this instance given:

- The quantum of development - 456 residential units;
- The low parking ratio of 0.48 - 220 car parking spaces;
- The site PTAL of 2 /3 (poor – moderate);
- The additional constraints identified in relation to accessing Motspur Park Station; and
- The lack of parking controls on residential streets within the vicinity of the site to protect existing residents from residential over-spill parking associated with the new development

it is considered that the development would result in a severe impact on the parking capacity of the roads in the area, causing significant impact to the amenity of existing residents. This would be contrary to policies 6.3 and 6.13 of the London Plan (2016), policies T6 (A & D) of the New London Plan (Intend to Publish 2019), Policy CS20 of the Merton Core Planning Strategy (2011), policy

DM.T2 of the Merton Sites and Policies Plan (2014) and Policies T6.6 (A & B) and Policy T6.7 (A) of the New Local Plan (2019).

6.37 Based on the unrestricted parking stress levels described in paragraph 6.33, it would only take 27 additional vehicles on 23<sup>rd</sup> September 2020 and 35 additional vehicles on 24<sup>th</sup> September 2020 to increase overall unrestricted parking stress levels to 100%. The parking survey covers a wide area in this part of the borough and the parking surveys have not factored in other committed developments in the area they may add to parking stress levels.

6.38 One example of a committed development is the residential scheme being built opposite the site, Albany Lodge, 300 Burlington Road. This development contains 41 residential units and 25 car parking spaces (0.61 car parking spaces per unit), so it is reasonable to expect a certain level of on-street residential parking could also be generated by developments such as this.

6.39 Overall, the appellants' proposals will result in a severe impact on the parking capacity of the residential streets in the area, which, in turn, would impact upon the safety and efficiency of the local highway network and have a detrimental impact on residential amenity in these locations. This is because there is simply nowhere near enough parking capacity for the number of additional residential vehicles that will be generated by the development.

6.40 The lack of on-site car parking capacity within the development will inevitably result in vehicles circumnavigating the area looking for parking spaces and having to park in locations that will compromise highway safety and efficiency i.e. on double yellow lines, close to junctions / street furniture on sections of single yellow lines that are not conducive to regular parking. This will be a particular issue during the evening / overnight period for two key reasons:

- The evening / overnight period is generally the period of maximum residential car parking accumulation. The majority of residential vehicles will be or will have returned to the area to their residence to park overnight. There will also be far less parking turn-over at this time (i.e. people moving their vehicles) compared to the daytime period;
- It is during the evening / overnight period that drivers are likely to be more inclined to exploit parking controls, given the general lack of parking

enforcement outside of the daytime period. In the event that there is no unrestricted space available in the area, people will be forced to park in compromised locations, impacting highway safety and efficiency. At the current time this is unlikely to regularly occur, as the residential parking situation is close to reaching the capacity ceiling, but hasn't breached it yet.

6.41 Examples of such locations within close vicinity of the site are shown as follows:

**Figure 4:** Junction of Burlington Road / Claremont Avenue



6.42 In the above locations, vehicles are generally parking in close vicinity to the junction during the day and in the overnight period. Further parking pressure is likely to result in vehicles seeking to park in the overnight period closer to this junction on the waiting restrictions.

**Figure 5: Junction of Claremont Avenue / Belmont Avenue**



6.43 The above junction is currently protected by double and single yellow lines to maintain safe access and turning arrangements for large vehicles. Again, further parking pressure is likely to result in vehicles seeking to park closer to this junction during the overnight period.

**Figure 6: Belmont Avenue**



6.44 The section of Belmont Avenue within close vicinity of the junction with Claremont Avenue has a pronounced bend and is currently protected by single yellow line

waiting restrictions. Additional parking pressure will increase the incidence of vehicles parking in this location, potentially compromising highway safety and efficiency.

**Figure 7:** Junction of Belmont Avenue / Cavendish Avenue



6.45 Additional parking pressure will increase the incidence of vehicles parking closer to the junction of Belmont Avenue / Cavendish Avenue during the overnight period, potentially compromising highway safety and efficiency.



**Figure 8:** Burlington Road – Image 1 to the north of the site and image 2 to the south of the site



6.46 Additional parking pressure will increase the incidence of vehicles parking overnight on Burlington Road.

### **Scope for a Controlled Parking Zone**

6.47 The Council's reason for refusal references that a Controlled Parking Zone (CPZ) or additional controls operating locally, could not be implemented unilaterally by the Council as Traffic Authority on the basis of a Section 106 undertaking, as any such proposal would be subject to consultation processes and Cabinet member approval and thus any outcome cannot be pre-judged.

6.48 In any situation, for residents to be supportive of the introduction of a CPZ it is reasonable to assume that the benefits (for example, ease of parking) outweigh the disbenefits (for example, cost of a CPZ permit). In this situation, the most recent car parking surveys have already shown that unrestricted overnight parking stress levels are in excess of 89% for the area on both nights and in excess of 94% specifically on Claremont Avenue on both nights.

- 6.49 New CPZ's must be designed and implemented in accordance with the Traffic Signs, Regulations and General Directions (TSRDG). Car parking bays must be marked out based on a minimum dimensions, vehicle crossovers typically require protection with single yellow lines and junctions require minimum lengths of yellow line protection before parking bays can commence. The inevitable result of these measures is a reduction in overall residential car parking capacity when compared to a non-CPZ parking scenario.
- 6.50 Given that unrestricted parking stress levels have been shown to be close to the '90% threshold' based on the Council's recently commissioned parking survey, there would appear to be limited benefits for residents in supporting a CPZ, given that this will inevitably result in a reduction in overall car parking capacity in the area and increased challenges with finding a parking space.
- 6.51 In the unlikely event that a CPZ is supported at some point in the future by residents of the streets subject to the parking survey, it still will not solve the problems. The development will still have a situation where the parking demand far exceeds the off-street car parking capacity. Vehicles will still have to find somewhere to park that is likely to push the problem further afield to other areas. This could include people potentially parking illegally in the Tesco car park. Policy T6.7 (B) of the New Local Plan 2019 cannot be applied to the development proposals.
- 6.52 These reasons increase the onus on the appellant to design a scheme that can create a more appropriate balance between the number of residential units and car parking spaces to ensure the residential parking demand generated by the development can be contained wholly within the site.
- 6.53 In summary, given the quantum of the development, the low parking ratio, the PTAL of 2/3, the already high levels of parking stress in the area and lack of parking controls, together with the significant risks associated with residents supporting a future CPZ, it is considered that the proposals would be contrary to the Policy Aim of DM.T2 of the Merton Sites and Policies Plan (2014), Policy CS 20 (d) of Merton's Core Planning Strategy (2011), Policies T6.6 (A & B) and Policy T6.7 (A) of the New Local Plan (2019), London Plan Policies 6.3 (A), and 6.13 (C) and New London Plan policies T6 (A) and (D).

## **Vehicle Access and Highway Safety Impacts**

- 6.54 There is concern that the proposals will have a harmful impact on the overall environment within the vicinity of the site, including the safe and efficient operation of the highway network.
- 6.55 As explained in the previous sections relating to the parking impact of the scheme, the combination of the size of the development, the reduced level of on-site car parking and the PTAL rating of 2 /3 is expected to contribute towards a motorised vehicle dominant environment which diminishes the quality of the environment for pedestrians and cyclists and fails to encourage sustainable modes of movement.
- 6.56 Within previous paragraphs I have explained that parking stress levels are already high in the area and a modest increase in on-street car parking stress will lead to demand outstripping capacity and forcing vehicles to park in locations that will compromise highway safety and efficiency.
- 6.57 Along with the identified parking related issues, the section of Burlington Road within the vicinity of the site is already car dominated, particularly during peak periods. The site is adjacent to a busy level crossing managed by CCTV, which causes significant local congestion when the barrier is down. In particular long queues can back up on each approach when inward and outward train arrival times do not coincide and the barrier is held down for an extended period. This includes past the application site, where the presence of a pelican crossing and all movement access currently serving as a secondary exit from the Tesco superstore site and existing business units impacting the efficient movement of traffic. The queuing impacts also affect other nearby junctions, such as the mini roundabout at the junction of Claremont Avenue.
- 6.58 As part of the appellant's planning submission they have included chapters that cover baseline highway conditions, trip generation and an operational analysis of the highway network. Within the Planning Applications Committee Report, the following text is included:

*“The trip generation analysis presented indicates that the proposed residential dwellings will be expected to generate 79 (AM) and 65 (PM) vehicle trips, with*

*the proposed commercial uses generating a further four vehicle trips, per peak hour.*

*The existing office use would be expected to generate in the order of 27 and 30 vehicular trips in the AM and PM peak hours respectively, should the permitted use of the site be brought back into operation.*

*The net trip generation of the proposals would therefore be 56 (AM) and 39 (PM) vehicles respectively, which equates to less than one additional vehicular trip being generated per minute in either peak hour.”*

6.59 Whilst part of the putative reason for refusal in relation to transport relates to the development exacerbating the potential for local congestion and a vehicle dominated environment, it is also apparent that the appellant has underestimated the highway impacts associated with the scheme as part of their Transport Assessment.

6.60 The key reason for this relates to section 6.27 within the appellant’s Transport Assessment. Whilst the overall person trips associated with the development of 259 trips in the AM peak and 213 trips in the PM peak (derived from the TRICS database) are not disputed, the methodology of assigning these trips to transport modes is.

6.61 In 6.27 the appellant’s Transport Assessment states that the overall *“forecast trip levels have been applied to the mode share derived from Census (2011) data for the Ward in which the site is located. A summary of this information is presented below....”*

6.62 The main issue is that the Journey to Work Census data (2011) for the West Barnes Ward has been misinterpreted in the Transport Assessment that has resulted in the proportion of residents of the development using the train or underground being over-represented and the proportion of people using the car being under-represented. A copy of the Ward-based outputs from the Census website is included in Appendix 7. Table 1 below provides a summary of this information:

West Barnes Ward - Method of Travel to Work (Census 2011)	Number of People (2011 Census)	Percentages based on 2011 Census	Percentages based on the Appellant's Transport Assessment (6.2.7 - Table 6.3)	Difference between Appellant's Transport Assessment and Ward Census data (%)
Underground / Train	2019	41.8%	51.0%	9.2%
Bus	395	8.2%	8.0%	-0.2%
Taxi	24	0.5%	0.0%	-0.5%
Motorcycle / Scooter	72	1.5%	0.0%	-1.5%
Driving a car / van	1705	35.3%	30.0%	-5.3%
Passenger (car / van)	97	2.0%	0.0%	-2.0%
Bicycle	179	3.7%	4.0%	0.3%
Walking	305	6.3%	7.0%	0.7%
Other	35	0.7%	0.0%	-0.7%
	4831	100%	100.0%	0.0%

**Table 1: Development Modal Split Comparisons**

6.63 To summarise Table 1, the proportion of trips using rail / underground associated with the new development have been over-estimated by 9.2%, with those driving a car underestimated by 5.3%, those using a motorcycle / scooter underestimated by 1.5%, those using a taxi underestimated by 0.5% and those travelling as a car passenger underestimated by 2%. It should be noted that at the time of determination of the application, the Council did accept the modal split percentages put forward by the applicant.

6.64 The first critical issue with this is that the Transport Assessment modal split percentages have been used to inform the operational assessments of the junctions. The reality is that this work, based on an agreed methodology with the Local Authority, was undertaken with flawed base data that underestimated the number of vehicle trips to and from the site.

6.65 The second critical issue is that the headline numbers associated with the modal split of journeys to and from the site, and the net increase in vehicle trips associated with the development, have been used as part of the determination of the planning application and have been incorporated directly in the Planning Applications Committee Report. The reality is that, despite an agreed assessment methodology being in place, the proportion of car trips to and from

the site has been underestimated by a minimum of 5.3% (not accounting for the impact of trips by motorbikes, scooters, taxis and people leaving as car passengers that were not acknowledged in the appellant's Transport Assessment).

- 6.66 The appellant's Transport Assessment has already identified that the Burlington Road / Claremont Avenue junction will experience increased issues of queuing as a result of the development. The 2021 'without development' and 'with development' scenarios already show that the ratio of flow to capacity (RFC) at the junction exceeds the recommended threshold of 85%. For example, based on the appellant's flawed traffic data, on Burlington Road southbound in the AM peak, associated queuing is shown to increase from 5.8 Passenger Car Units (PCU's) to 10.2 PCU's based on 'without development' and 'with development' 2021 scenarios.
- 6.67 Once the RFC of a junction exceeds 100%, as it has in the above 2021 'with development' scenario, traffic issues become more severe, as the junction does not have the opportunity to clear and queuing continues to build. If accurate traffic data had been input into the model, to accurately reflect Ward based car ownership levels, the queuing issues would have been shown to be higher, adding to local congestion and a vehicle dominated environment.
- 6.68 The same issues can be applied to the junction of West Barnes Lane and Burlington Road. Whilst this has been more challenging to assess using traditional traffic modelling techniques, the impacts of the level crossing on local congestion and vehicle dominance are clear, particularly when the level crossing barrier is down for long periods during network peaks. The appellant has shown that their scheme will add further vehicles on to the network during peak periods. The flawed assessment approach means that these issues have been underestimated and the scheme will add further to local congestion and vehicle dominance than has been predicted at the time of determination of the planning application.
- 6.69 In summary, the proposed development will further contribute to local congestion and vehicle dominance, over and above the information submitted by the appellant at the planning application stage. Subsequently, it is considered that

the proposals would be contrary to the Policy Aim of DM.T2 of the Merton Sites and Policies Plan (2014), Policy CS 20 (d) of Merton's Core Planning Strategy (2011), New Local Plan (2019) policies T6,6 (A & C), London Plan Policy 6.3 (A) and New London Plan policies T4 (A) and (B).

6.70 Whilst a Stage 1 Road Safety Audit, commissioned by the Council and undertaken by TrafficWatch in September 2020 (see Appendix 8), has indicated that there are no significant highway safety issues associated with the use of the proposed vehicle access to the site, it does not diminish the importance of the points made in relation to the parking, congestion and amenity impacts associated with the scheme.

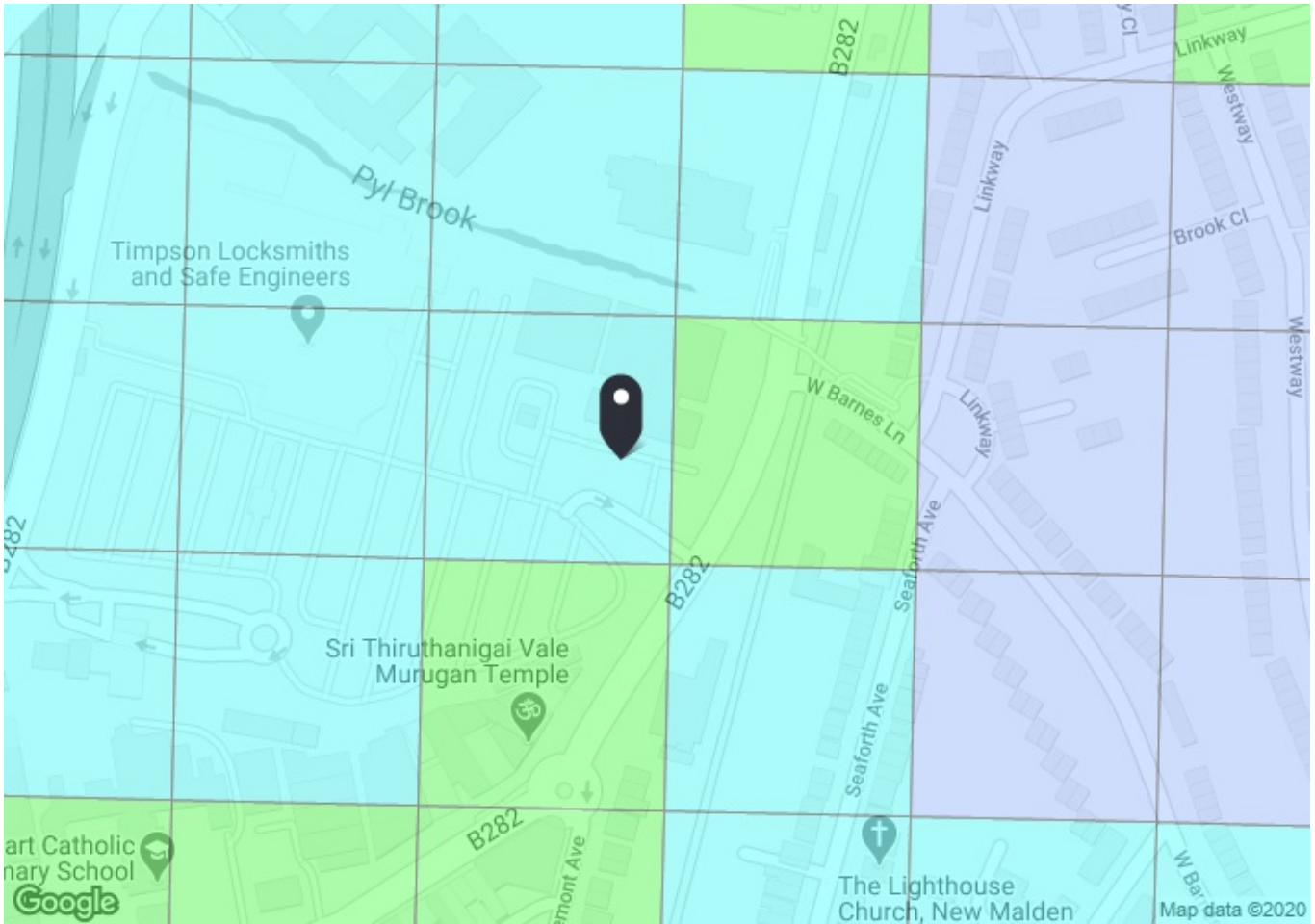
## 7. Conclusion

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- 7.1 In conclusion, as demonstrated, the appeal scheme is contrary to the following Local Plan, London Plan policies, and national guidance:
- i. the National Planning Policy Framework 2019
    - a. paragraph 108
    - b. paragraph 109
    - c. paragraph 110; and
  - ii. the London Plan 2016, Chapter 6 Policies 6.3 and 6.13 & Table 6.2 in the Parking Addendum;
  - iii. the New London Plan (Intend to Publish) 2019; Policy T4, T6 and T6.1
  - iv. Merton Sites and Policies Plan (2014) – Policy DM T2
  - v. Merton Core Planning Strategy (2011) – Policy CS20
  - vi. New Local Plan: Stage 2 Consultation (2019) - Policies T6.6 (A, B & C) and Policies T6.7 (A & B)
- 7.2 In summary, the number of residential units, combined with the lack of off-street residential car parking spaces, will place significant parking pressure on the surrounding highway network, having a harmful impact on the overall environment, including the safe and efficient operation of the road network, residential parking amenity and contributing towards a motorised vehicle dominant environment.
- 7.3 In addition, combined with the above, the additional vehicle movements generated by the development will contribute to local congestion issues and the overall feeling of vehicle dominance in the area. The appellant has underestimated the traffic impact of the development as part of their Transport Assessment. The proposals will lead to a harmful impact on the environment and the efficient operation of the highway network
- 7.4 Overall, the combined impacts associated with parking, congestion and vehicle dominance due to the development will lead to a harmful impact on the overall transport environment, including safety, residential amenity and the efficient operation of the highway network.



## APPENDIX 1



**PTAL output for Base Year 2**

265 Burlington Rd, New Malden KT3 6HP, UK  
Easting: 522676, Northing: 168435

Grid Cell: 26486

Report generated: 15/07/2020

---

**Calculation Parameters**

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

**Map key - PTAL**

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

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WEST BARNES LN CROSSING	K5	212.69	1	2.66	32	34.66	0.87	0.5	0.43
Bus	WEST BARNES LN CROSSING	131	212.69	7.5	2.66	6	8.66	3.46	1	3.46
Bus	NEWMALDEN TESCO'S	265	400.23	5	5	8	13	2.31	0.5	1.15
Bus	NEWMALDEN TESCO'S	152	400.23	5	5	8	13	2.31	0.5	1.15
<b>Total Grid Cell AI:</b>										<b>6.2</b>

## APPENDIX 2

# PTAL Spreadsheet Guide

## 1. Introduction

WebCAT provides pre-calculated PTAL values using a grid of points at 100m intervals across London. We recognise that under certain circumstances this level of detail is not sufficient for your purposes. For this reason we have developed the PTAL spreadsheet. The spreadsheet includes some sample PTAL calculations as well as a macro that allows you to import individual PTAL calculation reports from WebCAT and convert them to an Excel format. You can then modify the data to satisfy your own requirements. For example you could alter the walk times in the calculation to represent a precise location or you could include new transport routes to see what impact they have on the PTAL.

Section 2 provides an overview of the PTAL spreadsheet

Section 3 provides a step-by-step guide to downloading a PTAL calculation report and importing it into Excel.

Section 4 provides guidelines to on how to modify a PTAL calculation.

Section 5 provides contact details for further information.

## 2. PTAL spreadsheet overview

**TfL's PTAL Calculator**

**PTAL (Public Transport Access Level)**

PTAL is a detailed measure of the connectivity of a location to the public transport network, taking into account walk access time and service availability. The method provides a measure of the density of the public transport network for any location within Greater London.

This spreadsheet is designed to give you the opportunity to calculate your own PTALs. It includes sample worksheets that you could use as the basis for your own calculations, as well as a macro that can import a "WebCAT calculation report" text file into Excel and inserts all the necessary formulas.

**How to use the "PTAL Report Converter"**

1. Select a specific location on the WebCAT PTAL map and download the PTAL calculation report to your device.
2. Click on the "PTAL Report Converter" button (right) and select a PTAL calculation report.
3. Save the report in Excel format.
4. If you want to alter the location on which the calculation is based. Define the new point-of-interest and re-calculate the walk distances to the public transport access points (bus stops, station entrances, etc). Update the walk distances in Column D which in turn will update the total Access Index (AI) value given below the calculation.
5. Use the PTAL table (right) to convert the AI to the PTAL.

**PTAL Report Converter**

PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01+	

**Further Information**

Have a look at the accompanying worksheets in this spreadsheet to see some sample PTAL calculations:

Example 1	Standard PTAL calculation
Example 2	Sample PTAL calculation for a site with a new scheme (Crossrail)
Example 3	Sample PTAL calculation for a site with a modified walk network.

Additional information on PTAL calculations are given in the "PTAL Spreadsheet guide" and the "Assessing Transport Connectivity in London" guide - both available on the "Planning WebCAT" page.

If you have any additional queries please contact the WebCAT team: [WebCAT@tfl.gov.uk](mailto:WebCAT@tfl.gov.uk)

Figure 1: PTAL Spreadsheet – Notes worksheet

The PTAL spreadsheet gives you the ability to import an existing calculation report from WebCAT and convert it into an Excel format. It also includes a number of sample worksheets so that you can see how these calculations are completed.

The spreadsheet includes the following items:

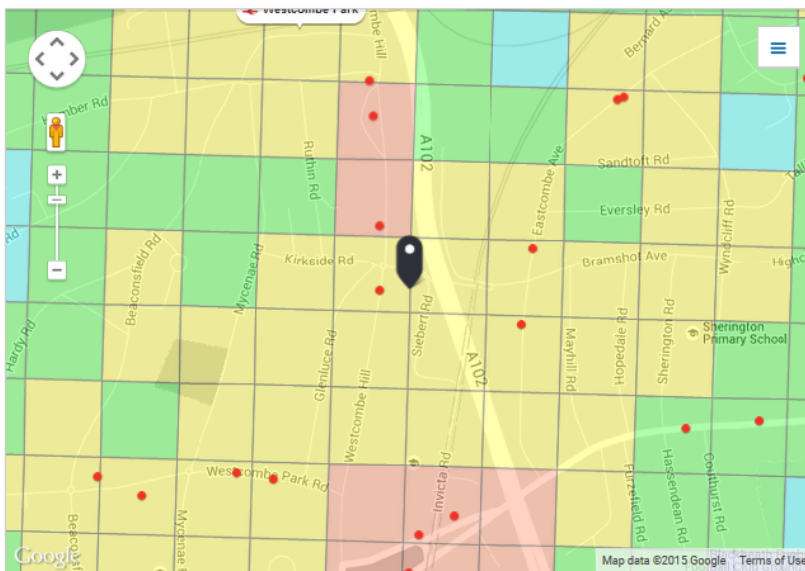
- Notes: Shown in Figure 1, provides general background information as well as a link to the "PTAL report convertor" macro. Section 3 of this guide explains how to do this
- Example 1: provides a standard PTAL calculation
- Example 2: includes PTAL calculations for a site with and without Crossrail services
- Example 3: includes two PTAL calculations for a site using the existing and new walk network

### 3. Using the PTAL Report Converter

In this section we explain how to export a PTAL calculation report from WebCAT and then import the results into an Excel spreadsheet.

#### a. Download a PTAL calculation report

WebCAT can provide a PTAL calculation report for each 100m grid cell in London. To extract the results for a specific location search or pan the PTAL map in WebCAT via the PTAL tab. Next, click on the map at your point of interest. If it is not already enabled, this will change the map's zoom level to display the PTAL grid similar to the example in Figure 2.



You can click anywhere on the map to change the selected location.

#### PTAL output for 2011 (Base year)

4

Easting: 540397, Northing:177724

All public transport modes in London available in 2011:  
National Rail, London Overground, Tube, DLR, Tram, Buses

#### Reports and map downloads

Full PTAL report PDF	
PTAL map PNG	
PTAL Calculation report TXT	

Figure 2: PTAL grid cells display

The PTAL value for each grid square is based on its central point or centroid. The data needed to calculate this is stored in a database and can be downloaded as a "PTAL Calculation Report" (a tab delimited text file) for the selected location. An example report is given below in Figure 3. To generate a report click on the "PTAL Calculation report" link below the map and save the file to your device.

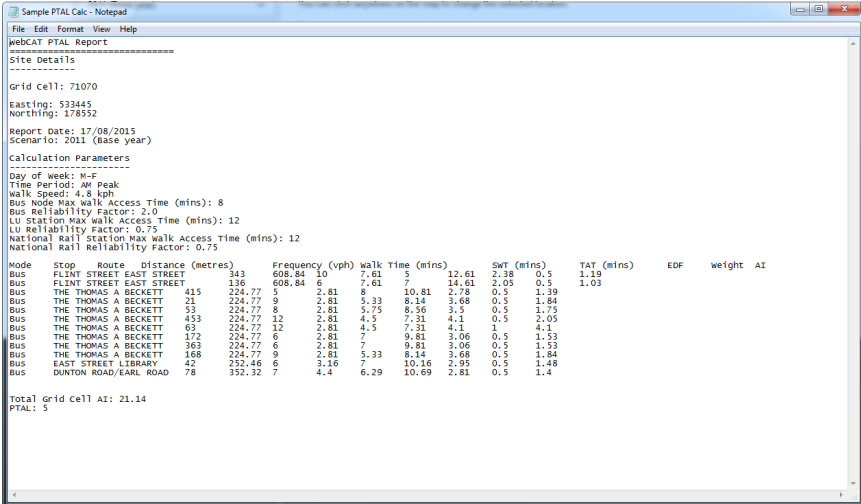


Figure 3: PTAL calculation report – text

b. Importing the calculation report to Excel

In the "PTAL Spreadsheet" select the "Notes" worksheet and click on the "PTAL Report Converter" button (See Figure 1). This will ask you to select an existing text report. Once selected the report is converted from text to an Excel spreadsheet with all the necessary formulas included (Columns F to K). On completion of the macro you will be asked to save the file. Ensure this is an Excel format to retain the formulas. Figure 4 shows Figure 3 converted into a spreadsheet format.



WebCAT PTAL Report  
 =====  
 Site Details  
 =====  
 Grid Cell: 71070  
 Easting: 533445  
 Northing: 178552  
 Report Date: 04/09/2015  
 Scenario: 2011 (Base year)  
 Calculation Parameters  
 =====  
 Day of Week: M-F  
 Time Period: AM Peak  
 Walk Speed: 4.8 kph  
 Bus Node Max Walk Access Time (mins): 8  
 Bus Reliability Factor: 2.0  
 LU Station Max Walk Access Time (mins): 12  
 LU Reliability Factor: 0.75  
 National Rail Station Max Walk Access Time (mins): 12  
 National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (r	Frequency	Walk Time	SWT (mins	TAT (mins)	EDF	Weight	AI
Bus	THE THOM	453	224.77	12	2.809625	4.5	7.309625	4.104178	1	4.104178
Bus	THE THOM	63	224.77	12	2.809625	4.5	7.309625	4.104178	0.5	2.052089
Bus	THE THOM	21	224.77	9	2.809625	5.333333	8.142958	3.684165	0.5	1.842082
Bus	THE THOM	168	224.77	9	2.809625	5.333333	8.142958	3.684165	0.5	1.842082
Bus	THE THOM	53	224.77	8	2.809625	5.75	8.559625	3.504826	0.5	1.752413
Bus	THE THOM	172	224.77	6	2.809625	7	9.809625	3.058221	0.5	1.52911
Bus	THE THOM	363	224.77	6	2.809625	7	9.809625	3.058221	0.5	1.52911
Bus	EAST STR	42	252.46	6	3.15575	7	10.15575	2.953992	0.5	1.476996
Bus	DUNTON R	78	352.32	7	4.404	6.285714	10.68971	2.806436	0.5	1.403218
Bus	THE THOM	415	224.77	5	2.809625	8	10.80963	2.775304	0.5	1.387652
Bus	FLINT STR	343	608.84	10	7.6105	5	12.6105	2.37897	0.5	1.189485
Bus	FLINT STR	136	608.84	6	7.6105	7	14.6105	2.053318	0.5	1.026659
<b>Total PTAL:</b>										21.13508

Figure 4: PTAL calculation report imported into Excel

c. Applying the PTAL

Below the calculation the "Total PTAL" (Access Index) value is given. This is the sum of the AI values given in column K. The total can be given a PTAL rating using the table in Figure 5.

Note: If you alter variables such as distance or frequency this will have an impact on the Access Index and the final PTAL.

PTAL	Access Index range	Map colour
0 (worst)	0	
1a	0.01 – 2.50	
1b	2.51 – 5.0	
2	5.01 – 10.0	
3	10.01 – 15.0	
4	15.01 – 20.0	
5	20.01 – 25.0	
6a	25.01 – 40.0	
6b (best)	40.01+	

Figure 5: Converting the Access Index to a PTAL

## 4. Modifying the calculation

Now that you have a PTAL calculation worksheet you can modify it to reflect local conditions.

Examples may include:

- Changing the point-of-interest (and walk distances) to represent a different location to the WebCAT grid calculation.
- Changing walk distances to reflect more direct or indirect walk routes that are not defined in WebCAT.
- Including new services (e.g. a new bus service or rail route) into the calculation to see what impact it has on the PTAL score.

### a) Modifying walk distances

Walk distances are measured from the calculation's point-of-interest to the service access points: bus stops or station entrances via the walk network.

Any changes to the walk network or the location of the calculation point will mean that walk distances in column D of the calculation worksheet will need to be checked and altered manually by the user.

Changes to the walk network and/or the point-of-interest could also mean that additional services are within range (640m for bus stops or 960m for all other modes) and will need to be included in the calculation. Likewise services that now fall outside these thresholds need to be deleted from the calculation.

### b) Modifying service data

When adding additional service information the following "rules" should be adhered to:

- All routes are only entered once in the calculation. Some bus routes, for example, may have two stops that fall within the maximum walk distance. In the spreadsheet the route with the shortest walk distance from the POI is the one entered.

- For bus routes, although there may be minor variation in stopping patterns in either direction, to simplify the process bi-directional routes are considered equal and in the spreadsheet only the direction with the highest frequency is entered.
- Rail and LUL services are identified by their service stopping patterns. Where the pattern is duplicated in both directions only the service with the highest frequency is entered into the spreadsheet.

It is recommended that where possible additional service information is extracted from other WebCAT PTAL calculation reports and incorporated into the calculation. Walk distances will need to be checked and altered to reflect the new location and any duplicate routes will need to be deleted.

#### c) Applying the mode based weighting

Any changes to the service definitions or walk distances in Column D will alter the calculation values in columns F to K. Remember that these changes will alter the EDF value (column I). Check that the weighting is applied correctly by mode in column J). For each mode (Bus, Rail, LU, etc.) the service with the highest EDF is given a value of 1 whilst the remainder are given a weighting of 0.5.

## 5. Further information

Further background information relating to the PTAL calculation can be found in our connectivity guide available on the "Planning with WebCAT" web page.

Similarly if you have any queries regarding the calculation please contact the WebCAT team: [WebCAT@tfl.gov.uk](mailto:WebCAT@tfl.gov.uk).

October 2015

## APPENDIX 3

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WEST BARNES LN CROSSING	K5	31.97	1	0.4	32	32.4	0.93	0.5	0.46
Bus	WEST BARNES LN CROSSING	131	31.97	7.5	0.4	6	6.4	4.69	1	4.69
Bus	BUSHEY ROAD BRIDGE	152	538.33	5	6.73	8	14.73	2.04	0.5	1.02
Bus	NEWMALDEN TESCO'S	265	540.13	5	6.75	8	14.75	2.03	0.5	1.02
Rail	Motspur Park	'WATRLMN-DORKING 1D09'	949.31	2	11.87	15.75	27.62	1.09	1	1.09
Rail	Motspur Park	'DORKING-WATRLMN 1D10'	949.31	1	11.87	30.75	42.62	0.7	0.5	0.35
Rail	Motspur Park	'WATRLMN-EPSM 2D09'	949.31	0.33	11.87	91.66	103.53	0.29	0.5	0.14
Rail	Motspur Park	'GUILDFD-WATRLMN 2D10'	949.31	1.33	11.87	23.31	35.17	0.85	0.5	0.43
Rail	Motspur Park	'WATRLMN-GUILDFD 2D11'	949.31	1.67	11.87	18.71	30.58	0.98	0.5	0.49
Rail	Motspur Park	'EFNGHMJ-WATRLMN 2D16'	949.31	0.67	11.87	45.53	57.39	0.52	0.5	0.26
Rail	Motspur Park	'EPSM-WATRLMN 2D92'	949.31	1	11.87	30.75	42.62	0.7	0.5	0.35
Rail	Motspur Park	'WATRLMN-CHSSS 2M09'	949.31	2	11.87	15.75	27.62	1.09	0.5	0.54
Rail	Motspur Park	'CHSSS-WATRLMN 2M10'	949.31	2	11.87	15.75	27.62	1.09	0.5	0.54
<b>Total Grid Cell AI: 11.38</b>										

## APPENDIX 4

**QS416EW - Car or van availability**

ONS Crown Copyright Reserved [from Nomis on 26 October 2020]

population	All households; All cars or vans
units	Households
area type	2011 wards
area name	E05000473 : West Barnes
rural urban	Total

<b>Cars</b>	<b>2011</b>
All categories: Car or van avail:	3,615
No cars or vans in household	739
1 car or van in household	1,891
2 cars or vans in household	794
3 cars or vans in household	154
4 or more cars or vans in household	37

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

## APPENDIX 5



## **LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE**

### **1. INTRODUCTION AND POLICY BACKGROUND**

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

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

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

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

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

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

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

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

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

Telephone: 020 7926 9000  
Fax: 020 7926 9001  
Email: [transportplanning@lambeth.gov.uk](mailto:transportplanning@lambeth.gov.uk)  
[www.lambeth.gov.uk](http://www.lambeth.gov.uk)

## **2. UNDERTAKING A SURVEY**

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

### **Residential Developments**

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

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

### **Commercial Developments**

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

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

### **Survey times**

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

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

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

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

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

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## Extent of survey

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

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

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

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

## Required Information

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

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

### **Areas Within A Controlled Parking Zone (CPZ)**

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

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

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

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

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

### **Areas Not In A Controlled Parking Zone (CPZ)**

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

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

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

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

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

## UNDERSTANDING THE RESULTS

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

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

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

## FURTHER ASSISTANCE

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

### Spanish

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

### Portuguese

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

### Yoruba

Tí ẹ ba ẹ imoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

### French

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

### Bengali

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

### Twi

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

Lambeth Council

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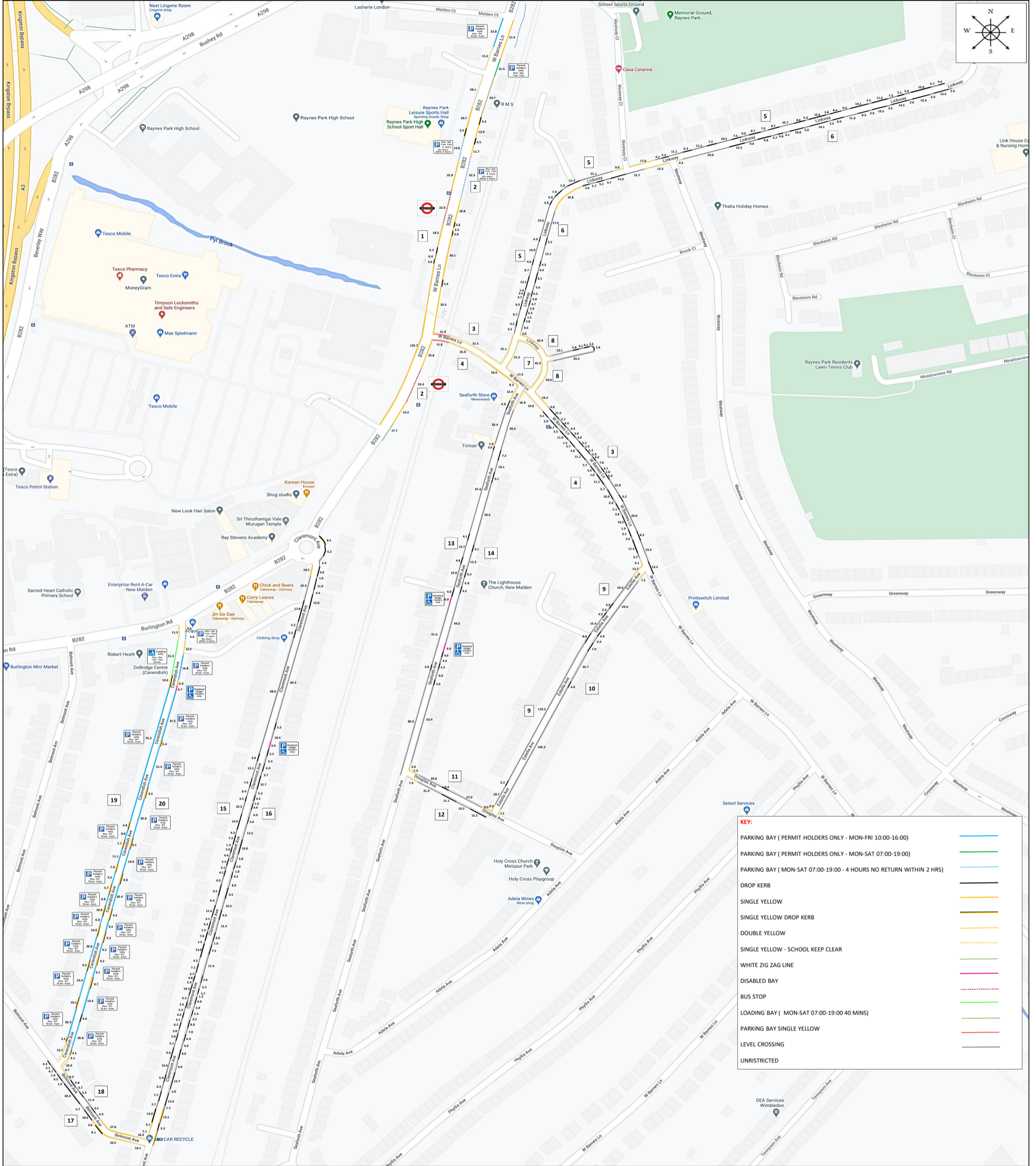
## APPENDIX 6

Zones  
DATE : 23RD SEPTEMBER & 24TH SEPTEMBER 2020  
DAY : WEDNESDAY & THURSDAY  
LOCATION : BURLINGTON ROAD, NEW MALDEN



### Restrictions

DATE : 23RD SEPTEMBER & 24TH SEPTEMBER 2020  
DAY : WEDNESDAY & THURSDAY  
LOCATION : BURLINGTON ROAD, NEW MALDEN







### Restrictions

DATE : 23RD SEPTEMBER & 24TH SEPTEMBER 2020  
DAY : WEDNESDAY & THURSDAY  
LOCATION : BURLINGTON ROAD, NEW MALDEN

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	WEDNESDAY 23RD SEPTEMBER			COMMENTS	THURSDAY 24TH SEPTEMBER			COMMENTS
					4:00				4:00			
					PARKED	OBSERVED SPACES	%STREET STRESS		PARKED	OBSERVED SPACES	%STREET STRESS	
B282 W BARNES LANE	1	PERMIT HOLDERS ONLY - MON-FRI 10:00-16:00	22.8	4	3	1	75.0%		1	3	25.0%	
		MON-SAT 07:00-19:00 - 4 HOURS NO RETURN WITHIN 2 HRS	19.8	3	3	0	100.0%		4	0	133.3%	
		SINGLE YELLOW - SCHOOL KEEP CLEAR	43.3	8								
		SINGLE YELLOW DROP KERB	9.1	1								
		SINGLE YELLOW	190.7	37								
		DROP KERB	6.2	1								
		BUS STOP	22.8	4								
	UNRESTRICTED	6.4	1	0	1	0.0%		0	1	0.0%		
	2	PERMIT HOLDERS ONLY - MON-SAT 07:00-19:00	15.5	3	1	2	33.3%		1	2	33.3%	
		MON-SAT 07:00-19:00 - 4 HOURS NO RETURN WITHIN 2 HRS	32.3	6	3	3	50.0%		3	3	50.0%	
		PARKING BAY SINGLE YELLOW	29.7	5	0	5	0.0%		0	5	0.0%	
		SINGLE YELLOW DROP KERB	23.7	2								
		SINGLE YELLOW	186.8	33					2			
		BUS STOP	29.4	5								
WHITE ZIG ZAG LINE		17.7	3									
W BARNES LANE	3	DOUBLE YELLOW	65.2	12								
		DROP KERB	73.7	10				1				
		UNRESTRICTED	90	13	11	2	84.6%		11	2	84.6%	
		LEVEL CROSSING	11	2								
	4	DOUBLE YELLOW	58.4	10								
		SINGLE YELLOW	18.6	3								
		DROP KERB	101.6	18								
		UNRESTRICTED	33.4	1	2	0	200.0%		1	0	100.0%	
LINKWAY	5	DOUBLE YELLOW	51.1	8								
		DROP KERB	184.8	23								
		UNRESTRICTED	193.4	30	28	2	93.3%		29	1	96.7%	
		DOUBLE YELLOW	44.1	7								
	6	SINGLE YELLOW	32.8	6								
		DROP KERB	179.7	24								
		UNRESTRICTED	161.7	21	27	0	128.6%		25	0	119.0%	
		DOUBLE YELLOW	45	9								
LINKWAY INNER	8	DOUBLE YELLOW	58.9	11								
		DROP KERB	13.7	1								
		UNRESTRICTED	68	11	2	9	18.2%		2	8	18.2%	
ESTELLA AVENUE	9	DOUBLE YELLOW	22.7	3								
		DROP KERB	22.1	2								
		UNRESTRICTED	182.2	34	33	1	97.1%		33	1	97.1%	
	10	DOUBLE YELLOW	14.7	2								
		DROP KERB	15	1								
		UNRESTRICTED	186.4	34	31	3	91.2%		32	2	94.1%	
DOUGLAS AVENUE	11	DOUBLE YELLOW	15.4	2								
		DROP KERB	4.4	0								
		UNRESTRICTED	47.8	9	7	2	77.8%		8	1	88.9%	
	12	DOUBLE YELLOW	7.6	1								
		DROP KERB	23.3	4								
		UNRESTRICTED	32.1	6	5	1	83.3%		3	3	50.0%	



### Restrictions

DATE : 23RD SEPTEMBER & 24TH SEPTEMBER 2020  
DAY : WEDNESDAY & THURSDAY  
LOCATION : BURLINGTON ROAD, NEW MALDEN

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	WEDNESDAY 23RD SEPTEMBER			COMMENTS	THURSDAY 24TH SEPTEMBER			COMMENTS
					4:00				4:00			
					PARKED	OBSERVED SPACES	%STREET STRESS		PARKED	OBSERVED SPACES	%STREET STRESS	
SEAFORTH AVENUE	13	DOUBLE YELLOW	12.4	2								
		DISABLED BAY	6	1	1	0	100.0%		1	0	100.0%	
		SINGLE YELLOW	1.8	0								
		DROP KERB	27.3	2					5			
	14	UNRESTRICTED	274.1	52	42	10	80.8%		38	14	73.1%	
		DOUBLE YELLOW	23.4	4								
		DISABLED BAY	6	1	1	0	100.0%		1	0	100.0%	
		DROP KERB	42.5	3								
UNRESTRICTED	233.1	43	37	6	86.0%	SKIP	39	4	90.7%	SKIP		
CLAREMONT AVENUE	15	DOUBLE YELLOW	7.1	1								
		SINGLE YELLOW DROP KERB	12	2								
		SINGLE YELLOW	14.6	2								
		DROP KERB	189.8	27					3			
	16	UNRESTRICTED	244.3	36	35	1	97.2%		31	5	86.1%	
		DISABLED BAY	6	1					0	1	0.0%	
		SINGLE YELLOW DROP KERB	34	3								
		DROP KERB	211.6	31					1			
UNRESTRICTED	238.6	37	39	0	105.4%		38	0	102.7%			
BELMONT AVENUE	17	DOUBLE YELLOW	10.1	2								
		SINGLE YELLOW DROP KERB	8.1	1								
		SINGLE YELLOW	26.5	7								
		DROP KERB	46.3	7								
	18	UNRESTRICTED	11.3	1	1	0	100.0%		1	0	100.0%	
		DOUBLE YELLOW	17	3								
		SINGLE YELLOW	27.8	5								
		DROP KERB	14.6	1								
UNRESTRICTED	24.3	2	4	0	200.0%		5	0	250.0%			
CAVENDISH AVENUE	19	PERMIT HOLDERS ONLY - MON-FRI 10:00-16:00	183.3	32	27	5	84.4%		26	6	81.3%	
		LOADING BAY ( MON-SAT 07:00-19:00 40 MINS)	21.3	4	4	0	100.0%		0	4	0.0%	
		DOUBLE YELLOW	31	5								
		SINGLE YELLOW DROP KERB	81.4	13								
	20	MON-SAT 07:00-19:00 - 4 HOURS NO RETURN WITHIN 2 HRS	5	1	0	1	0.0%		1	0	100.0%	
		PERMIT HOLDERS ONLY - MON-FRI 10:00-16:00	223.7	39	30	9	76.9%		23	16	59.0%	
		DISABLED BAY	6.7	1	1	0	100.0%		0	1	0.0%	
		DOUBLE YELLOW	33	5								
SINGLE YELLOW DROP KERB	75.7	8										
SINGLE YELLOW	12.1	2					1					
DROP KERB	9.6	1										



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DATE : 23RD SEPTEMBER & 24TH SEPTEMBER 2020  
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LOCATION : BURLINGTON ROAD, NEW MALDEN

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	WEDNESDAY 23RD SEPTEMBER			THURSDAY 24RD SEPTEMBER			
					4:00			4:00			
					PARKED	OBSERVED SPACES	%STREET STRESS	PARKED	OBSERVED SPACES	%STREET STRESS	
B282 W BARNES LANE	1	PERMIT HOLDERS ONLY - MON-FRI 10:00-16:00	22.8	4	3	1	75.0%	1	3	25.0%	
		MON-SAT 07:00-19:00 - 4 HOURS NO RETURN WITHIN 2 HRS	19.8	3	3	0	100.0%	4	0	133.3%	
		UNRESTRICTED	6.4	1	0	1	0.0%	0	1	0.0%	
	2	PERMIT HOLDERS ONLY - MON-SAT 07:00-19:00	15.5	3	1	2	33.3%	1	2	33.3%	
		MON-SAT 07:00-19:00 - 4 HOURS NO RETURN WITHIN 2 HRS	32.3	6	3	3	50.0%	3	3	50.0%	
		PARKING BAY SINGLE YELLOW	29.7	5	0	5	0.0%	0	5	0.0%	
TOTAL				22	10	12	45.5%	9	14	40.9%	
W BARNES LANE	3	UNRESTRICTED	90	13	11	2	84.6%	11	2	84.6%	
	4	UNRESTRICTED	33.4	1	2	0	200.0%	1	0	100.0%	
	TOTAL				14	13	2	92.9%	12	2	85.7%
LINKWAY	5	UNRESTRICTED	193.4	30	28	2	93.3%	29	1	96.7%	
	6	UNRESTRICTED	161.7	21	27	0	128.6%	25	0	119.0%	
	TOTAL				51	55	2	107.8%	54	1	105.9%
LINKWAY INNER	8	UNRESTRICTED	68	11	2	9	18.2%	2	8	18.2%	
	TOTAL				11	2	9	18.2%	2	8	18.2%
ESTELLA AVENUE	9	UNRESTRICTED	182.2	34	33	1	97.1%	33	1	97.1%	
	10	UNRESTRICTED	186.4	34	31	3	91.2%	32	2	94.1%	
	TOTAL				68	64	4	94.1%	65	3	95.6%
DOUGLAS AVENUE	11	UNRESTRICTED	47.8	9	7	2	77.8%	8	1	88.9%	
	12	UNRESTRICTED	32.1	6	5	1	83.3%	3	3	50.0%	
	TOTAL				15	12	3	80.0%	11	4	73.3%
SEAFORTH AVENUE	13	DISABLED BAY	6	1	1	0	100.0%	1	0	100.0%	
		UNRESTRICTED	280.1	52	42	10	80.8%	38	14	73.1%	
	14	DISABLED BAY	6	1	1	0	100.0%	1	0	100.0%	
		UNRESTRICTED	239.1	43	37	6	86.0%	39	4	90.7%	
TOTAL				96	80	16	83.3%	78	18	81.3%	
CLAREMONT AVENUE	15	UNRESTRICTED	244.3	36	35	1	97.2%	31	5	86.1%	
	16	UNRESTRICTED	238.6	37	39	0	105.4%	38	0	102.7%	
	TOTAL				73	74	1	101.4%	69	5	94.5%
BELMONT AVENUE	17	UNRESTRICTED	11.3	1	1	0	100.0%	1	0	100.0%	
	18	UNRESTRICTED	24.3	2	4	0	200.0%	5	0	250.0%	
	TOTAL				3	5	0	166.7%	6	0	200.0%
CAVENDISH AVENUE	19	PERMIT HOLDERS ONLY - MON-FRI 10:00-16:00	183.3	32	27	5	84.4%	26	6	81.3%	
		LOADING BAY ( MON-SAT 07:00-19:00 40 MINS)	21.3	4	4	0	100.0%	0	4	0.0%	
		MON-SAT 07:00-19:00 - 4 HOURS NO RETURN WITHIN 2 HRS	5	1	0	1	0.0%	1	0	100.0%	
	20	PERMIT HOLDERS ONLY - MON-FRI 10:00-16:00	223.7	39	30	9	76.9%	23	16	59.0%	
		DISABLED BAY	6.7	1	1	0	100.0%	0	1	0.0%	
		TOTAL				77	62	15	80.5%	50	27
					430	377	64	87.7%	356	82	82.8%

## APPENDIX 7

## QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 wards
area name	E05000473 : West Barnes
rural urban	Total

<b>Method of Travel to Work</b>	<b>2011</b>
Work mainly at or from home	288
Underground, metro, light rail, tram	475
Train	1,544
Bus, minibus or coach	395
Taxi	24
Motorcycle, scooter or moped	72
Driving a car or van	1,705
Passenger in a car or van	97
Bicycle	179
On foot	305
Other method of travel to work	35
Not in employment	2,069

In order to protect against disclosure of personal information, records have been swapped between different c

## APPENDIX 8



**LB Merton**

**PROPOSED SITE ACCESS ARRANGEMENTS  
BURLINGTON ROAD, NEW MALDEN**

**STAGE 1 - ROAD SAFETY AUDIT  
SEPTEMBER 2020**



<b>Document:</b>	Proposed Site Access Arrangements, Burlington Road, New Malden - LB Merton - S1 RSA - Final.docx
<b>Client:</b>	LB Merton
<b>Job Number:</b>	TW 2775 / gs-881-2020
<b>File Origin:</b>	TW2775_GS881-2020 - Proposed Site Access Arrangements, Burlington Road, New Malden - LB Merton - S1 RSA - Final.docx

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## Appendices

**Appendix A** - Drawings and documents supplied for audit.

**Appendix B** – Location plan of identified problems.

# 1 INTRODUCTION

- 1.1 This report presents the findings from a Stage 1 Road Safety Audit undertaken on the proposed access arrangements to a mixed use commercial/residential development on land to the west of Burlington Road, in the London Borough of Merton.
- 1.2 The audit was carried out by the following:
- T Brooks - Road Safety Audit Team Leader  
BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,  
HE RSA Cert. of Competency
  - R Lister - Road Safety Audit Team Member  
BSc (Hons), MSc, MRTPI, MILT, MCIHT,  
MSoRSA
- 1.3 The RSA was commissioned by the London Borough of Merton, the designers of the highways works and overseeing organisation and who have also approved the audit team.
- 1.4 The RSA brief has been provided by PWLC Projects acting as a consultant on behalf of the LB Merton.
- 1.5 The site visit was undertaken on Thursday 10<sup>th</sup> September 2020 between 16:10 and 18:00 and comprised walks and drive throughs of the area covered by the proposals. During the site visit both the weather and road surface were dry. Traffic in the vicinity of the proposed access arrangements on Burlington Road was moderate, with queuing observed in the offside northbound lane on Burlington Road and site access arm of the junction as a result of the level crossing to the north of the scheme. The audit team would note that the queuing was intermittent and cleared relatively quickly when not impeded by the closure of the level crossing.
- 1.6 During the site visit relatively large numbers of pedestrians and cyclists were observed throughout the location of the scheme. A relatively large number (42) vehicles were observed to ignore the one-way egress only arrangements from the Tesco supermarket and access the store via Burlington Road. A small number of vehicles (6) travelling southbound on Burlington Road were also observed to use the site access junction to turn within and continue north along Burlington Road, which is likely to be a result of the no right turn available from West Barnes Lane to Burlington Road.
- 1.7 Burlington Road in the vicinity of the proposed scheme is subject to a 20mph speed limit and is street lit.

- 1.8 The drawings and documents supplied for audit are listed in **Appendix A**. An annotated drawing showing the locations of the problems identified is provided in **Appendix B**.
- 1.9 The terms of reference of the audit are as that described in DMRB GG/119 Guidelines on Road Safety Audits. This standard has been used for guidance only. The one exception to GG/119 is the inclusion (if applicable) of a notes/observation section at the end of the report. The audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.10 The scope of the RSA is shown in Figure 1.

**Figure 1:** Scope of Stage 1 RSA.



- 1.11 Details provided within the audit brief indicate that the two-way vehicle trip generation/attraction to the proposed development would be 83 and 69 in the AM and PM peak hours respectively.
- 1.12 The operational capacity assessments provided as part of the audit brief for the site access/ Burlington Road junction indicate that the junction will operate within capacity with

minimal levels of queueing in both the 2021 Do-Min and Do-Something modelling scenarios.

- 1.13 A review of the Personal Injury Collision (PIC) data between 1<sup>st</sup> January 2015 to 31<sup>st</sup> December 2019 indicates that during this period there have been 3 PICs in the immediate vicinity of the site access arrangements, all of which resulted in injuries that were slight in severity.
- 1.14 A Review of the collision data has indicated the following:
- 1 of the collisions occurred during the hours darkness and 2 during daylight;
  - 1 of the PICs occurred when the road surface was wet/damp;
  - All of the collisions involved adults over the age of 18;
  - 2 of the collisions involved rear end shunts; and
  - 1 of the collisions involved a powered 2 wheeled vehicle and was attributed to both vehicles performing right turn manoeuvres.
- 1.15 The audit team are aware that a Stage 1 RSA was undertaken in November 2018 by Mott McDonalds on a similar scheme to that assessed in this RSA.
- 1.16 No departures or relaxations from standard have been provided by the design team for review as part of this RSA.
- 1.17 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with DMRB GG/119. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

## 2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1

### PROBLEM 1

**LOCATION:** Site Access.

**SUMMARY:** Omission of pedestrian crossing facilities may increase the risk of pedestrian trip hazards.

- 2.1 The drawings provided for audit do not indicate any pedestrian crossing provision at the site access with Burlington Road, within the internal site access points and between the site and Tesco car park. Omission of suitable pedestrian crossing facilities throughout the scheme i.e. dropped kerbs and tactile paving could increase the risk of pedestrian trip hazards particularly for those with mobility or visual impairments.

#### RECOMMENDATION

- 2.2 It is recommended that pedestrian crossing facilities are provided throughout the scheme.

### PROBLEM 2

**LOCATION:** Site Access – Pedestrian Refuge.

**SUMMARY:** Depth of the pedestrian refuge may increase the risk of collisions between pedestrians and vehicles.

- 2.3 The audit team would note that the depth of the proposed pedestrian refuge (i.e. approximately 1 metre) within the bellmouth of the site access is considered to be insufficient to accommodate a pedestrian with for example a pushchair without the potential for them to overhang into the carriageway, increasing the risk of pedestrian/vehicle collisions.

- 2.4 It is noted that this is an existing issue that hasn't resulted in any PICs.

#### RECOMMENDATION

- 2.5 It is recommended that the depth of pedestrian refuge be increased.

### PROBLEM 3

**LOCATION:** Site Access.

**SUMMARY:** Non-compliance with one-way system into the Tesco car park could result in head-on type collisions.

- 2.6 It is understood that the one way egress only operation will be retained at the western extent of the site access road, to restrict entry to the Tesco supermarket via proposed site access/ Burlington Road.
- 2.7 Although only limited information is shown on the drawings provided for audit regarding this element of the access arrangements, the audit team would note that as observed during the site visit there is and could be a relatively low level of compliance with the no entry type arrangement without for example physical measures to restrict entry to the Tesco superstore, which could result in head-on type collisions.

**RECOMMENDATION**

- 2.8 It is recommended that physical measures e.g. through the installation of one-way traffic directional flow plates be included within the scheme to restrict entry to the Tesco superstore.

**PROBLEM 4**

**LOCATION:** Site Access/ Burlington Road.

**SUMMARY:** Queuing through the junction could result in rear end shunt type collisions.

- 2.9 Queueing associated with the operation of the level crossing to the north of the site access could result in blocking back through the junction as observed during the site visit. Blocking back through the junction could result in an increased risk of rear end shunts, particularly for vehicles turning right into the site access from Burlington Road (n).

**RECOMMENDATION**

- 2.10 It is recommended that 'keep clear' carriageway markings be provided in the vicinity of the site access on the Burlington Road northbound carriageway.

### 3 AUDIT STATEMENT

3.1 We certify that this audit has been carried out in accordance with GG/119 unless otherwise noted.

Signed:



Date: 17 September 2020

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## **APPENDIX A**

### **List of Drawings and Documents Provided for Audit**

#### **E1180-D6100 – Rev P1**

Ground Floor Plan

#### **Transport Assessment**

(Mott MacDonald – May 2019)

#### **PIC Data**

(01/01/15 – 31/12/19)



## APPENDIX B

### Location of Identified Problems

