Job No: 2021-4704
File Ref: N01-JT-SD-Transport Response Note D2 (231018)
Date: October 2023
Job Title: Former Mansfield Bowling Club, Croftdown Road, NW5 1EP

Subject: **Transport Response to Local Residents**

Introduction

1. Caneparo Associates ('CA') has been retained by Harrison Varma Projects Ltd ('the Applicant') to provide traffic and transportation advice in relation to their proposal to redevelop the former Mansfield bowling club to the south of Croftdown Road (the 'site'), within the London Borough of Camden ('LBC').

2. The purpose of this Note is to provide a response to the transport comments raised by Transport Planning Associates ('TPA') who were instructed by local residents to prepare a Technical Note outlining their concerns on the impacts of the proposed development, particularly on parking and highway safety. A copy of the response is attached at **Appendix A.**

3. It should be noted that LBC Highways did not have reason for refusal, with their main concern in relation to the proposed level of car parking and how sustainable transport modes should be promoted and prioritised. The proposals have therefore been redesigned accordingly, with now only 5 car parking spaces proposed in order to respond positively to their concerns and therefore promoting sustainable modes of transport. The revised parking layout is included at **Appendix B.**

4. TPA's comments along with our subsequent responses are set out below and should be read in conjunction with the Transport Statement ('TS) and Travel Plan ('TP') submitted with the planning application.

TPA Comments and Responses

TPA Comment 1 (PTAL): *"As noted in the TS, the site is located in a PTAL 3 (green) cell, according to Transport for London (TfL)'s website. The TS, however, fails to acknowledge that the rating of 3 is that in the Base Year (2015) and was forecast to decrease to 2 (blue) by 2021, and was (and still is) predicted to remain 2 in 2031. This is illustrated as follows… The above demonstrates that access to public transport services has decreased over time in the local area, and that any policy implications resulting from the reliance on a PTAL 3 cell should be given very little (if any) weight."*

5. CA Response: This is noted and accepted. Bus Route C2 no longer services any of the local bus stops, however Route 88 does. Notwithstanding, the frequency of services have reduced slightly and therefore the site would achieve a PTAL rating of 2. It should be noted that the adjacent section is defined as a PTAL 4 and therefore only slightly beyond the threshold from having a 'good' level of access to public transport. This does not have any policy implications from a highways point of view.

TPA Comment 2 (Access): *"The TS also adds that "The kerb radii will be increased to 5m at the access in order to allow larger vehicles to access/egress the site, without impacting the parking bays opposite." Either this, or the dimension illustrated in the 'Vehicle Swept Path Analysis for a Pumping Appliance' drawing provided at Appendix G (3m) is incorrect and should be clarified."*

6. CA Response: The kerb radii measures 3m and therefore this was a typo. This is evidenced by the fact that the kerb radii measures 3m on all drawings, and is sufficient in order to allow fire tenders and refuse vehicles to access/egress the site appropriately.

TPA Comment 3 (Parking): *"The site is located in Camden Council's Controlled Parking Zone (CPZ) 'CA-U Highgate' which, as shown below, is only operative between 10:00 and 12:00, Mondays to Fridays only. The street signs that are available on Street View suggest that non—permit holders can still park on-street during the restricted hours, paying by phone, with a maximum stay of 90 minutes."*

CA Response: This is incorrect. The parking surveys at Appendix B of the Transport Statement clearly show the parking restrictions across the surveyed area. This demonstrates that only the parking bays on a short section of Croftdown Road allow visitors to pay and display (6-7 bays), which is most likely associated with the use of the tennis courts. All other parking in the area is restricted to permit holders only.

TPA Comment 4 (Trip Generation): *"It must be said that, as shown below, the site in Kingston, in a PTAL 2 location (such is the subject site) has 32 parking spaces for 89 residents (a ratio of 0.36 spaces per resident). Applying that parking ratio to the proposed development (78 residents), one would expect a provision of 28 parking spaces; four times the amount proposed here.*

Therefore, if anything, the proxy site at Kingston has exposed the likely significant under-provision of car parking in the proposed development. Of course, we do acknowledge that there may be other potential factors that may affect the parking demand, including the local characteristics, but it is still relevant to draw a comparison as the two sites are both in London, with the same PTAL and the parking ratio is 4 times different – which may simply mean that parking demand has been underestimated and that visitors will park on-street.

7. CA Response: The Kingston site referenced is located within an Outer London Borough, and is therefore not completely comparable to the proposed development. It is pertinent to note that car ownership data suggests that there are circa 1.1 vehicles per household on average within Kingston upon Thames, whilst it is 0.48 vehicle per household for Camden, therefore demonstrating that car ownership and subsequent usage is much lower.

8. LBC policy looks to restrict car parking on-site where possible in order to reduce vehicle usage and promote sustainable modes of travel. This is evident from recent discussions and the fact that officers have requested parking to be reduced further on-site. The TRICS site that was used in the TS was in an Inner London Borough (Islington) and had a similar parking provision (7 spaces) albeit accepting that there are not as many on-street parking opportunities available. The nature of a care home is that visitors come and go throughout the day and therefore even if some visitors were to drive, there is no real peak and it remains consistent throughout the day, with the main concern regarding staff driving to work. Due to the CPZ restrictions in the local area, staff will not be able to drive and therefore there would be no impact on parking from staff.

   TPA Comment 5 (Trip Generation): *"We also think that the application of Journey to Work data from the Census to all types of trips – not just commuting (staff) but to everyone (i.e. also to visitors), is not an appropriate or suitable approach. We note that this was a 'sense-check', but we would like to stress that, in any case, it would ignore visitors' trip patterns (that are highly unlikely to be consistent with employee trip patterns)."*

9. CA Response: The Census data was only ever applied to the number of staff that would be employed at the site, as detailed in paragraph 6.7 of the TS.

TPA Comment 6 (Trip Generation): *"We have repeated the TRICS assessment and extracted trip rates for vehicles (which should really be the focus here, rather than the amount of additional passengers on buses, or cycling, etc. – as these will quite possible be small). Our search is appended to this TN. Sites were selected in London, and one was de-selected on the grounds of PTAL. Three sites were found and the resulting trip generation for the 78 residents/beds, for 'All Vehicles' and 'Cars', is reproduced as follows.*

Table 2.1 revealed a peak of 17 vehicles per hour, in the afternoon (between 14:00 and 16:00), and 16 in the morning (between 10:00-11:00). The TS predicted a maximum of 6 vehicles (including Single and Multiple Occupants Vehicles) in the afternoon, and 7 in the morning. The difference is significant (with our estimate up to 2.8 times higher)….

We also noted from Table 2.1 that the peak parking demand is predicted to occur between 10:00 and 11:00. Coincidentally, that is also the peak of the parking survey. This is particularly noteworthy as it means that the two peaks would coincide."

10. CA Response: It is pertinent to note that the 3 TRICS sites that have been selected for TPA's assessment, included one that was located in Enfield and had a PTAL score of 0. This site should therefore be de-selected as it is not feasible to travel by public transport and does not share similar characteristics to the proposed site i.e. located within an Inner London Borough. The Enfield site also provides 35 visitor bays for 60 residents and therefore encourages driving to the site, similar to the Kingston site. It is therefore concluded that by providing a high level of parking on-site and being located further away from the centre of London, people are more likely to drive to the site, which is contrary to the development proposals.

11. TPA's re-assessment refers to 'all vehicles' and 'cars only'. When analysing this in more detail, the 'all vehicles' is associated with cars and servicing vehicles, and therefore when focusing on visitor travel, the focus should be on 'cars only'.

12. Despite the above, if taking the peak parking accumulation of 11 cars between 10:00-11:00, this would therefore equate to a parking overspill of 6 vehicles, as 5 staff members would park on-site. Furthermore, due to the CPZ restrictions for the majority of the parking bays near to the site, visitors would not be able to park between 10:00-12:00 and therefore peak parking demand is likely to be either before or after this time period.

13. As stated by TPA, the peak parking demand is at 10:00 with 195 cars parked and 71 spaces observed, which equates to a parking occupancy of 73%. Given the fact that visitors cannot park between 10:00-12:00 (unless within the handful of pay and display bays), if driving to the site, they would have to arrive either before or after this period. At 09:00, parking occupancy is at 69%, which is also the same at 12:00. Should 6 cars be parked within the parking bays near to the site, this would not lead to an unacceptable impact on the availability of parking for local residents, with the demand at 10:00 still higher than at 09:00/12:00 even when the additional cars are added to the local road network.

14. It should also be noted that the parking surveys only cover a 200m walking distance from the site. Typically, for commercial developments, a 500m walking distance would be acceptable and therefore if the scope of the surveys were extended, it is most probable that there would be additional spaces available.

    TPA Comment 7 (Parking): *"We note that the parking survey was taken at the end of the Covid lockdown period (October 2021) and we do not believe all schools and nurseries were fully operational, nor is it clear the extent to which on-site teaching was taking place.*

    We also request whether other developments have been approved since, noting the absence of any cumulative impacts. For example, the Bertram Road Highgate Newtown development (started in 2016 and still attracting planning amendments 2016/6088/P to 2023/2906/P) was substantively approved since the survey was carried out."

15. CA Response: The parking surveys were carried out in October 2021 in which there were no restrictions as a result of COVID-19, this is evidenced in a timeline obtained from the government which is attached at **Appendix C.** A further document, 'Coronavirus and Schools', issued by the House of Commons Library in March 2022, clearly outlines that in September 2021 schools reopened for the autumn 2021 term and there were no further requirements to keep pupils in separate groups, or bubbles. It is noted that as people caught coronavirus, they would then have to isolate which could mean fewer children at school. Notwithstanding this, it should also be noted that home working was ever present throughout COVID-19 and therefore more people would have been at home, rather than driving to work, therefore it could be argued that the results of the surveys are a worst-case scenario as more people would be parked at home.

16. When comparing the parking survey results to those that were undertaken in 2014, the previous surveys had a peak parking demand at 11:00 on a Thursday with 133 cars parked. When compared to the 2021 surveys, this is a reduction of more than 50 vehicles parked and therefore the validity of the 2021 surveys should not be questioned.

17. Regarding committed developments in the local area, the Transport Statement for 25 Bertram Street has been reviewed in detail. The residential aspect of the proposals will not have an impact on parking in the local area as a permit-free agreement has been agreed, and therefore it is expected that no future resident would own a car as they would have to move it each day to avoid the CPZ restrictions.

18. Regarding the community use, the existing 12 space car park will be removed with future users having to rely on on-street parking. Surveys were undertaken of the existing car park, which identified that peak demand was at 19:00 on a Thursday with 10 cars parked. The average demand on-site was recorded as 6 vehicles. An extract of the parking accumulation survey has been included in **Figure 1** below.

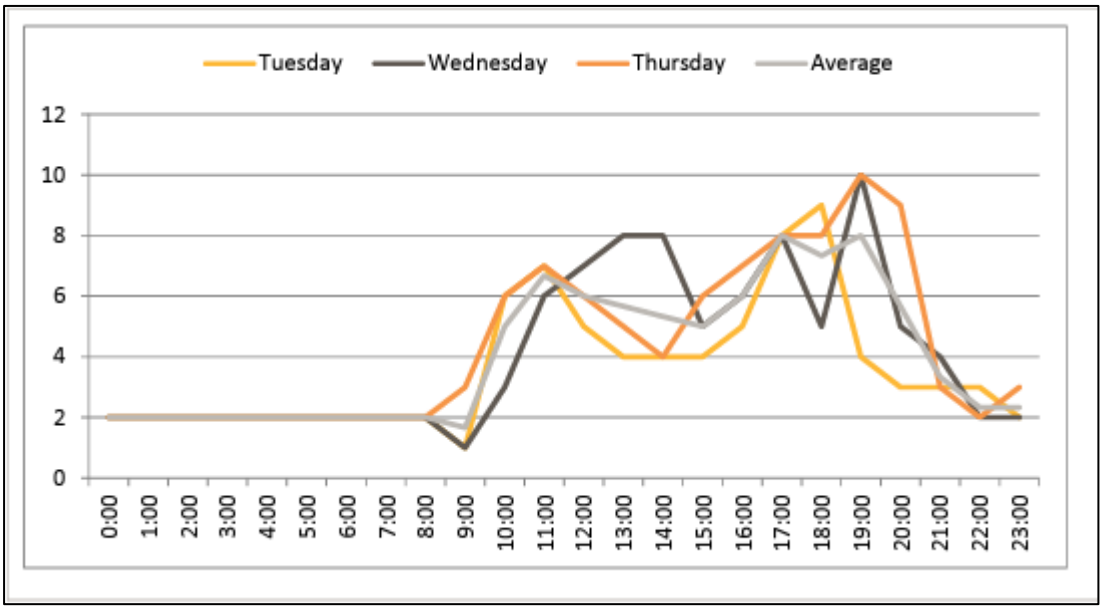


Figure 1: Car Parking Accumulation Extracted from Figure 3.5 of LPA Ref: 2016/6088/P

19. The above demonstrates that the peak demand does not coincide with that of the proposed development, as detailed by Table 2.1 of TPA's assessment. There would be a maximum overspill of 5 cars from the proposals, and 10 from the 25 Bertram Street application, so 15 in total. Even when applying this to the 2021 parking surveys, there will still be parking spaces available (56 on a weekday, and 15 on a Saturday).

20. It is also pertinent to note that this application also undertook parking surveys of the local roads, with an extract of the results included in **Figure 2** below.

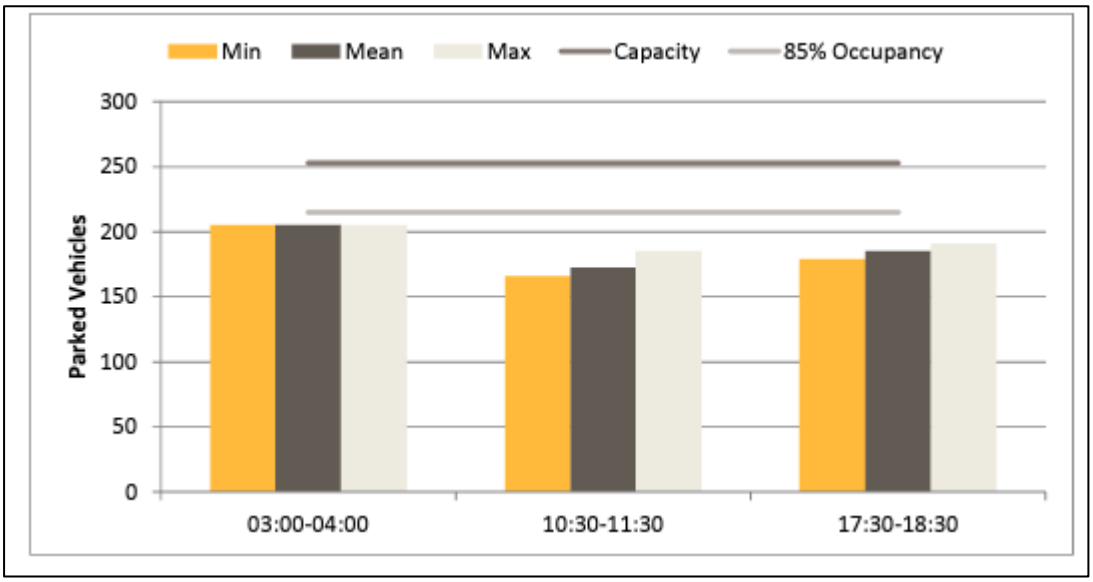


Figure 2: Parking Occupancy Extracted from Figure 2.12 of LPA Ref: 2016/6088/P

21. The above further demonstrates that there is car parking available throughout the day and provides another snapshot in time over the past 8 years.

    TPA Comment 8 (Impact): *"In this context, it is worth noting that the local roads, for large sections, operate with one way working due to the limited widths available resulting from the on-street parking. Any additional parking demand could be on sections of the kerb not destined to parking (keep clear, double yellows, dropped kerbs, or sections around the junctions) and cause issues to the circulation of vehicles and/or pedestrians, resulting in "unacceptable impact on highway safety" – an additional reason, other than 'severe impacts', to refuse the application on transport or highways grounds according to paragraph 111 of the National Planning Policy Framework (NPPF)."*

22. CA Response: This Note clearly demonstrates that even when taking into account TPA's robust trip generation assessment, this could potentially lead to a parking overspill of 5 vehicles onto the local roads. There are over 70 spaces available in the vicinity of the site across the day and therefore this will not have an impact on highway safety. Again, this only takes into account a 200m walking distance when it could be argued a 500m distance should apply, which further reduces any potential impact on the availability of parking for existing users.

23. The 'car only' demand as outlined by TPA at Table 2.1 highlights that there would be a higher proportion of vehicle arrivals in the morning period, this would be associated with staff travel who will park within the site. Outside of this, visitors would then arrive from 12:00 onwards (outside of the CPZ restrictions) and therefore not coinciding with school start times, thus not impacting on highway safety. Between 15:00-16:00, parking accumulation would be a total of 5 vehicles, which would be fully incorporated within the red line boundary of the site, with no vehicles parking on the local roads, therefore not impacting on highway safety.

    TPA Comment 9 (Impact): *"Adverse impact on on-street parking (noting that the thresholds will exceed 90%) could easily lead to adverse impacts on highway safety and on the quality of the pedestrian environment on the local roads. This is noted also in the context of the 'Healthy Streets' approach, developed by TfL, that should guide any development proposals, regardless of their nature and scale.*

    The above is stressed because, as shown below, there are several schools in the local area, which share each other's teaching and sports facilities, so the area is characterised by young people walking and crossing roads all school days and Saturdays".

24. CA Response: The parking demand of 89% is on a Saturday and therefore does not coincide with when schools are in operation (Monday to Friday), therefore the above comment is not valid.

    TPA Comment 10 (Saturday): *"No trip generation and no assessment have been provided on a Saturday. This is particularly noteworthy as the peak parking stress was indeed on a Saturday, with a peak of 89%; this is during, as noted, the same hour when the parking demand would peak.*

    Care homes are typically 'busier', in terms of visitors, on Saturdays, due to more people being free of work commitments."

25. CA Response: It is noted that parking demand is higher on Saturdays on local roads, which is due to the fact that there are no CPZ restrictions, unlike during the week (10:00-12:00). The existing CPZ restrictions is to stop commuters parking and using the London Underground. As these restrictions are not in operation at the weekends, it is therefore anticipated that the increase in demand is associated with people driving and using the London Underground to visit London for the day.

26. At the busiest hour (11:00), peak parking demand is at 89% with 30 spaces available. It is noted that this is near to the 90% threshold, however if applying the same demand as previously (6 cars), this would increase parking to 250 with 24 spaces observed to be available, which represents a 91% parking occupancy. Again, it should be reiterated that this is only for a 200m walking distance from the site and therefore if the parking survey was to be extended to 500m, there would likely be additional parking available. For all other hours on a Saturday, parking occupancy is 85% or lower and therefore it would always remain below 90% even if adding on the demand from the site.

27. There is no evidence to suggest that care homes are busier on a Saturday and therefore it is welcomed for this evidence to be provided. Even if they do, the number of visitors would be limited and likely spread across the day and therefore no real peak / impact would be observed.

Summary

28. This Note has responded to all points and provided further clarity and information relevant to highways and transportation. It is therefore concluded that there should be no further reasons as to why planning permission should be precluded on highways and transport grounds.

Appendix A

Residents of Croftdown Road, York Rise, Laurier Road and group of supporters in all adjoining roads affected by the development

Former Mansfield Bowling Club (ref. 2022/5320/P), Camden

Transport Planning Associates

1 Giltspur Street
London
EC1A 9DD

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

Project Reference: 2307-007/TN/01

Technical Note

1 Introduction

1.1 Transport Planning Associates (**TPA**/ **we**/ **our**/ **us**) have been instructed by the residents of Croftdown Road, York Rise, Laurier Road and group of supporters (the **residents and supporters**) in all adjoining roads affected by the proposed redevelopment of the Former Mansfield Bowling Club (Camden Planning app no. **2022/5320/P**), Croftdown Road, Camden, NW5 1EP (the **site**).

1.2 planning application was submitted to the London Borough of Camden on 2 December 2022 by SM Planning (the **agent**) on behalf of Harrison Varma Projects Ltd (the **applicant**), seeking planning permission for the:

> *"Redevelopment of the site to provide a 78 bed care home with associated parking, landscaping and communal facilities (Use Class C2) and use of northern part of site as open space including community garden, 3 x tennis courts and tennis pavilion"* (the **proposed development**).

1.3 The application was supported by a Transport Statement (**TS**), a Framework Travel Plan (**FTP**) and draft Construction Management Plan, all prepared by Caneparo Associates, and the residents and their supporters have some concerns on the conclusions therein included.

1.4 We have prepared this Technical Note (**TN**) setting out, on their behalf, their (and our) concerns on the materially adverse impacts that the proposed development is likely to have on transport matters, and particularly on parking and (highway) safety, and why we agree with them that the planning application should be refused, on these grounds.

1.5 Our review will focus on the TS, and on the care home element of the scheme, although reference will be made to the FTP too.

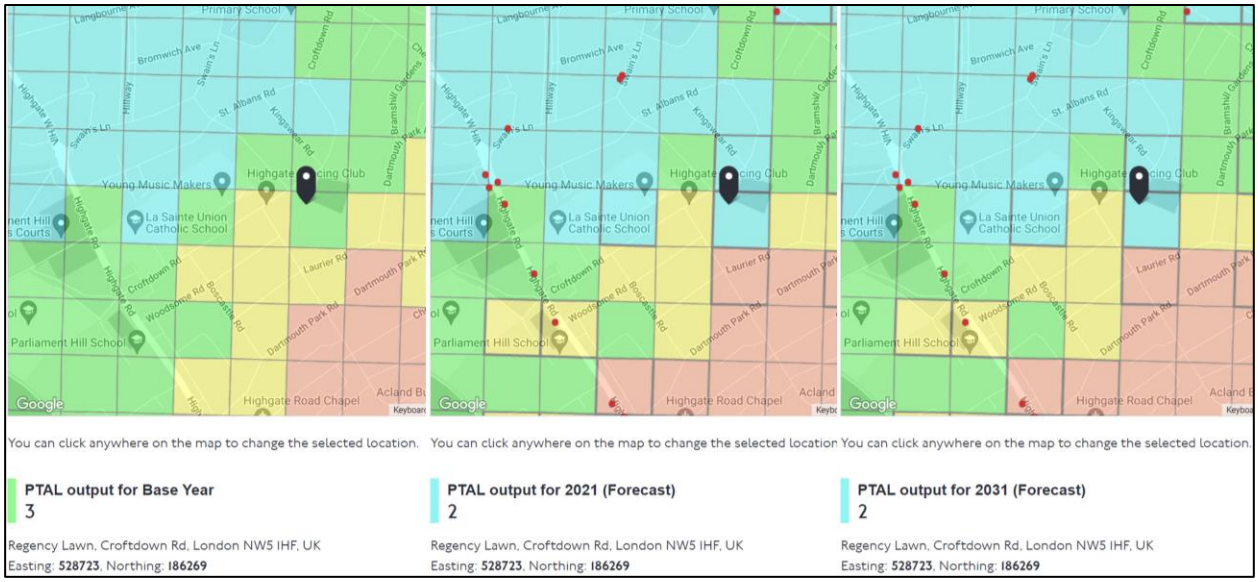
2 The Transport Statement

The Site and its Surroundings

2.1 Based on the information submitted, we understand that the site comprises derelict land following the demolition of a clubhouse as part of a previously approved scheme. The site is located in a predominantly residential area, and Croftdown Road (where the site access is located) and the surrounding local roads are residential in nature and characterised by on-street parking (often) on either side of the carriageway, restricting vehicular movements to a shuttle one-way working in places.

2.2 As noted in the TS, the site is located in a PTAL[1] 3 (green) cell, according to Transport for London (TfL)'s website. The TS, however, fails to acknowledge that the rating of 3 is that in the Base Year (2015) and was forecast to decrease to 2 (blue) by 2021, and was (and still is) predicted to remain 2 in 2031[2]. This is illustrated as follows.

Figure 1 PTAL ratings in the 'Base Year', in 2021 and in 2031



TfL

[1] Public Transport Accessibility Level; it denotes the degree to which public transport services serve that site, via a score between 0 (no access to public transport services within TfL thresholds) and 6b (excellent accessibility). The PTAL is a function of the distance and frequency of bus services available within 640 m and underground/railway services available within 960 m.
[2] Transport Statement, §3.6 (page 7)

2.3 The above demonstrates that access to public transport services has decreased over time in the local area, and that any policy implications resulting from the reliance on a PTAL 3 cell should be given very little (if any) weight.

Access

2.4 The existing site access will be retained and be used for both the care home and tennis courts elements of the proposed development, although it will likely require its signalisation, as stated in the TS: "*traffic signal system will be installed which will give priority to vehicles accessing the site to ensure that there is no queuing back onto the highway*"[3].

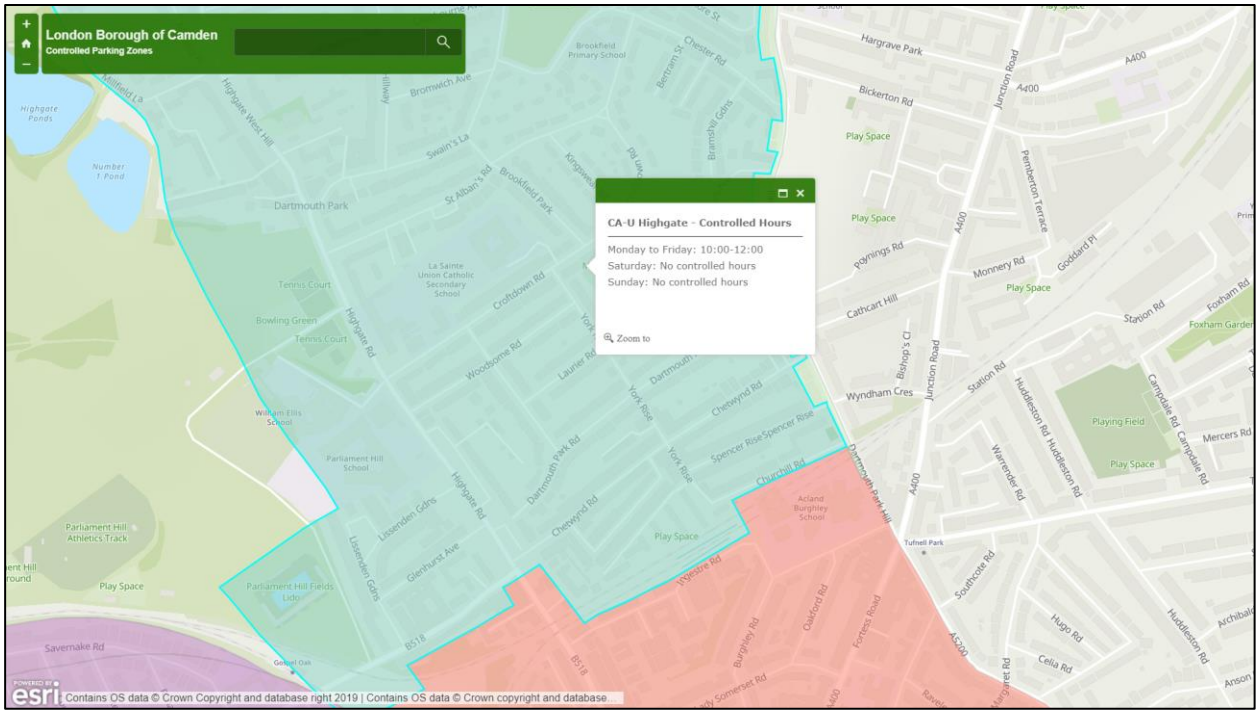
2.5 The TS also adds that "*The kerb radii will be increased to 5m at the access in order to allow larger vehicles to access/egress the site, without impacting the parking bays opposite*"[4]. Either this, or the dimension illustrated in the 'Vehicle Swept Path Analysis for a Pumping Appliance' drawing provided at Appendix G (3m) is incorrect and should be clarified.

Parking

2.6 The site is located in Camden Council's Controlled Parking Zone (**CPZ**) 'CA-U Highgate' which, as shown below, is only operative between 10:00 and 12:00, Mondays to Fridays only. The street signs that are available on *Street View* suggest that non-permit holders can still park on-street during the restricted hours, paying by phone, with a maximum stay of 90 minutes.

[3] Transport Statement, §4.5 (page 9)
[4] Transport Statement, §4.4 (page 9)

Figure 2 Local CPZ



Camden

2.7 An on-street parking survey was carried out in support of the application, as we will mention later in this TN.

2.8 The proposed development provides 8 car parking spaces in total, 7 being for the care home and 1 for the replacement tennis courts.

2.9 We will focus on the 7 for the care home element of the scheme in this TN, as this is where the residents and their supporters' (and our) concerns mainly lie.

Trip Generation

2.10 Parking demand and trip generation are inevitably linked. Before discussing the former, we will focus on the latter, to understand the trip generation likely to be associated with the proposed development (which will then in turn be used to estimate the parking demand).

2.11 In the TS, the trip generation was estimated using the trip rate information and computer system (**TRICS**). On this note, the TS claims that there are <u>two</u> sites only in the database, of care homes in Greater London with multi-modal surveys, before deselecting one of the two, located in Kingston, on the grounds of the incomparable provisions of parking.

2.12 While the proposed development only includes 7 spaces off-street, indeed much less than that in Kingston (32), this argument falls away when one acknowledges that future visitors at the site will be able to park on-street either way. As noted, the site is located in a CPZ, but its hours of operation are only two, during weekdays only and, in any case, pay and display options are not excluded.

2.13 It must be said that, as shown below, the site in Kingston, in a PTAL 2 location (such is the subject site) has 32 parking spaces for 89 residents (a ratio of 0.36 spaces per resident). Applying that parking ratio to the proposed development (78 residents), one would expect a provision of 28 parking spaces; four times the amount proposed here.

Figure 3 TRICS details of the Kingston site

TRICS

2.14 Therefore, if anything, the proxy site at Kingston has exposed the likely significant under-provision of car parking in the proposed development. Of course, we do acknowledge that there may be other potential factors that may affect the parking demand, including the locational characteristics, but it is still relevant to draw a comparison as the two sites are both in London, with the same PTAL and the parking ratio is **4 times different** – which may simply mean that parking demand has been underestimated and that visitors will park on-street.

2.15 Turning to the TRICS assessment, generally, the use of one proxy site only is not good practice and should be avoided whenever possible. We found three[5] with multi-modal surveys and four[6] with just vehicles.

2.16 The reliance on one site only may lead to wrong conclusions. The TS itself, elsewhere, adds, to justify that the impact on bus services would be negligible, that the one proxy site in TRICS that they used is "*immediately adjacent to bus stops*[7]" (which the proposed development is not), and therefore not entirely comparable. In other words, the TS itself acknowledges that the TRICS search is not to be relied on.

[5] Sites in Finchley, Highbury and Kingston (Greater London)
[6] The three above plus one in Enfied (Greater London)
[7] Transport Statement, §6.18 (page 24)

2.17 We also think that the application of Journey to Work data from the Census to all types of trips – not just commuting (staff) but to everyone (i.e. also to visitors), is not an appropriate or suitable approach. We note that this was a 'sense-check', but we would like to stress that, in any case, it would ignore visitors' trip patterns (that are highly unlikely to be consistent with employee trip patterns).

2.18 We have repeated the TRICS assessment and extracted trip rates for vehicles (which should really be the focus here, rather than the number of additional passengers on buses, or cycling, etc. – as these will quite possibly be small). Our search is appended to this TN. Sites were selected in London, and one was de-selected on the grounds of PTAL (4). Three sites were found, and the resulting trip generation for the 78 residents/ beds, for 'All Vehicles' and 'Cars,' is reproduced as follows.

Table 2.1 Trip Generation (weekday)

	All Vehicles			Cars only			
	Arr	**Dep**	**Tot**	**Arr**	**Dep**	**Tot**	**Parking Accumulation**
07:00-08:00	12	7	18	10	6	16	4
08:00-09:00	7	8	15	6	7	13	3
09:00-10:00	9	6	15	7	5	12	6
10:00-11:00	**10**	**5**	**16**	**8**	**3**	**12**	**11**
11:00-12:00	6	5	12	4	5	8	10
12:00-13:00	5	10	15	5	8	13	7
13:00-14:00	9	5	14	9	5	14	10
14:00-15:00	8	8	17	7	7	14	10
15:00-16:00	**5**	**12**	**17**	**5**	**10**	**15**	**5**
16:00-17:00	2	5	7	1	4	5	2
17:00-18:00	3	5	7	2	4	7	0
18:00-19:00	4	5	9	2	3	5	0
19:00-20:00	2	2	3	2	2	3	0
20:00-21:00	4	3	7	4	3	7	1
Daily	**87**	**85**	**172**	**73**	**72**	**145**	

TRICS

2.19 Table 2.1 revealed a peak of 17 vehicles per hour, in the afternoon (between 14:00 and 16:00), and 16 in the morning (between 10:00-11:00). The TS predicted a maximum of 6 vehicles (including Single and Multiple Occupants Vehicles)[8] in the afternoon, and 7 in the morning. The difference is significant (with our estimate up to 2.8 times higher[9]).

[8] Transport Statement, Table 6.4 (page 21)
[9] 17 trips vs 6 trips in the morning peak

2.20 It also revealed that the peak parking demand (which we will address later in this Chapter) would be for 11 car parking spaces. This is in contrast with the claim in the TS that "*there would be no more than 5 cars at any one time associated with the proposals*[10]".

2.21 We also note from Table 2.1 that the peak parking demand is predicted to occur between 10:00 and 11:00. Coincidentally, that is also the peak of the parking survey. This is particularly noteworthy as it means that **the two peaks would coincide**.

Parking Provision

2.22 In relation to the 7 spaces for the care home, the TS notes that "*this is deemed appropriate when based on staffing numbers and expected visitors who will need to park adjacent to the building to assist with mobility impaired. This also represents a reduction when compared to the consented scheme which previously provided 20 parking spaces and should therefore be seen as a benefit as vehicle movements will be reduced*[11]".

2.23 We strongly disagree with the conclusion above (that the reduction in proposed parking should be seen as a benefit). No evidence is provided to support the assertion that the lack of off-street parking will deter additional car movements and associated parking demand, and we consider that the proxy site at Kingston demonstrates a more realistic level of likely demand for car parking.

2.24 In fact, even assuming that future staff will be exempt from obtaining parking permits, visitors will be able to park on street, regardless of the CPZ. The submitted FTP is also vague[12] on the measures that will be implemented to encourage visitors to reach the site by active and sustainable modes of travel. In practice, nothing can reasonably prevent, or deter, future visitors to reach the site by car – parking on-street.

2.25 With regard to the aforementioned parking survey, the TS notes that:

> *"The previous application carried out surveys in 2014 for a 200m walking distance from the site. The same scope has been applied to this development […] on Thursday 30th September and Saturday 2nd October 2021, between 08:00 – 18:00 at hourly intervals using the Lambeth methodology […]".*

[10] Transport Statement, §6.23 (page 25)
[11] Transport Statement, §7.2 (page 27)
[12] Framework Travel Plan, §5.16: *"Visitors will be advised to travel by modes other than private car wherever possible. Visitor travel will be managed through provision of information via the noticeboards provided at communal locations within the site. This will include details on how to reach the site by public transport modes, walking and cycling. This will ensure that as many visitors as possible travel to the site using more sustainable modes".*

2.26 We note that the parking survey was taken at the end of the Covid lockdown period (October 2021) and we do not believe all schools and nurseries were fully operational, nor is it clear the extent to which on-site teaching was taking place.

2.27 We also request whether other developments have been approved since, noting the absence of any cumulative impacts. For example, the Bertram Road Highgate Newtown development (started in 2016 and still attracting planning amendments 2016/6088/P to 2023/2906/P) was substantively approved since the survey was carried out.

2.28 The results, set out in the TS, revealed a peak stress of 89% on a Saturday. Whilst the 'Lambeth Methodology' does not specify an exact threshold, it is generally accepted by the transport planning profession that a road is saturated when its parking stress reaches the 90% threshold.

2.29 Clearly, the local roads are very close to this threshold already, and this would be exceeded once the care home is operational.

3 Impact

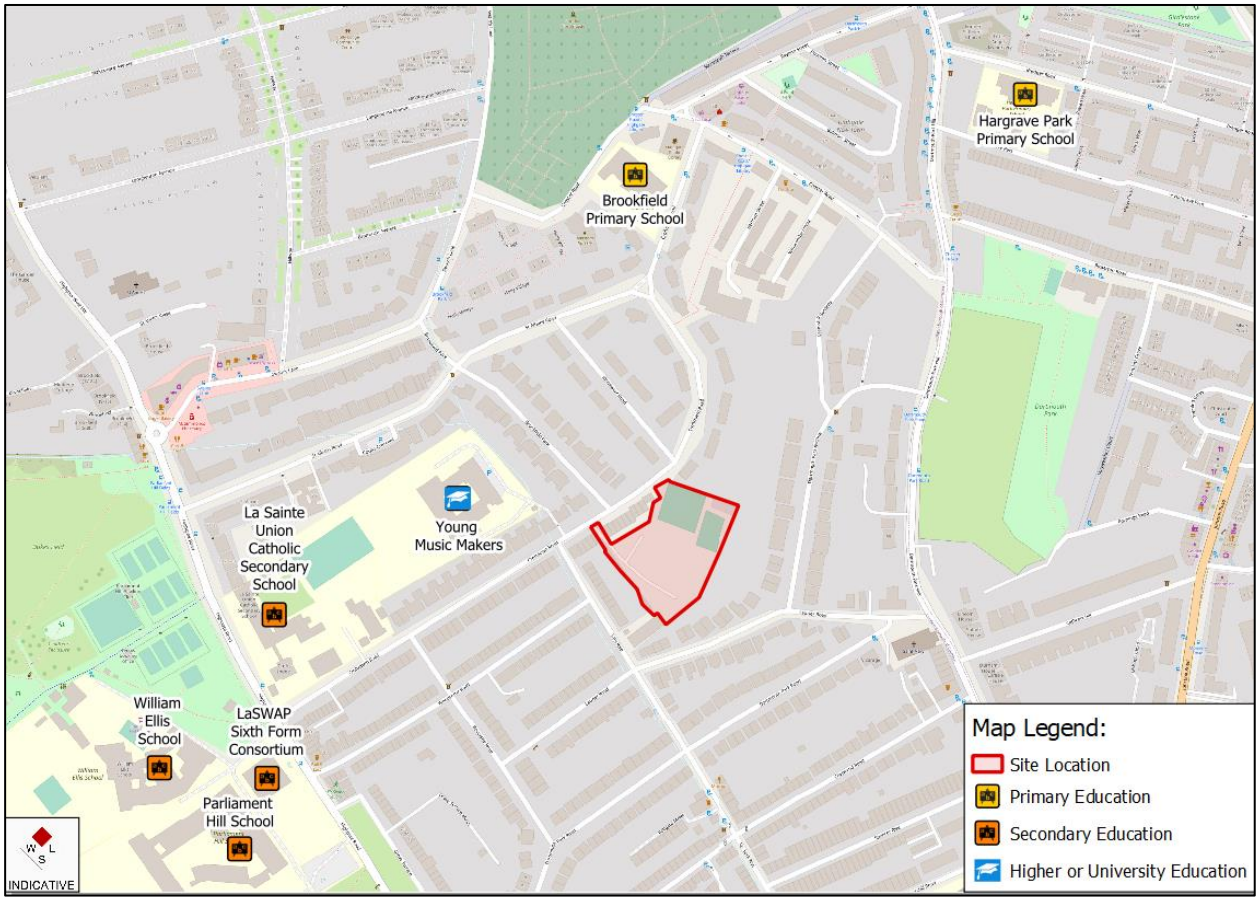
3.1 To summarise the findings above, and in our view, the TS has underestimated the likely trip generation associated with the proposed care home (with figures up to 2.8 times lower than our estimate). Consequently, parking demand has been underestimated too, and so has the overspill on the local roads.

3.2 In this context, it is worth noting that the local roads, for large sections, operate with one way working due to the limited widths available resulting from the on-street parking. Any additional parking demand could be on sections of the kerb not destined to parking (keep clear, double yellows, dropped kerbs, or sections around the junctions) and cause issues to the circulation of vehicles and/or pedestrians, resulting in "*unacceptable impact on highway safety*" – an additional reason, other than '*severe impacts'*, to refuse the application on transport or highways grounds according to paragraph 111 of the National Planning Policy Framework (**NPPF**).

3.3 Adverse impact on on-street parking (noting that the thresholds will exceed 90%) could easily lead to adverse impacts on highway safety and on the quality of the pedestrian environment on the local roads. This is noted also in the context of the 'Healthy Streets' approach, developed by TfL, that should guide any development proposals, regardless of their nature and scale.

3.4 The above is stressed because, as shown below, there are several schools in the local area, which share each other's teaching and sports facilities, so the area is characterised by young people walking and crossing roads all school days and Saturdays.

Figure 4 Local Schools



GIS

3.5 Also, the proposals would be contrary to the principles included in the 'Dartmouth Park Streets for People Engagement Report'[13], produced by Urban Movement for the Dartmouth Park Neighbourhood Forum and published in April 2021. The report set out the engagement with the local community at Dartmouth Park and a number of design principles, such as 'increased road safety', 'school streets', 'better walking' and 'area-wide scheme', just to name a few, that, once developed, would then lead to "*a package of measures that deliver on the design charter and help to make Dartmouth Park a better place for all*".

3.6 The increase in traffic, and in on-street parking demand, would be contrary to those principles, would lead to adverse impact on parking (and potentially on safety and on 'Healthy Streets' principles) and should be refused (also) for this reason.

Saturday

3.7 No trip generation and no assessment have been provided on a Saturday. This is particularly noteworthy as the peak parking stress was indeed on a Saturday, with a peak of 89%; this is during, as noted, the same hour when the parking demand would peak.

[13] https://dpnf.org.uk/wp-content/uploads/2021/05/20210329-Dartmouth-Park-report-FINAL-lowres.pdf

3.8 Care homes are typically 'busier', in terms of visitors, on Saturdays, due to more people being free of work commitments.

3.9 A suitable 'worst-case' assessment on a Saturday should be provided.

4 Summary and Conclusion

4.1 We have been instructed by the residents of Croftdown Road, York Rise, Laurier Road and group of supporters in all adjoining roads affected by the proposed redevelopment of the Former Mansfield Bowling Club, Croftdown Road. Their, and our, concerns on the transport impacts resulting from a proposed care home at the site (Camden ref. 2022/5320/P) have been summarised in this TN.

4.2 This TN has set out our review of the evidence base supporting the application. We have found some minor inconsistencies (such as the radius at the access), and important omissions (such as the fact that the PTAL is 2, not 3, in TfL's own forecasts), but our main concerns are on trip generation and parking.

4.3 The TRICS assessment was found fundamentally flawed and, as a result of that, the trip generation associated with the proposals underestimated, and so were, consequently, the parking demand and the overspill of cars parking on the local roads. It is unclear whether the submitted parking survey, carried out in October 2021, was affected by any lockdown measures (such as any of the schools being closed at that time) or takes into consideration any committed developments (cumulative impacts).

4.4 Either way, the parking survey revealed a peak stress of 89% during a Saturday, during an hour when the peak associated with the care home is also predicted. No assessment has been provided on this day, when a peak of visitors could also be expected.

4.5 Access to public transport services has decreased over time in the local area, and the local CPZ cannot prevent future visitors to reach the care home by car, parking on-street. Any additional parking demand could be on sections of the kerb not destined to parking (keep clear, double yellows, dropped kerbs, or sections around the junctions) and cause issues to the circulation of vehicles (noting the already constrained widths) and/or pedestrians, including associated with schools. The increase in traffic, and in on-street parking demand, would be contrary to the principles emerged as part of the Dartmouth Park Streets for People Engagement Report, would lead to adverse impact on highway safety and on 'Healthy Streets'.

4.6 In conclusion, we consider that the proposed development is likely to have an "*unacceptable impact on highway safety*", in the context of paragraph 111 of the NPPF, and should be refused by Camden Council on highways grounds on this basis.

Document Management

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	GDG	RTBL	RTBL	01 | 08 | 23
-	Issue	GDG	RTBL	RTBL	03 | 08 | 23

APPENDIX A

Calculation Reference: AUDIT-219602-230728-0713

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	EN	ENFIELD	1 days
	KI	KINGSTON	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 40 to 89 (units:)
Range Selected by User: 33 to 89 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/21

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

Selected survey days:

Tuesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	2
Out of Town	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C2	3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

No PTAL Present	1 days
2 Poor	1 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 BN-05-F-01 NURSING HOME BARNET
ETCHINGHAM PARK ROAD
FINCHLEY

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of residents: 40
Survey date: TUESDAY *09/11/21* *Survey Type: MANUAL*

2 EN-05-F-02 CARE HOME ENFIELD
CLAY HILL
ENFIELD

Edge of Town
Out of Town
Total Number of residents: 60
Survey date: THURSDAY *17/11/16* *Survey Type: MANUAL*

3 KI-05-F-01 NURSING HOME KINGSTON
COOMBE LANE WEST
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 89
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
IS-05-F-01	05/11/19	PTAL

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	63	0.148	3	63	0.085	3	63	0.233
08:00 - 09:00	3	63	0.095	3	63	0.101	3	63	0.196
09:00 - 10:00	3	63	0.116	3	63	0.079	3	63	0.195
10:00 - 11:00	3	63	0.132	3	63	0.069	3	63	0.201
11:00 - 12:00	3	63	0.079	3	63	0.069	3	63	0.148
12:00 - 13:00	3	63	0.063	3	63	0.127	3	63	0.190
13:00 - 14:00	3	63	0.111	3	63	0.069	3	63	0.180
14:00 - 15:00	3	63	0.106	3	63	0.106	3	63	0.212
15:00 - 16:00	3	63	0.069	3	63	0.148	3	63	0.217
16:00 - 17:00	3	63	0.026	3	63	0.063	3	63	0.089
17:00 - 18:00	3	63	0.037	3	63	0.058	3	63	0.095
18:00 - 19:00	3	63	0.053	3	63	0.063	3	63	0.116
19:00 - 20:00	3	63	0.021	3	63	0.021	3	63	0.042
20:00 - 21:00	3	63	0.053	3	63	0.037	3	63	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.109			1.095			2.204

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

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

Parameter summary

Trip rate parameter range selected:	40 - 89 (units:)
Survey date date range:	01/01/15 - 09/11/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	63	0.000	3	63	0.000	3	63	0.000
08:00 - 09:00	3	63	0.005	3	63	0.005	3	63	0.010
09:00 - 10:00	3	63	0.005	3	63	0.005	3	63	0.010
10:00 - 11:00	3	63	0.005	3	63	0.005	3	63	0.010
11:00 - 12:00	3	63	0.005	3	63	0.005	3	63	0.010
12:00 - 13:00	3	63	0.000	3	63	0.000	3	63	0.000
13:00 - 14:00	3	63	0.000	3	63	0.000	3	63	0.000
14:00 - 15:00	3	63	0.011	3	63	0.005	3	63	0.016
15:00 - 16:00	3	63	0.000	3	63	0.005	3	63	0.005
16:00 - 17:00	3	63	0.000	3	63	0.000	3	63	0.000
17:00 - 18:00	3	63	0.000	3	63	0.000	3	63	0.000
18:00 - 19:00	3	63	0.000	3	63	0.000	3	63	0.000
19:00 - 20:00	3	63	0.000	3	63	0.000	3	63	0.000
20:00 - 21:00	3	63	0.000	3	63	0.000	3	63	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.030			0.061

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	63	0.000	3	63	0.000	3	63	0.000
08:00 - 09:00	3	63	0.000	3	63	0.000	3	63	0.000
09:00 - 10:00	3	63	0.000	3	63	0.000	3	63	0.000
10:00 - 11:00	3	63	0.005	3	63	0.005	3	63	0.010
11:00 - 12:00	3	63	0.005	3	63	0.000	3	63	0.005
12:00 - 13:00	3	63	0.000	3	63	0.005	3	63	0.005
13:00 - 14:00	3	63	0.000	3	63	0.000	3	63	0.000
14:00 - 15:00	3	63	0.000	3	63	0.000	3	63	0.000
15:00 - 16:00	3	63	0.000	3	63	0.000	3	63	0.000
16:00 - 17:00	3	63	0.000	3	63	0.000	3	63	0.000
17:00 - 18:00	3	63	0.000	3	63	0.000	3	63	0.000
18:00 - 19:00	3	63	0.005	3	63	0.005	3	63	0.010
19:00 - 20:00	3	63	0.000	3	63	0.000	3	63	0.000
20:00 - 21:00	3	63	0.000	3	63	0.000	3	63	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
PSVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	63	0.000	3	63	0.000	3	63	0.000
08:00 - 09:00	3	63	0.000	3	63	0.000	3	63	0.000
09:00 - 10:00	3	63	0.000	3	63	0.000	3	63	0.000
10:00 - 11:00	3	63	0.000	3	63	0.000	3	63	0.000
11:00 - 12:00	3	63	0.005	3	63	0.000	3	63	0.005
12:00 - 13:00	3	63	0.000	3	63	0.005	3	63	0.005
13:00 - 14:00	3	63	0.000	3	63	0.000	3	63	0.000
14:00 - 15:00	3	63	0.000	3	63	0.000	3	63	0.000
15:00 - 16:00	3	63	0.000	3	63	0.000	3	63	0.000
16:00 - 17:00	3	63	0.000	3	63	0.000	3	63	0.000
17:00 - 18:00	3	63	0.000	3	63	0.000	3	63	0.000
18:00 - 19:00	3	63	0.000	3	63	0.000	3	63	0.000
19:00 - 20:00	3	63	0.000	3	63	0.000	3	63	0.000
20:00 - 21:00	3	63	0.000	3	63	0.000	3	63	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	63	0.000	3	63	0.000	3	63	0.000
08:00 - 09:00	3	63	0.000	3	63	0.000	3	63	0.000
09:00 - 10:00	3	63	0.000	3	63	0.000	3	63	0.000
10:00 - 11:00	3	63	0.000	3	63	0.000	3	63	0.000
11:00 - 12:00	3	63	0.000	3	63	0.000	3	63	0.000
12:00 - 13:00	3	63	0.000	3	63	0.000	3	63	0.000
13:00 - 14:00	3	63	0.000	3	63	0.000	3	63	0.000
14:00 - 15:00	3	63	0.000	3	63	0.000	3	63	0.000
15:00 - 16:00	3	63	0.000	3	63	0.000	3	63	0.000
16:00 - 17:00	3	63	0.000	3	63	0.000	3	63	0.000
17:00 - 18:00	3	63	0.000	3	63	0.000	3	63	0.000
18:00 - 19:00	3	63	0.000	3	63	0.000	3	63	0.000
19:00 - 20:00	3	63	0.005	3	63	0.000	3	63	0.005
20:00 - 21:00	3	63	0.000	3	63	0.000	3	63	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.000			0.005

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

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	63	0.127	3	63	0.074	3	63	0.201
08:00 - 09:00	3	63	0.079	3	63	0.090	3	63	0.169
09:00 - 10:00	3	63	0.095	3	63	0.063	3	63	0.158
10:00 - 11:00	3	63	0.106	3	63	0.042	3	63	0.148
11:00 - 12:00	3	63	0.048	3	63	0.058	3	63	0.106
12:00 - 13:00	3	63	0.063	3	63	0.106	3	63	0.169
13:00 - 14:00	3	63	0.111	3	63	0.063	3	63	0.174
14:00 - 15:00	3	63	0.090	3	63	0.090	3	63	0.180
15:00 - 16:00	3	63	0.063	3	63	0.132	3	63	0.195
16:00 - 17:00	3	63	0.016	3	63	0.053	3	63	0.069
17:00 - 18:00	3	63	0.032	3	63	0.053	3	63	0.085
18:00 - 19:00	3	63	0.032	3	63	0.037	3	63	0.069
19:00 - 20:00	3	63	0.021	3	63	0.021	3	63	0.042
20:00 - 21:00	3	63	0.053	3	63	0.037	3	63	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.936			0.919			1.855

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	63	0.021	3	63	0.011	3	63	0.032
08:00 - 09:00	3	63	0.011	3	63	0.005	3	63	0.016
09:00 - 10:00	3	63	0.016	3	63	0.011	3	63	0.027
10:00 - 11:00	3	63	0.016	3	63	0.016	3	63	0.032
11:00 - 12:00	3	63	0.016	3	63	0.005	3	63	0.021
12:00 - 13:00	3	63	0.000	3	63	0.011	3	63	0.011
13:00 - 14:00	3	63	0.000	3	63	0.005	3	63	0.005
14:00 - 15:00	3	63	0.005	3	63	0.011	3	63	0.016
15:00 - 16:00	3	63	0.005	3	63	0.011	3	63	0.016
16:00 - 17:00	3	63	0.011	3	63	0.011	3	63	0.022
17:00 - 18:00	3	63	0.005	3	63	0.005	3	63	0.010
18:00 - 19:00	3	63	0.016	3	63	0.021	3	63	0.037
19:00 - 20:00	3	63	0.000	3	63	0.000	3	63	0.000
20:00 - 21:00	3	63	0.000	3	63	0.000	3	63	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.123			0.245

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

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

Appendix B

Notes:

N

2 0 2 4 6 8 10
SCALE 1:250 m

Key

- Boundary line
- Outline above
- Outline of building pre-demolition
- Outline of Consented Scheme
- Root Protection Zone
- Tree canopy
- Trees to be removed

CROFTDOWN ROAD

DARTMOUTH PARK

YORK RISE

LAURIER ROAD

Tennis pavilion

Children's play area

Community garden

Tennis courts

Residents' garden

Loading bay

Guests access

Grey dashed line denotes roof plant area. Please refer to M&E schematics

Parking area

Ambulance bay

Green Roof

Green Roof

Residents' courtyard

Green Roof

Tranquility garden

Proposed Site Plan
1 : 250

Rev	Description	Date	Drwn	Ckd
P2	Parking spaces amended	05/10/23	MM	AG
P1	Planning Issue	21/10/22	MM	AG

WOLFF ARCHITECTS

16 lambton place
notting hill
london w112sh
t 02072293125
f 02072293257
e info@wolffarchitects.co.uk

status:
PLANNING

project:
Mansfield Green
London

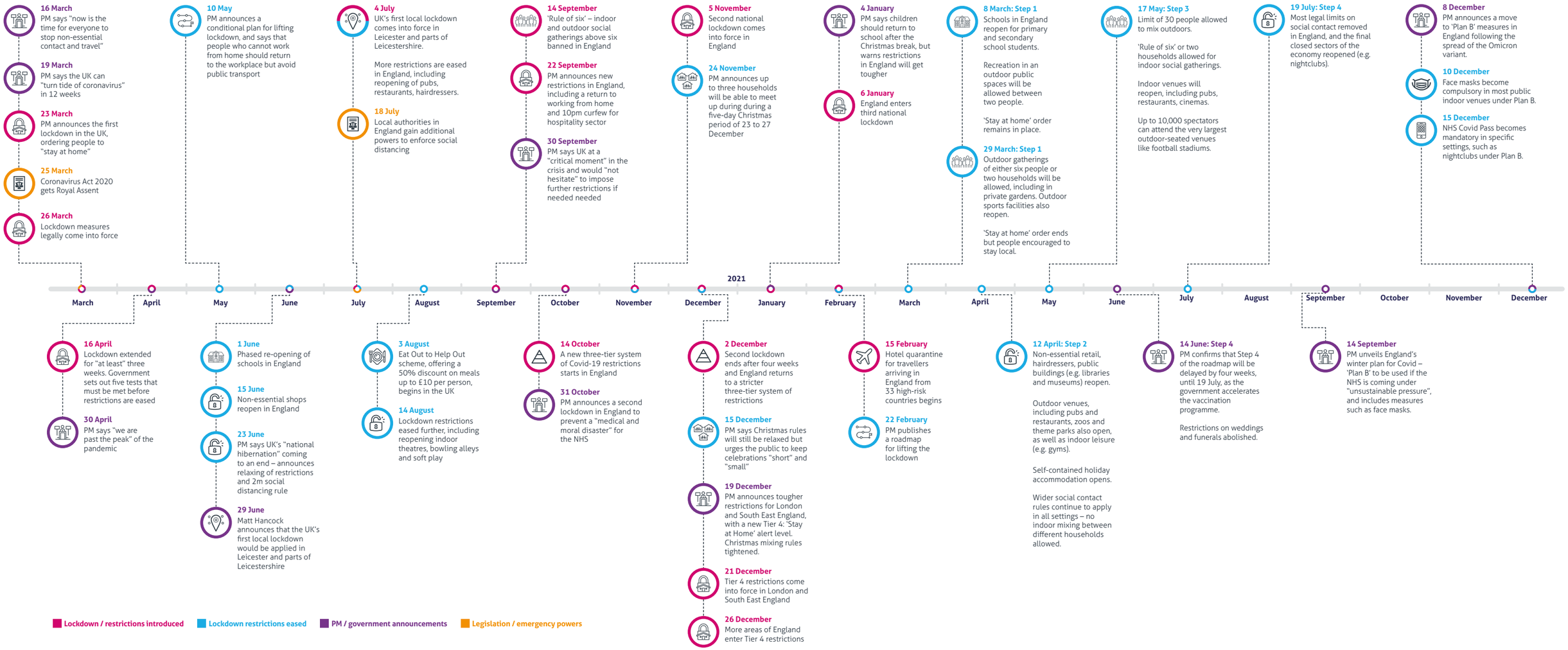
drawing title:
Proposed Site Plan

date: **09/09/22**
scale: **1 : 250**

dwg no: **1962-PL-0198**
rev no: **P2**

Appendix C

Timeline of UK government coronavirus lockdowns and measures, March 2020 to December 2021



Source: Institute for Government analysis.