



Petersham Nurseries

Proof of Evidence of James Bevis

Appeal Ref: APP/L5810/C/24/3339372

i-Transport Ref: JCB/ITL8120-012C R

Date: 31 May 2024

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITL8120-012	Draft	14 May 2024	JCB	JCB
ITL8120-012A	Final Draft	28 May 2024	JCB	JCB
ITL8120-012B	Final Draft	31 May 2024	JCB	JCB
ITL8120-012C	Final	31 May 2024	JCB	JCB

File Ref: L:\PROJECTS\8000 SERIES\8120 - Petersham Nurseries\Admin\Report and Tech Notes\ITL8120-012C R
Proof of Evidence - Final.docx

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SECTION 1 Introduction

1.1 Background

1.1.1 This proof of evidence has been prepared by James Bevis to assist the Inspector with transport matters for the appeal against the enforcement notice issued by the Council of the London Borough of Richmond-upon-Thames ('the Council') in relation to the alleged breach by the appellant of planning conditions relating to the permitted permanent mixed use as garden centre and café/restaurant (*planning ref: 08/4312/FUL - permitted on 29 July 2009*¹).

1.1.2 The requirements of the enforcement notice² (dated 15 January 2024) are:

"a) Permanently restrict the sale of food for consumption on or off the premises to the following:

Tuesday to Sunday 10am to 5pm, and Bank Holidays 11am to 5pm

b) Permanently restrict the café/restaurant uses areas to within the blue line, as shown on the attached Plan 2."

1.1.3 The Council alleges that the operation of the café/restaurant outside of its permitted hours and the increase in size of the café/restaurant area beyond that permitted has led to pedestrian, vehicular and commercial activity that is harming the amenity and living conditions of neighbouring residents and has an urbanising effect detrimental to the character and function of the Metropolitan Open Land (MOL).

1.1.4 There is no allegation that the alleged breach of planning conditions NS04 and NS05 of the 2009 planning permission has an unacceptable impact in transport or highways terms. The issues alleged by the Council are therefore primarily dealt with by Mr Vivian and Mr Belsten.

1.1.5 My evidence informs the evidence of Mr Vivian and Mr Belsten by setting out the results of detailed traffic surveys to measure the quantum of traffic movement generated by the existing post 5pm operation of the restaurant at the Nurseries. It demonstrates that this evening operation generates relatively few vehicle movements.

¹ Ref: CD2.1

² Ref: CD1.1

1.1.6 My evidence also assesses how the traffic generation of this existing operation compares with a potential fall-back position. The Petersham Nurseries site has an extant planning permission for Use Class E, which allows a wide range of potential alternative uses with no restriction in terms of operational hours or days, other than no sale of food or drink in the evenings. My evidence sets out how one such alternative – a private sports club – would generate significantly greater volumes of traffic movement including in the evening.

1.1.7 Whilst Mr Vivian and Mr Belsten will deal with the main issues agreed at the Case Management Conference, interested third parties have raised concerns on the following transport-related matters:

- Effect on the safe use of Church Lane and Petersham Road; and
- On-street car parking demand.

1.1.8 Therefore, my evidence also addresses the compliance of the scheme with the key transport tests identified by paragraph 114 of the Framework (see Section 2 of my evidence), which can be summarised as follows:

- Will the opportunities for sustainable transport be taken up appropriately?
- Will safe and suitable access be provided?
- Will the design be acceptable?
- Will the traffic impacts be acceptable?

1.2 **Qualifications and Experience**

1.2.1 I hold a Master of Engineering Degree from the University of Leeds. I am a Chartered Transport Planner being a Chartered Member of the Institute of Logistics and Transport. I am also a Member of the Chartered Institution of Highways and Transportation.

- 1.2.2 I help lead i-Transport's London office and have nearly 30 years of transport planning experience, almost all of which has been obtained in working on development projects in the UK of various sizes and types³. My role involves advising developers on their projects as they navigate the planning system – from initial pre-purchase advice, through the preparation of Transport Assessments and Travel Plans to accompany planning applications, to (where necessary) assisting planning inquiries and hearings on transport matters. I also occasionally assist with enforcement action inquiries.
- 1.2.3 Whilst I was not involved, i-Transport previously advised the Nurseries on transport and highways matters between 2012 to 2014. This included various assessments of movements generated by the evening supper clubs as well as input on Travel Planning matters. My involvement commenced in October 2023 to assist with the (at that time expected) enforcement action by the Council. As part of my work, I have visited the Nurseries and walked the local roads. I am therefore familiar with the Nurseries' operation and location and the surrounding transport network.
- 1.2.4 I have prepared this proof of evidence in accordance with the guidance of my professional institutions. I can confirm that the opinions expressed are my true and professional opinions.

³ E.g. the expansions of Pinewood Studios and Shepperton Studios to create the two largest film studios in the world, and more than 1,000 new homes to the south of Basingstoke close to where I live.

SECTION 2 **Transport Planning Policy: The Key Transport Tests and The High Bar**

2.1 **The Key Transport Tests**

2.1.1 There are four key transport tests that apply to development proposals. These are set out in paragraph 114 of the National Planning Policy Framework (December 2023) ('the Framework') and can be summarised as follows:

- i Will the opportunities for sustainable transport be taken up appropriately?
- ii Will safe and suitable access be provided?
- iii Will the design be acceptable?
- iv Will the traffic impacts be acceptable?

2.1.2 These tests are reflected in London policy as set out in The London Plan (2021), the adopted Local Plan (2018) and the emerging Local Plan (regulation 19 version – 2023).

2.2 **The High Bar**

2.2.1 Paragraph 115 of the Framework sets a high bar for preventing development from coming forward for transport reasons. It is only where the traffic impacts are *severe* or where there will be *unacceptable safety impacts* that development should be prevented.

2.2.2 This high bar test was introduced by the first version of the Framework in 2012 and dealt with the lack of clarity on what constituted unacceptable development in transport terms in previous policy documents. The high bar test has been acknowledged in various appeal decisions, and its application has generally prevented transport being used as a make weight reason for refusal.

2.2.3 The transport acceptability of the appeal scheme should be assessed in this context. Whilst the Council has not alleged any breach of this high bar, third parties have raised concerns regarding the safety of the Church Lane access and parking impacts.

2.3 **London and Local Policy**

2.3.1 The enforcement notice refers to the following London and local planning policies:

- 1 Policy G3 of The London Plan seeks to protect MOL from inappropriate development, whilst seeking to enhance the quality and range of uses of it. Designation of MOL relates to four criteria but these do not directly relate to transport or highways matters.

- 2 Policy LP 8 of the adopted Local Plan relates to amenity and living conditions. In terms of transport matters, limb 4 of the policy sets out that Council will ***“ensure there is no harm to the reasonable enjoyment of the use of buildings, gardens and other spaces due to increases in traffic, servicing, parking, noise, light, disturbance, air pollution, odours or vibration or local micro-climatic effects”***. In this regard:
 - Section 3 of my evidence demonstrates that the existing post 5pm operation generates a very modest amount of traffic/parking; and
 - Section 4 of my evidence demonstrates that a fallback position with an alternative use would generate a greater amount of traffic and parking.
- 3 Policy LP 13 of the adopted Local Plan relates to MOL and does not have any direct relevance in terms of transport matters.
- 4 Policy 35 of the Regulation 19 Local Plan also relates to MOL and also does not have any direct relevance in terms of transport matters.
- 5 Policy 46 of the Regulation 19 Local Plan seeks to protect the amenity and living conditions for occupants of new, existing, adjoining and neighbouring properties and the visual amenity of the area as a whole. The fifth limb of this draft policy is the same as the fourth limb of Policy LP 8 of the adopted Local Plan – see above.

2.4 Summary

2.4.1 Paragraph 114 of the Framework identifies four key transport tests, which can be summarised as follows:

- i Will the opportunities for sustainable transport be taken up appropriately?
- ii Will safe and suitable access be provided?
- iii Will the design be acceptable?
- iv Will the traffic impacts be acceptable?

2.4.2 There is no allegation by the Council – other than in terms of traffic/parking related amenity impacts – that the existing operation of the Nurseries fails to comply with these tests. Fundamentally, the Council does not allege that the existing operation breaches the high bar test identified by paragraph 115 of the Framework.

2.4.3 The Council has alleged unacceptable amenity impacts due to the movement generated by the evening operation. Interested parties have raised concerns regarding the safety of the Church Lane access and parking impacts. My evidence deals with these matters as follows:

- Section 3 demonstrates that the existing post 5pm operation generates a very modest amount of traffic/parking.
- Section 4 demonstrates that a fallback position with an alternative use would generate a greater amount of traffic and parking and therefore have worse amenity impacts.
- Section 5 provides an overview assessment of the operation of the Nurseries against the key transport tests and identifies that Church Lane operates safely, the traffic generation of the evening operation in the network peak hour is exceptionally modest, and the potential fallback position would have greater impacts.

SECTION 3 Traffic Survey Results

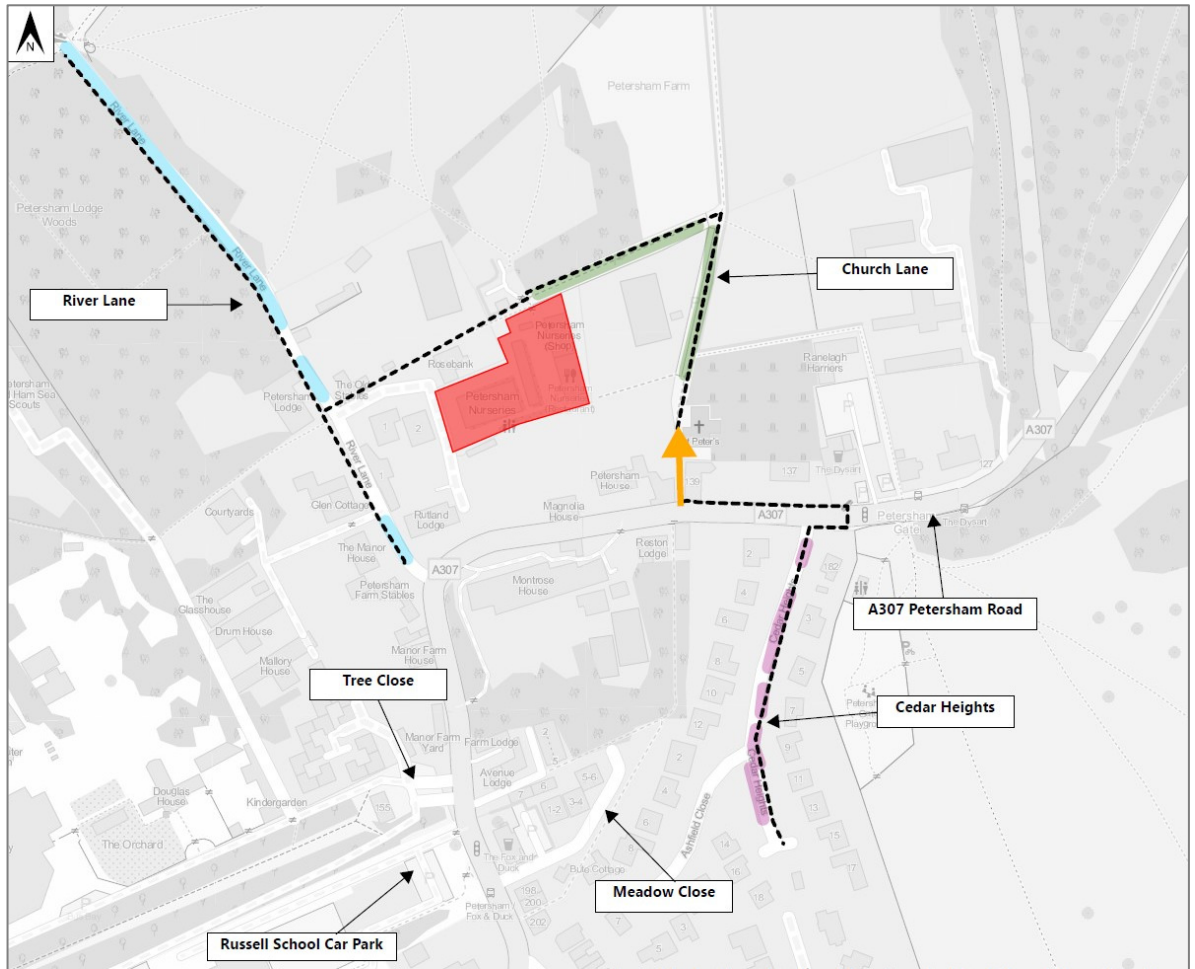
3.1 Introduction

3.1.1 This section of my evidence summarises the following surveys that have been undertaken:

Table 3.1: Surveys

Survey	Dates	Overview of methodology
A307 Petersham Road Automatic Traffic Count (ATC)	7 February 2024 to 20 February 2024	Rubber road tube survey to measure the temporal profile of traffic volumes and classification (i.e. type of vehicle).
Drone survey 1	Wednesday 14 February 2024 (Valentine's Day) 9:30am to 11:30pm	Measurement of vehicular movements and parking volumes on local roads (see image overleaf), differentiating between those related to Petersham Nurseries and those that are unrelated.
Drone survey 2	Thursday 18 April 2024 9:30am to midnight	
Drone survey 3	Saturday 4 May 2024 9:30am to midnight	
Visitor questionnaire 1	Wednesday 14 February 2024	A questionnaire survey on the same evening as the drone survey to measure the mode split of evening restaurant visitors.
Visitor questionnaire 2	Thursday 18 April 2024	
Visitor questionnaire 3	Saturday 4 May 2024	

Image 3.1: Roads Covered by Drone Survey



Ref: Figure 3.1

3.1.2 The data from these surveys, together with explanatory notes, were issued on 20 May 2024⁴. The results are summarised in the remainder of this section of my evidence. In addition, I have put the results into the context of traffic flows on the A307 Petersham Road, which travels through the MOL (albeit the highway extent is not designated as MOL).

3.2 ATC Survey

3.2.1 The results of the Petersham Road ATC survey are summarised in **Table 3.1**.

⁴ Ref: CD10.3

Table 3.1: Average Weekday Traffic Flows⁵

Hour	Eastbound	Westbound	Two-Way
00:00 to 05:00	279	200	479
05:00	136	66	202
06:00	433	193	626
07:00	662	370	1,033
08:00	572	370	942
09:00	556	400	955
10:00	499	380	879
11:00	508	393	901
12:00	502	409	911
13:00	501	416	917
14:00	490	450	940
15:00	554	473	1,026
16:00	562	505	1,067
17:00	673	700	1,372
18:00	662	679	1,340
19:00	493	483	976
20:00	446	382	828
21:00	408	335	743
22:00	330	301	631
23:00	233	186	419
Daily	9,497	7,690	17,188
09:00 – 17:00	4,172	3,425	7,597
17:00 – 00:00	3,244	3,065	6,310

Source: Paul Castle ATC Survey (February 2024).

3.2.2 The A307 Petersham Road is 'busy', carrying circa 17,000 two-way traffic movements on a typical weekday.

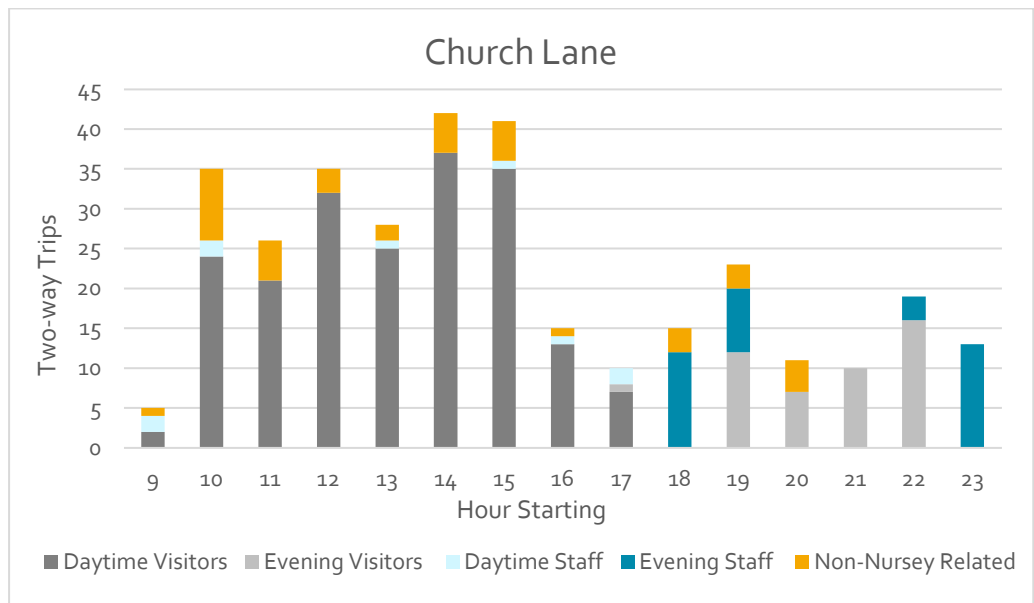
3.3 Drone survey 1: Wednesday 14 February 2024 (Valentine's Day)

3.3.1 The results of this survey are set out in i-Transport note ITL8120-008B TN 'February 2024 survey results' (CD10.3). The results show:

⁵ Based on data outside of the half-term week, i.e., 7th – 9th and 19th – 20th February.

- a The Nurseries generated a total of 321 two-way vehicle movements, of which 86 (27% - around one quarter) related to the evening operation.
- b The majority of evening operation movements (82, i.e. 95%) occurred on Church Lane.
- c 4 evening operation movements occurred on River Lane. This is a low level of movement and is not significant in my opinion.

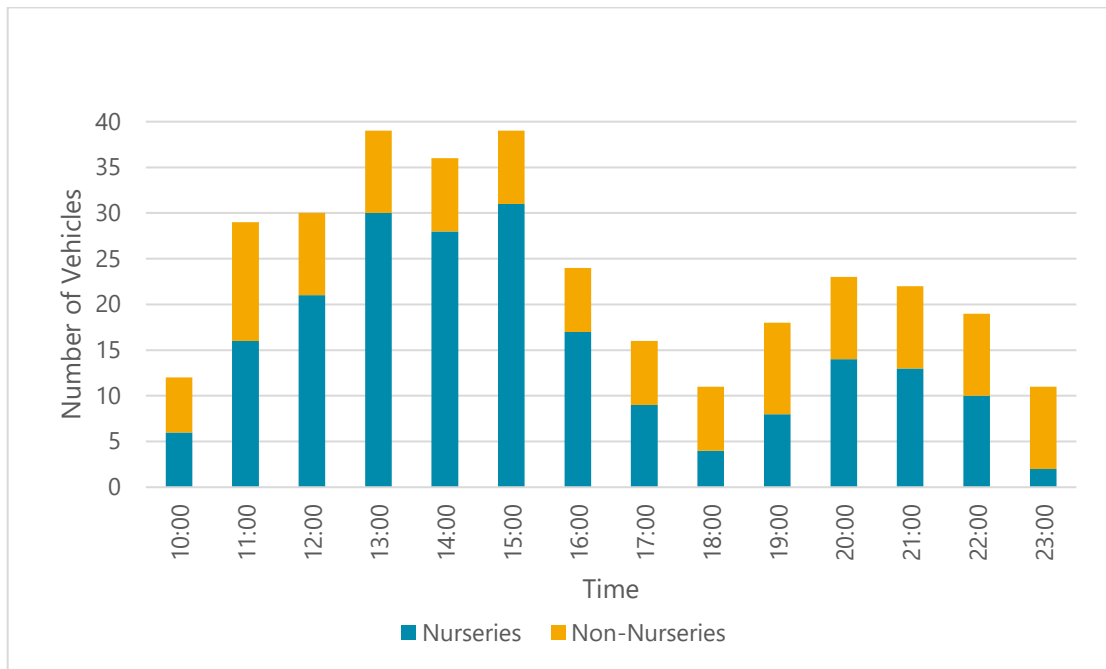
Image 3.2: Church Lane Traffic Movements – 14 February 2024



Ref: Image 3.1 of ITL8120-008B TN 'February 2024 survey results'

- d The 82 vehicle movements on Church Lane occurred over a seven-hour period between 5pm and midnight, i.e. an average of 12 vehicles per hour, equivalent to one vehicle movement every 5 minutes.
- e During the highway network peak hour (1700 to 1800) the evening operation generated one vehicle movement on Church Lane.
- f The busiest hour on Church Lane occurred between 1900 and 2000 when the evening operation generated 20 vehicles, equivalent to one vehicle movement every three minutes.

Image 3.3: Church Lane Parking Accumulation – 14 February 2024



Ref: Image 5.1 of ITL8120-008B TN 'February 2024 survey results'

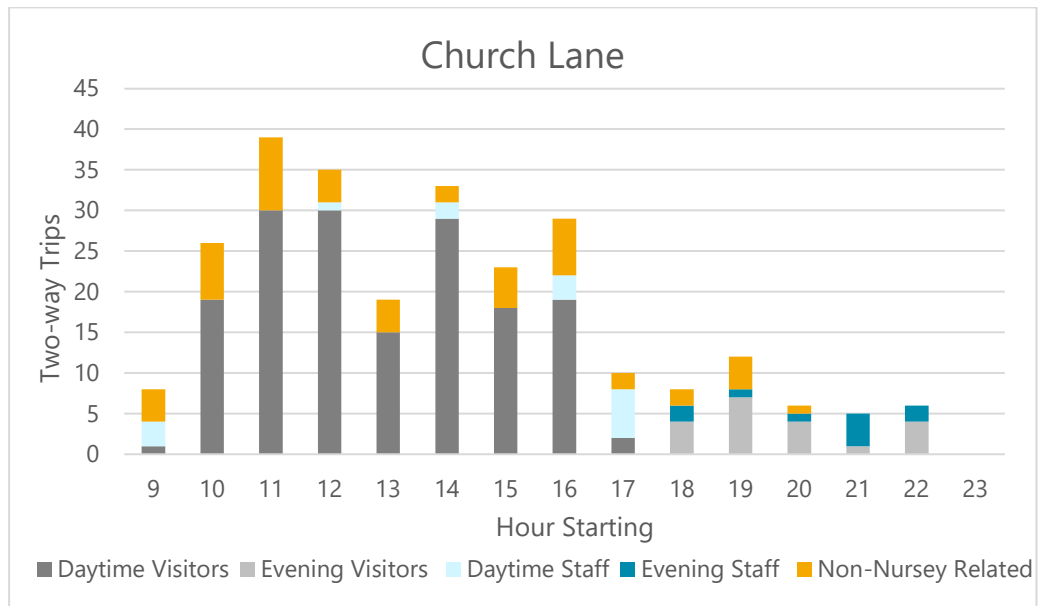
- g The majority of Nurseries' car parking occurred on Church Lane:
 - During the day, the peak parking accumulation amounted to 39 vehicles, of which 31 were associated with the Nurseries.
 - In the evening, the peak parking accumulation was 23 vehicles, of which 14 were related to the Nurseries.

3.4 Drone survey 2: Thursday 18 April 2024

3.4.1 The results of this survey are set out in i-Transport note ITL8120-011 TN 'April 2024 survey results' (CD10.3). The results show:

- a The Nurseries generated a total of 272 two-way vehicle movements, of which 43 (16%) related to the evening operation.
- b The majority of evening operation movements (30, i.e. 71%) occurred on Church Lane.
- c There were 4 evening operation movements on Cedar Heights and 9 on River Lane. These are not significant in my opinion.

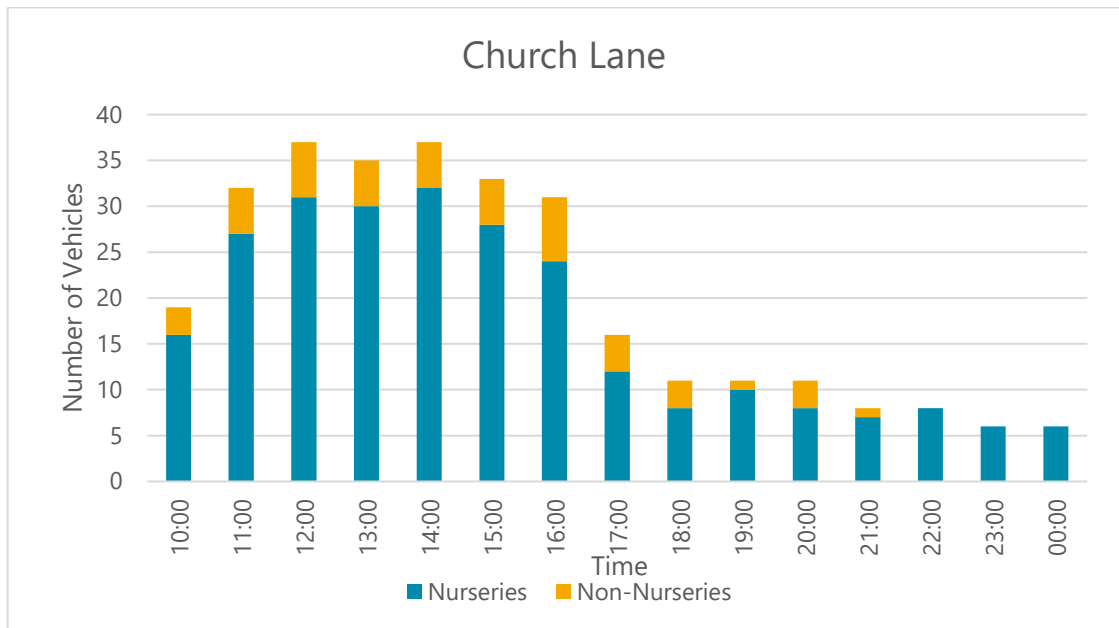
Image 3.4: Church Lane Traffic Movements – 18 April 2024



Ref: Image 2.1 of ITL8120-011B TN 'April 2024 survey results'

- d The 30 vehicle movements on Church Lane occurred over a six-hour period between 5pm and 11pm, i.e. an average of just over 5 vehicles per hour, equivalent to one vehicle movement every 12 minutes.
- e During the highway network peak hour (1700 to 1800), the evening operation did not generate any vehicle movements on Church Lane.
- f The busiest hour on Church Lane occurred between 1900 and 2000 when the evening operation generated 8 vehicles, equivalent to one vehicle movement every 7½ minutes.

Image 3.5: Church Lane Parking Accumulation – 18 April 2024



Ref: Image 4.1 of ITL8120-011 TN 'April 2024 survey results'

- g The majority of Nurseries' car parking occurred on Church Lane:
 - During the day, the peak parking accumulation amounted to 37 vehicles, of which 32 were associated with the Nurseries.
 - In the evening, the peak parking accumulation was 11 vehicles, of which 10 were related to the Nurseries.

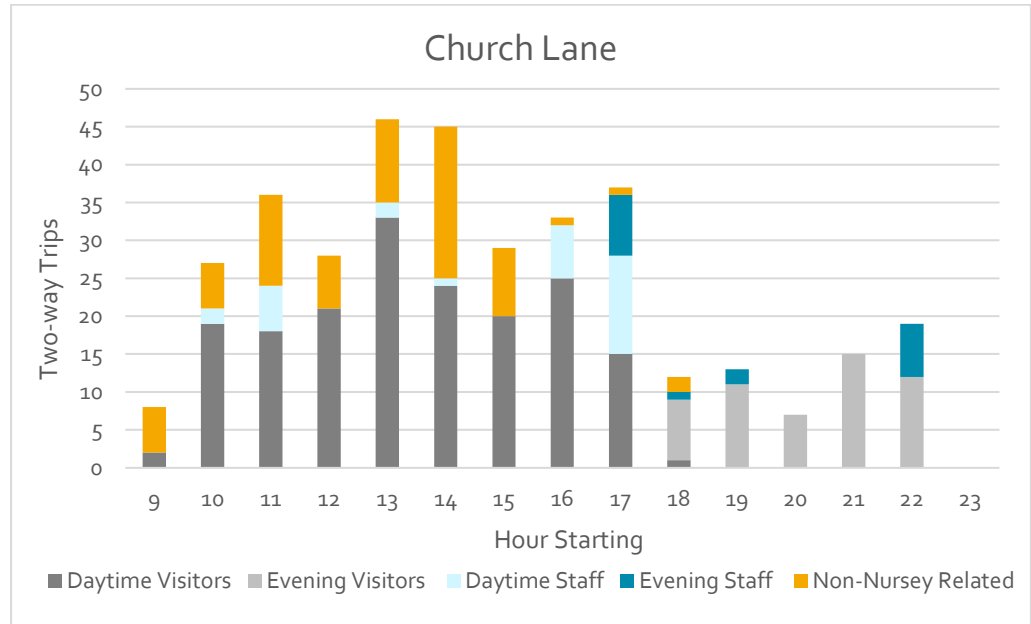
3.5 Drone survey 3: Saturday 4 May 2024

3.5.1 The results of this survey are set out in i-Transport note ITL8120-013 TN 'May 2024 survey results' (CD10.3). The results show:

- a The Nurseries generated a total of 317 two-way vehicle movements, of which 97 (23%) related to the evening operation.
- b The number of covers on 4 May was 80 compared to 101 on 14 February. The greater number of vehicle movements in May is likely to be due to the poor weather, which resulted in a higher number of drop off movements.
- c The majority of evening operation movements (71, i.e. 73%) occurred on Church Lane. This was lower than on 14 February, so that survey represents a worst case in terms of impacts on Church Lane.

- d There were no evening operation movements on Cedar Heights and 26 movements on River Lane.

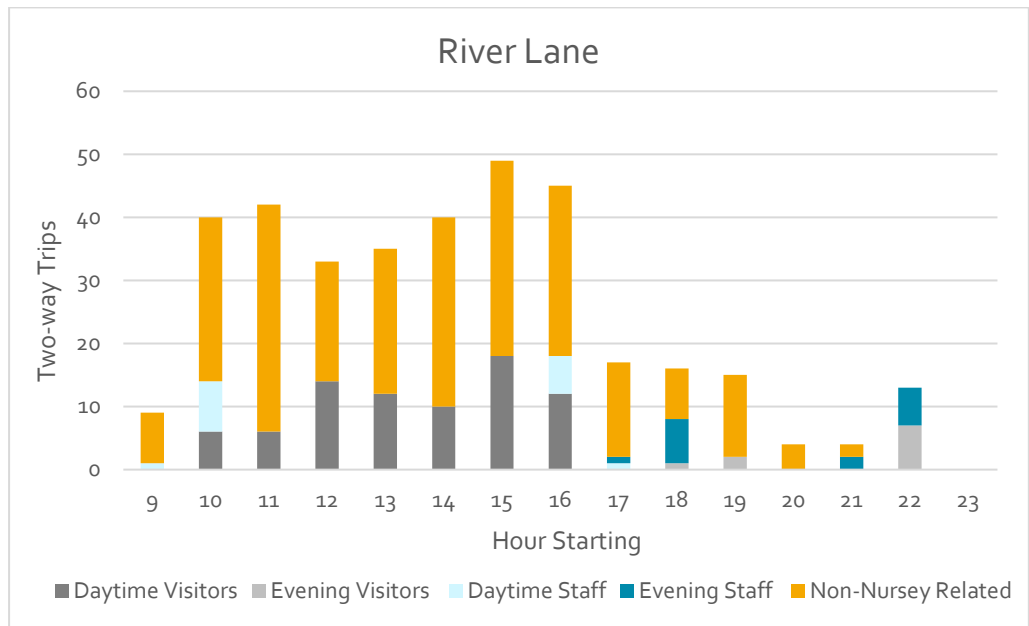
Image 3.6: Church Lane Traffic Movements – 4 May 2024



Ref: Image 2.1 of ITL8120-013 TN 'May 2024 survey results'

- e During the highway network peak hour (1700 to 1800) the evening operation generated 8 vehicle movements on Church Lane, equivalent to one vehicle movement every 7½ minutes.
- f The busiest hour on Church Lane occurred between 2200 and 2300 when the evening operation generated 19 vehicles, equivalent to one vehicle movement every 3 minutes.
- g The 71 vehicle movements on Church Lane occurred over a six-hour period between 5pm and 11pm, i.e. an average of circa 12 vehicles per hour, equivalent to one vehicle movement every 5 minutes.

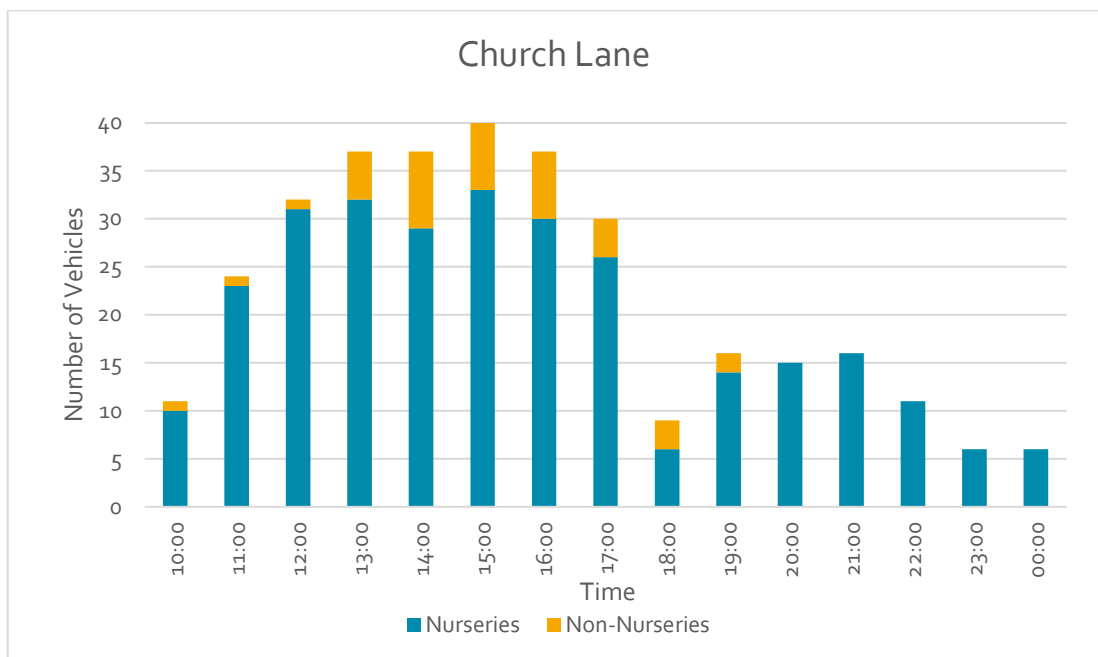
Image 3.7: River Lane Traffic Movements – 4 May 2024



Ref: Image 2.3 of ITL8120-013 TN 'May 2024 survey results'

- h During the highway network peak hour (1700 to 1800) the evening operation generated 1 vehicle movement on River Lane.
- i The busiest hour on River Lane occurred between 2200 and 2300 when the evening operation generated 13 vehicles, equivalent to just over one vehicle movement every 5 minutes.

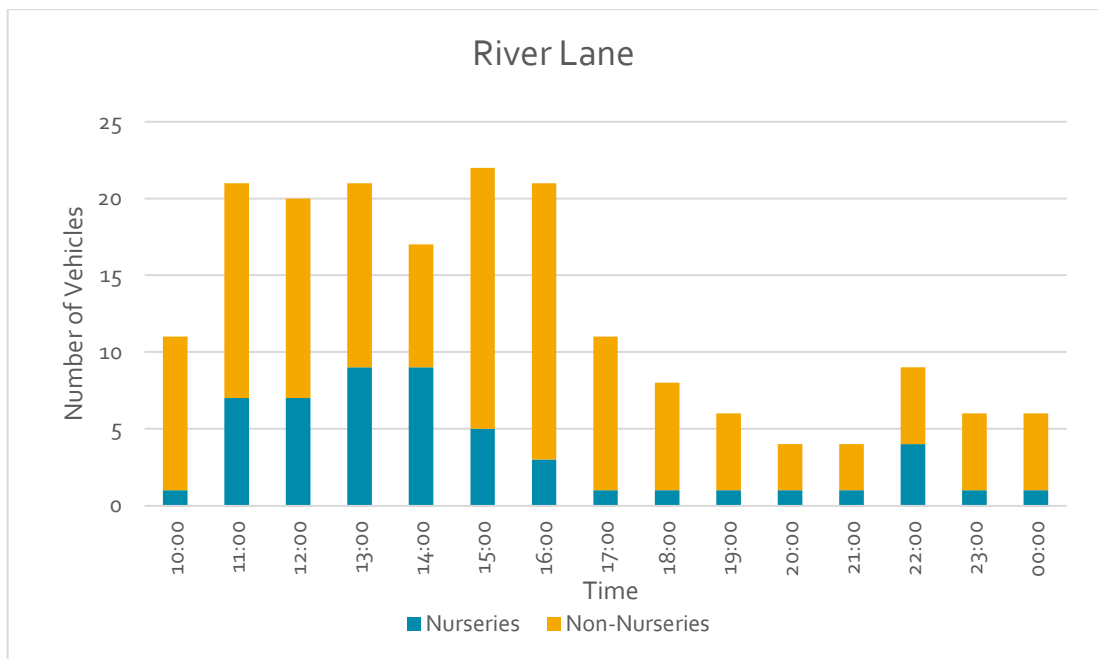
Image 3.8: Church Lane Parking Accumulation – 4 May 2024



Ref: Image 4.1 of ITL8120-011 TN 'May 2024 survey results'

- j The majority of Nurseries’ car parking occurred on Church Lane:
 - During the day, the peak parking accumulation amounted to 40 vehicles, of which 33 were associated with the Nurseries.
 - In the evening, the peak parking accumulation was 11 vehicles, of which 10 were related to the Nurseries.

Image 3.9: River Lane Parking Accumulation – 4 May 2024



Ref: Image 4.2 of ITL8120-011 TN ‘May 2024 survey results’

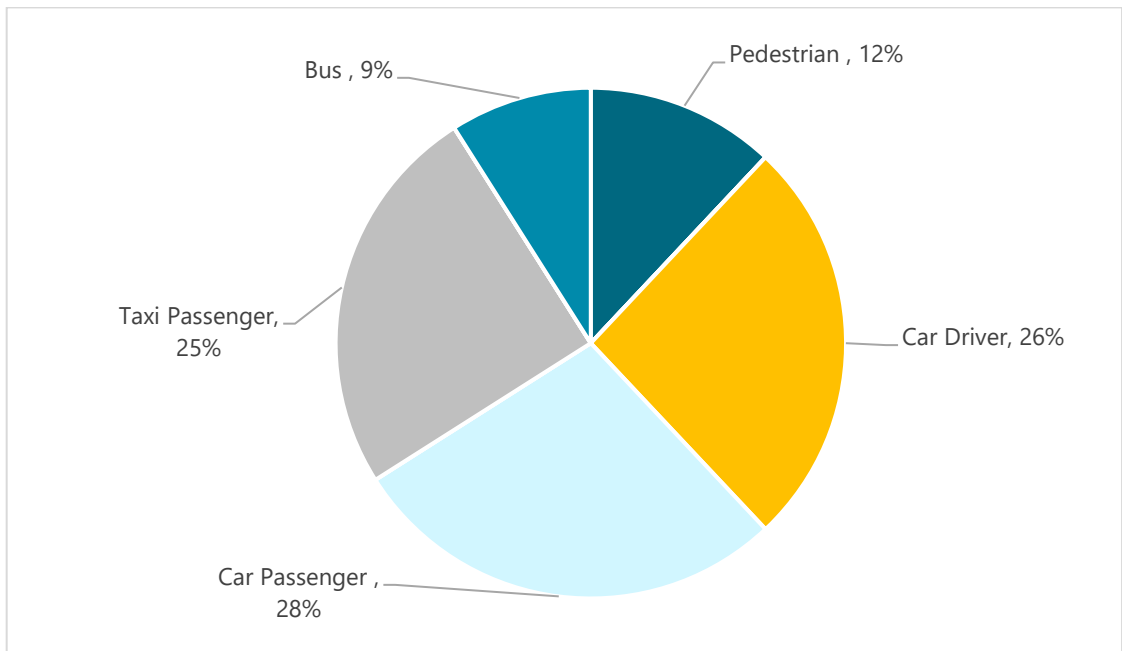
- k The peak evening parking accumulation of Nurseries’ cars on River Lane was 4 vehicles. Site observations show that there is ample parking for such a low level of parking demand.

3.6 Visitor Questionnaires

Wednesday 14 February 2024

- 3.6.1 The visitor questionnaire on 14 February 2024 identifies that the majority of trips made by visitors were undertaken using sustainable travel modes (i.e. other than driving a car on their own):

Image 3.10: Travel Mode Share to/from Petersham Nurseries via On-Site Questionnaire

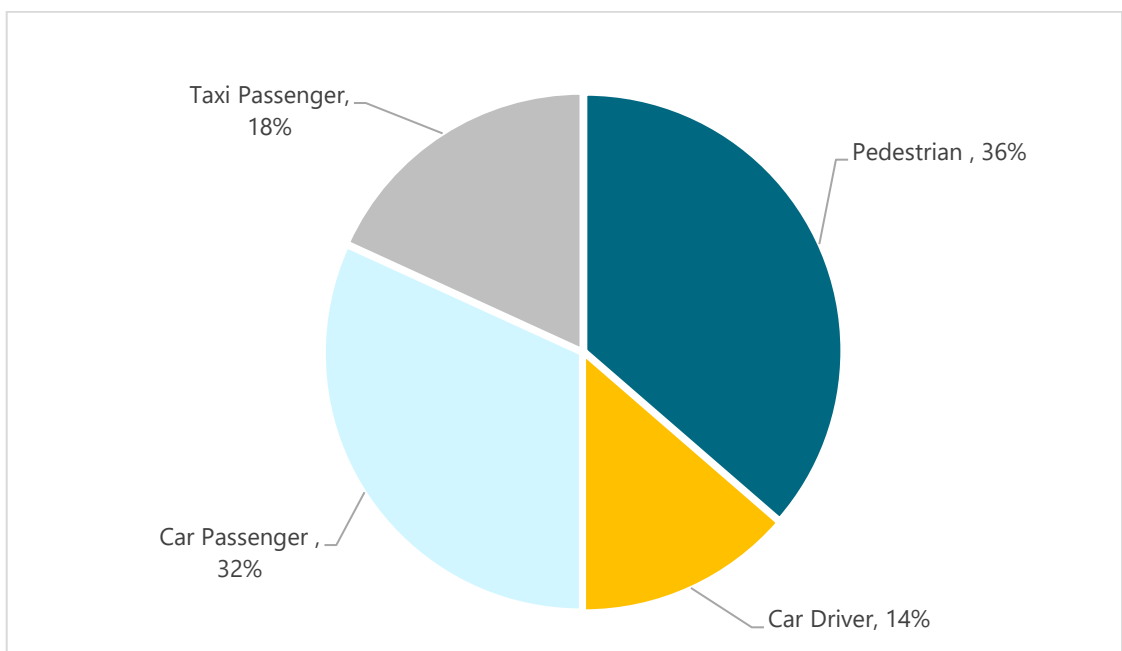


Source: Image 4.1 of the February 2024 Survey Results note

Thursday 18 April 2024

3.6.2 Similarly, the visitor questionnaire on 18 April 2024 identifies a high take up of sustainable travel modes:

Image 3.11: Travel Mode Share to/from Petersham Nurseries via On-Site Questionnaire

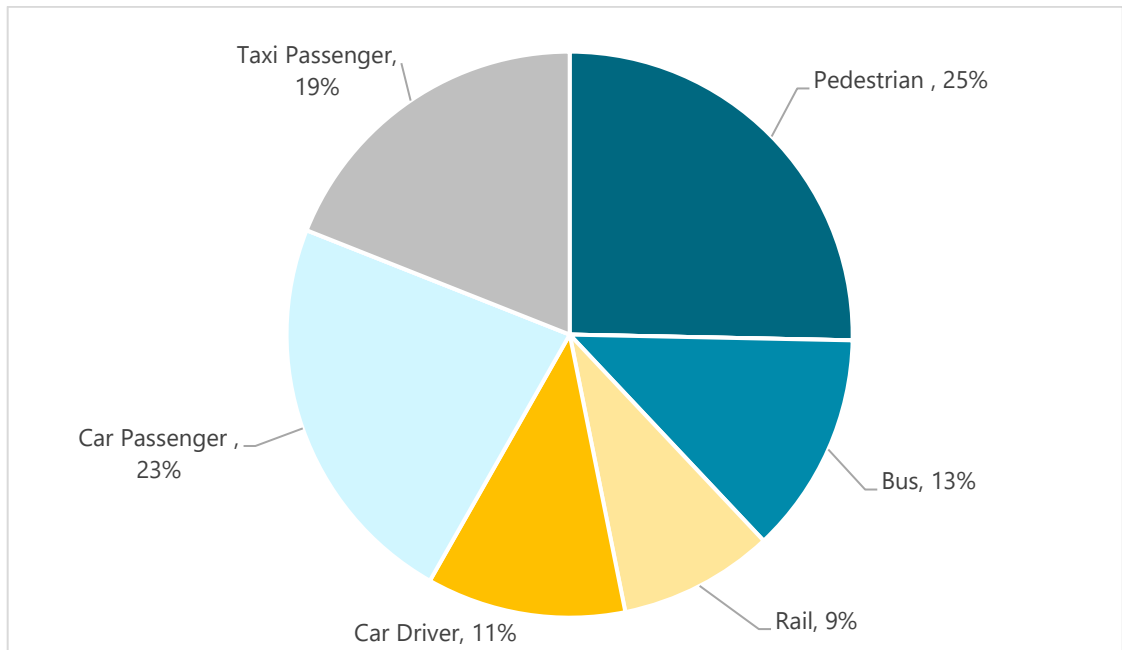


Source: Image 3.1 of the April 2024 Survey Results note

Saturday 4 May 2024

3.6.3 Consistent with the February and April survey data, the May survey also shows a high proportion of evening visitors travelling sustainably:

Image 3.12: Travel Mode Share to/from Petersham Nurseries via On-Site Questionnaire



Source: Image 3.1 of the May 2024 Survey Results note

3.7 Comparison with Annual Data

3.7.1 Petersham Nurseries has provided data of the number of covers for each evening operation between Friday 5 May 2023 and Saturday 4 May 2024. These data are included in **Appendix A** of my proof.

3.7.2 The data shows:

- The 14 February 2024 survey was undertaken on a busy/above average (79th percentile) day.
- The 4 May 2024 survey was undertaken on typical/broadly average (50th percentile) day.
- The 18 April 2024 survey was undertaken on a quiet (5th percentile) day.

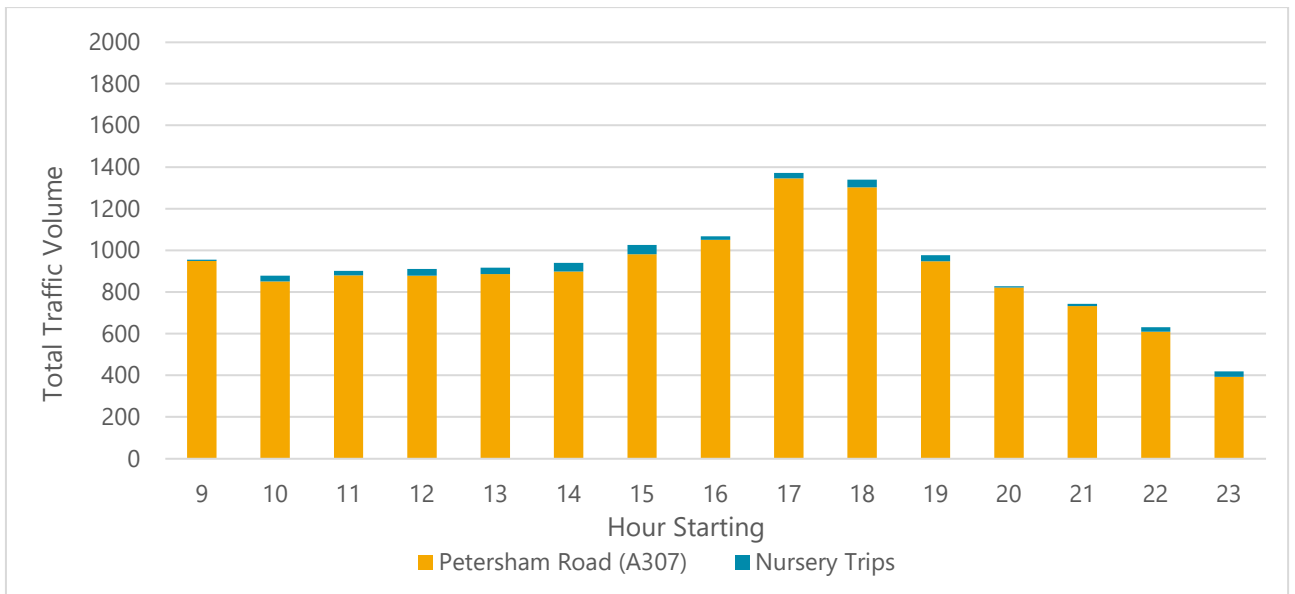
3.7.3 The Wednesday 14 February 2024 survey therefore provides a reasonable worst case of the Nurseries' operation on a weekday.

3.7.4 Whilst the number of covers on Saturday 4 May was lower, it generated a greater number of vehicle movements overall, albeit with lower traffic volumes on Church Lane. In my view, it provides results for a typical weekend day.

3.8 Comparison with A307 Traffic Flows

3.8.1 **Image 3.13** summarises the total weekday Petersham Nurseries traffic flows observed on the 14 February 2024 compared with the traffic flows along the A307 Petersham Road.

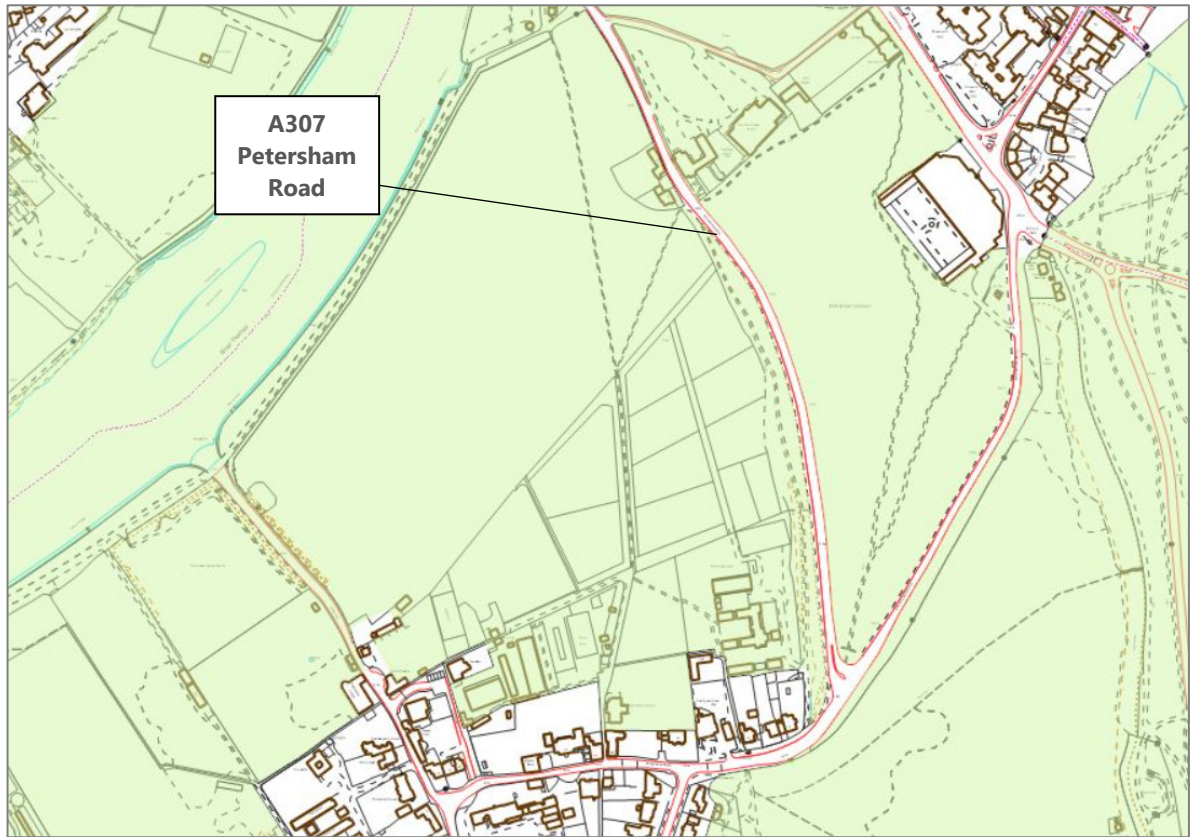
Image 3.13: Total Traffic Movements of Petersham Nurseries Compared to Petersham Road



Source: Paul Castle Drone and ATC Survey

3.8.2 The total movements from Petersham Nurseries in the evening period (after 5pm) makes up a small percentage (an average of 0.4% in either direction⁶) of the total traffic movements along Petersham Road (A307). The significant majority of traffic in the local area (and therefore through the MOL) is not generated by the Nurseries.

⁶ Nursery traffic ‘splits’ as it joins the A307 – broadly 50% heads east and 50% heads west based on observed traffic flows. The proportion of Nurseries’ traffic on the A307 has been assessed allowing for this distribution of traffic.

Image 3.14: Local Road Network / MOL

Source: <https://mapping.richmond.gov.uk/map>

Note: MOL shaded green

3.9 Summary

- 3.9.1 A comprehensive suite of surveys has been undertaken to measure the traffic and parking demands generated by the Nurseries during the day and in the evening. The use of drone surveys has enabled Nurseries and non-Nurseries demands to be identified, as well as separating the movement/parking demands generated during the day and in the evening. The footage has allowed the independent enumerators to identify where the occupants of vehicles go to, e.g. parking their car and walking into the Nurseries.
- 3.9.2 A volumetric traffic count has also been undertaken on the A307 to allow the traffic volumes generated by the Nurseries to be put into context of existing traffic demands in the area. This shows that Petersham Nurseries traffic is a fraction of one-percent of traffic flows on the A307 that travel through the MOL. It is not significant in this regard.

- 3.9.3 Finally, questionnaire surveys have been undertaken of evening visitors to determine their mode share. This shows a very high take up of sustainable travel modes, i.e. most people travel sustainably.
- 3.9.4 The drone surveys were undertaken on Wednesday 14 February, Thursday 18 April and Saturday 4 May.
- 3.9.5 The April survey was undertaken on a quiet day and showed very low levels of traffic movement, an average of five vehicles per hour due to the evening operation with a peak of eight vehicles during the busiest hour. There were movements on Cedar Heights and River Lane but these were single digit figures and are not significant in my opinion. The level of movement identified by the April survey on all local roads is exceptionally low.
- 3.9.6 The May survey was undertaken on a broadly 50th percentile day but showed the highest total traffic movements generated by the evening operation. This is probably due to the inclement weather, which appears to have resulted in more drop off movements. Despite a higher overall traffic generation, there were fewer movements on Church Lane when compared with the February survey. The February survey therefore presents the worst case in terms of the operation of Church Lane (see below).
- 3.9.7 There were 26 vehicle movements on River Lane resulting from the evening operation on 4 May. The peak was 13 movements between 2200 and 2300, broadly equivalent to one vehicle movement every five minutes. This is a very low level of movement.
- 3.9.8 On 14 February, most traffic generated by the evening operation of the Nurseries occurred on Church Lane. The peak traffic generation occurred between 1900 and 2000 with 20 vehicles, i.e. one vehicle movement every three minutes. This is similar to the peak traffic generation on 4 May, when there were 19 vehicle movements between 2200 and 2300.
- 3.9.9 In my experience, and in transport assessment terms, I would usually expect that an increase in traffic of more than one vehicle movement every minute to be potentially significant and to merit further analysis. The traffic generation of the evening operation of the Nurseries on local roads is well below this threshold – it is generally single digit figures per hour and is not of significance in my opinion. Even the observed peak – one vehicle movement every three minutes on Church Lane – is at such a low level that it is unlikely to be noticeable by most people.

SECTION 4 **Fallback Position**

4.1 **Introduction**

4.1.1 I am advised by Mr Belsten that there is no restriction on the type of Use Class E that operates on the site, other than the restriction of the sale of food and drink in the evenings.

4.1.2 It is therefore possible to change the use of the site within the existing building footprint without the need to apply for planning permission. An alternative use would have different trip generation characteristics compared with the extant use.

4.1.3 Class E covers a very wide range of potential uses. This section of my proof of evidence provides an illustration of how one of these (a private fitness club) would generate significantly more movement than the existing operation, including in the evenings.

4.2 **Fallback Site Uses**

4.2.1 Possible fallback uses that all fall under planning Use Class E include the following:

- Day Nursery
- Artist's Studio
- DIY Sheds
- Gyms
- Indoor Sports & Recreation
- Retail Warehouses
- Veterinary Practice
- Garden Centre
- Builder's Merchant / Trade Shop
- Mixed Bargain Retail Unit/shops
- Offices
- Vehicle Repair Centre (Slow fit)
- Motorist Centre (Fast fit)
- Fitness Club (Private)

4.2.2 Many of these uses have the potential for a much more intense use than the existing operation at Petersham Nurseries both in terms of on-site activity and generation of movement, including in the evening and at night.

4.2.3 To illustrate this, a comparison has been undertaken of the weekday operation of a private fitness club against the existing operation of Petersham Nurseries.

4.3 **Fitness Club (Private)**

4.3.1 Vehicle trip rates for a private fitness club have been obtained from the TRICS database⁷. Sites were selected with similar locational characteristics to those of the existing site at Petersham Nurseries as listed below:

- Leisure – Fitness Club (Private).
- Sites in England, Greater London only.
- Surveys undertaken Monday to Friday.
- Edge of Town Centre, Neighbourhood Centre, and Suburban locations only.

4.3.2 The trip rates and calculated vehicle trip generation of a fitness club is shown overleaf. The trip generation has been calculated based on the estimated built footprint of the existing building areas of the Nurseries. The TRICS output is included in **Appendix B**.

⁷ i.e. the 'industry standard' database used to estimate trip generation.

Table 4.1: Fitness Club (Private) vehicular trip rates and traffic generation

Time	Trip Rate			Trip Generation (1,198sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
06:00-07:00	1.210	0.406	1.616	14	5	19
07:00-08:00	0.631	1.011	1.642	7	12	19
08:00-09:00	0.735	0.605	1.340	9	7	16
09:00-10:00	1.349	0.804	2.153	16	9	25
10:00-11:00	0.890	0.994	1.884	10	12	22
11:00-12:00	0.648	0.735	1.383	8	9	16
12:00-13:00	0.674	0.787	1.461	8	9	17
13:00-14:00	0.778	0.692	1.470	9	8	17
14:00-15:00	0.813	0.674	1.487	9	8	17
15:00-16:00	1.115	0.942	2.057	13	11	24
16:00-17:00	1.452	1.081	2.533	17	13	29
17:00-18:00	2.058	1.409	3.467	24	16	40
18:00-19:00	1.833	2.153	3.986	21	25	46
19:00-20:00	1.435	1.919	3.354	17	22	39
20:00-21:00	0.761	1.643	2.404	9	19	28
21:00-22:00	0.320	0.865	1.185	4	10	14
22:00-23:00	0.078	0.274	0.352	1	3	4
23:00-24:00	-	-	-	-	-	-
Daily:	16.780	16.994	33.774	194	197	391

Source: TRICS

4.3.3 A fitness club use of the site could generate circa 391 daily two-way vehicle trips, with a peak of 46 two-way movements between 18:00-19:00. In the evening, between 17:00 and 24:00, a fitness club could generate a total of 171 two-way vehicle trips.

4.4 Comparison

4.4.1 A comparison has been made between this fitness club re-use and the observed weekday traffic generation identified by the 14 February 2024 survey:

Table 4.2: Fitness Club compared to observed Petersham Nursery traffic generation

Time	Petersham Nurseries			Fitness Club (Private)			Comparison		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
06:00-07:00	-	-	-	14	5	19	-	-	-
07:00-08:00	-	-	-	8	12	20	-	-	-
08:00-09:00	-	-	-	9	7	16	-	-	-
09:00-10:00	3	1	4	16	10	26	+13	+8	+21
10:00-11:00	17	9	26	11	12	23	-7	+3	-4
11:00-12:00	15	6	21	8	9	17	-7	+3	-5
12:00-13:00	16	16	32	8	9	18	-8	-7	-15
13:00-14:00	20	10	30	9	8	18	-11	-2	-13
14:00-15:00	21	20	41	10	8	18	-12	-12	-24
15:00-16:00	16	28	44	13	11	25	-3	-17	-20
16:00-17:00	1	14	15	17	13	30	+16	-1	+14
17:00-18:00	2	16	18	25	17	42	+22	0	+22
18:00-19:00	9	11	20	22	26	48	+12	+14	+26
19:00-20:00	12	9	21	17	23	40	+5	+13	+18
20:00-21:00	5	2	7	9	20	29	+4	+17	+21
21:00-22:00	3	7	10	4	10	14	+1	+3	+4
22:00-23:00	6	13	19	1	3	4	-5	-10	-15
23:00-24:00	5	8	13	-	-	-	-5	-8	-13
Daily Vehicle Trips	151	170	321	201	204	405	+50	+34	+84
Vehicle Trips after 17:00	42	66	108	78	99	177	+41	+41	+82

Source: TRICS and Paul Castle Associates

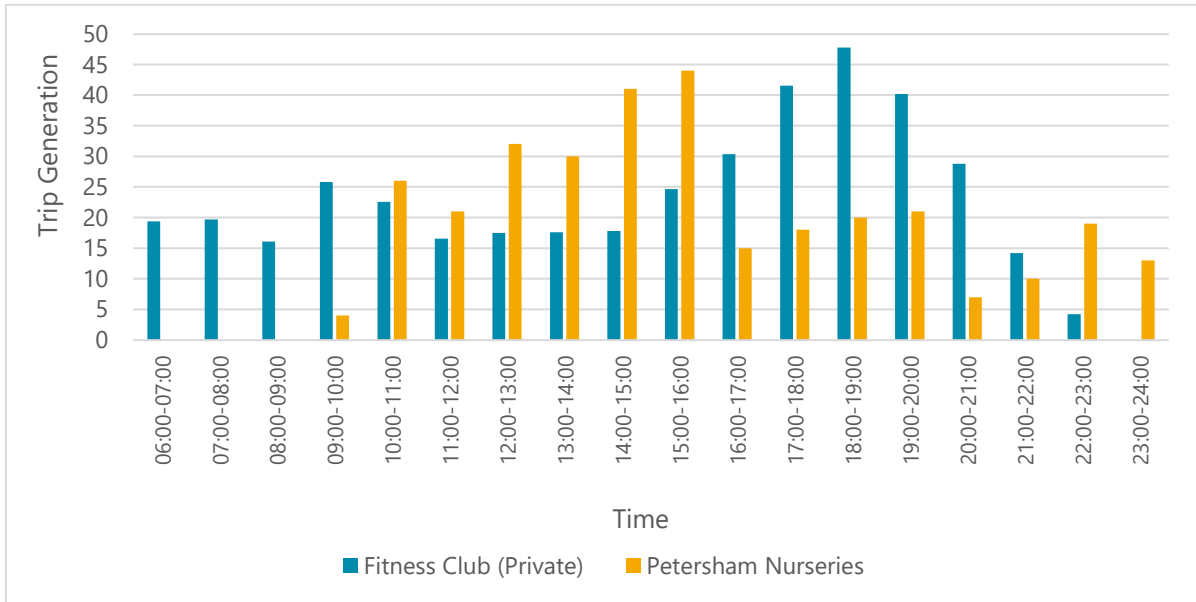
Key: Fitness club produces greater traffic movement than observed from Nurseries survey
Fitness club produces less traffic movement flows than observed from Nurseries survey

4.5 Summary

4.5.1 In transport terms, there is no restriction on the use of the Petersham Nurseries site other than it needs to be within the wide range of uses available under Use Class E and that no food or drink can be sold after 5pm. This provides a variety of fallback positions. Many of these uses have the potential to generate greater volumes of traffic than the extant use, including greater movement in the evenings and at night.

4.5.2 As an illustration, a private fitness club use would generate significantly more traffic overall and in the evenings when compared with the extant use.

Image 4.1: Fitness Club compared to Petersham Nursery Trips



4.5.3 Therefore, a continuation of the evening operation at the Nurseries is preferable in traffic movement and highway impact terms because:

- That operation generates fewer vehicle trips over the course of a day when compared with a potential fallback position.
- The existing operation generates materially fewer vehicle trips in the evening after 5pm.

SECTION 5 The Key Transport Tests

5.1 Will the opportunities for sustainable transport be taken up appropriately?

5.1.1 This is not a matter that has been raised by interested parties and the Statement of Common Ground⁸ between the Council and the appellant confirms: ***“There is no assertion by the Council that there are departures from the Appellant’s Green Travel Plan.”***

5.1.2 The Council has however suggested that, if the appeal is allowed, travel surveys and a new travel plan should be implemented to manage the transport needs of staff and customer / visitors in the evening, and to minimise car usage and to achieve a shift to alternative transport modes.

5.1.3 That work has already been done. In terms of the obligations of the 2009 permission⁹ (ref: 08/4312/FUL)

- i Condition NS01 requires a Travel Plan to be developed, submitted to and approved by the Council. That Travel Plan should be monitored and reviewed annually for a period of 10 years following is approval.
- ii A Travel Plan was produced by MVA Consultancy in 2010 and submitted to the Council. It was agreed by the Council on 28 March 2011: ***“From reading the travel plan and looking on the Petersham Nurseries website I am content that the business is promoting travel planning to customers and staff as much as possible.”*** (Ref: Mary Toffi email to Jim Thompson on 28 March 2011). The 10-year implementation period has therefore elapsed.
- iii Notwithstanding this, I understand that the following surveys were undertaken and shared with the Council¹⁰:
 - Saturday 20 September 2008 (i-Transport)
 - Saturday 6 February 2010 (i-Transport)
 - Saturday 12 September 2012 (i-Transport)

⁸ CD4.1

⁹ CD2.1

¹⁰ Ref: survey notes produced by i-Transport and Bellamy Roberts.

- Saturday 20 September 2014 (i-Transport)
- Saturday 7 November 2015 (Bellamy Roberts)
- Friday 9 December 2016 (Bellamy Roberts)
- 2 December 2017 (Bellamy Roberts)
- 22 December 2018 (Bellamy Roberts)

5.1.4 The Glossary to the Framework identifies sustainable travel modes to be:

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”

5.1.5 In this regard the site is well located for staff and visitors to travel by sustainable travel modes:

- i The site is located within a reasonable walking distance¹¹ of a large population catchment – central Richmond, Petersham and northern Ham are within a circa 1.6km walk from the site.
- ii The site is well connected to the public rights of way network including the Thames Path and routes within Richmond Park that can be accessed by the nearby Petersham Gate.
- iii National Cycle Network Route 4 runs through Ham to the south.
- iv Frequent buses operate along the A307 serving bus stops outside The Dysart about 250m from the site:
 - Route 65 and N65 buses between Kingston and Ealing Broadway via Richmond; and
 - Route 371 buses between North Sheen and Kingston also via Richmond.
- v The nearest rail station is Richmond – just over a 2km walk but accessible by the 65/N65/371 buses – which is served by:
 - National Rail services to destinations including: London Waterloo, Windsor and Eton Riverside, Stratford, Wimbledon and Reading; and
 - District Line services on the London Underground.

¹¹ The National Travel Survey (*DfT 2019*) identifies that circa two-thirds of all journeys less than one-mile are made on foot.

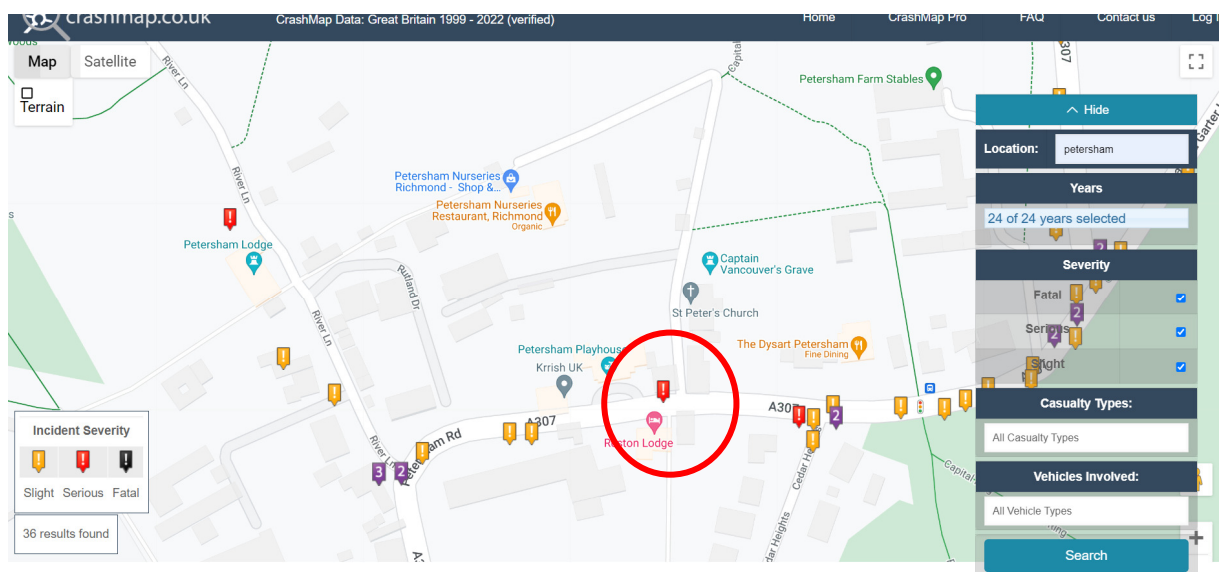
5.1.6 The survey results summarised in Section 3 of my evidence demonstrate an exceptionally high uptake of journeys by sustainable modes. There are very good opportunities for sustainable travel to and from the site and these are readily taken up by existing customers. There is no need for further work to be undertaken on this matter.

5.2 Will safe and suitable access be provided?

5.2.1 The main access to the Nurseries is via Church Lane. This is a single-track road for circa 50m from the junction with Petersham Road. There is no suggestion from the Council that this access is unsafe or unsuitable although some interested parties have raised this concern.

5.2.2 Crashmap Data has been obtained and this shows one serious injury accident in the vicinity of Church Lane in the 24-year period between 1999 and 2022¹². This accident occurred on the A307 on Saturday 19 December 2020 at 18:15 and involved a bus colliding with a pedestrian walking in the carriageway, noting that there is a footway on the southern (site) side of the A307 at this point.

Image 5.1: CrashMap Output



5.2.3 This accident did not involve vehicles using Church Lane. In any event, one accident in a 24-year period does not suggest any existing safety issue.

¹² Normally only five years of data would be assessed. The maximum has been selected for robustness.

5.2.4 As set out in Section 2 of this note, the Framework sets a high bar for preventing development from coming forward for transport reasons. This high bar will not be breached by the continued use of Church Lane as the main access to the Nurseries:

- i The traffic generation of the evening operation is set out in Section 3 and is modest, including in comparison with the daytime operation. A maximum of one vehicle movement every three minutes is a low level of traffic movement. The impacts during the peak hours are much lower than this.
- ii These movements are well managed, as set out below.
- iii The potential fallback position set out in Section 4 of this note identifies that an alternative use could generate much greater volumes of traffic using Church Lane, i.e. they would be 'worse' in highway safety terms and the continuation of the evening operations of the Nurseries is preferable in this regard.

5.3 Will the design be acceptable?

5.3.1 The third test usually relates to 'on-site' layout matters. For the appeal scheme, parking and servicing matters are relevant.

5.3.2 In terms of parking, I note the submissions made by the appellant to the 2022 Licensing Committee, which result in the Council granting a premises licence that allow the sale and consumption of alcohol on the site including during the evenings and at weekend. Those submissions included:

- An Evening Management Plan¹³; and
- A Parking Pledge – included as **Appendix C** of my evidence.

5.3.3 These demonstrate a commitment to an appropriate approach to manage the modest traffic generation and parking demands generated by the evening operation. In my experience, the parking on Church Lane is well managed, with marshals on duty to ensure that cars are parked efficiently and appropriately.

¹³ CD10.2

5.3.4 The evening operation should not generate any additional delivery or servicing movements. The restaurant operates during the day and so will receive deliveries in any event. The evening operation will just mean a greater quantity of produce is delivered by each vehicle, rather than additional movements being generated. Similarly, the evening operation will not result in additional refuse collection movements.

5.4 **Will the traffic impacts be acceptable?**

5.4.1 As set out in Section 3 of my evidence, during the busiest weekday survey on 14 February 2024, the evening operation of the Nurseries generated just one vehicle movement during the evening peak hour between 1700 and 1800. A single vehicle will not have a noticeable impact on the operation of the highway network.

5.4.2 Outside of the peak hour, the evening operation generates a maximum of one vehicle movement every three minutes. The highway network is less busy at those times and, in any event, one movement every three minutes will not be perceptible to most people.

5.4.3 Such vanishingly small impacts are acceptable against the background of a) the high bar test set by the Framework; b) the very good safety record of the local road network; and c) a fallback position that would result in much greater traffic generation.

5.5 **Summary**

5.5.1 The evening operation complies with the key transport tests as follows:

- i The site is well located for journeys to be made by walking, cycling and public transport and the questionnaire surveys identify a very high take up of the good opportunities for sustainable travel.
- ii The Church Lane access is narrow but has an unblemished safety record and suitably accommodates the low traffic demands generated by the evening operation of the Nurseries. A fallback position could generate much higher traffic demands using this route.
- iii The Nurseries has effective strategies in place to manage the evening operation and the car parking on Church Lane. The evening operation should not generate any additional delivery or servicing movements. The operation is acceptable in parking and servicing terms.

- iv The traffic impacts of the evening operation are exceptionally modest and will not have a material or noticeable impact on the operation of the highway network. Such impacts are acceptable, especially in the context of the Framework's high bar test.

SECTION 6 Summary and Conclusion

6.1 Introduction

6.1.1 This proof of evidence has been prepared by James Bevis to assist the Inspector with transport matters for the appeal against the enforcement notice issued by the Council of the London Borough of Richmond-upon-Thames ('the Council') in relation to the alleged breach by the appellant of planning conditions relating to the permitted permanent mixed use as garden centre and café/restaurant.

6.1.2 There is no allegation that the alleged breach of planning conditions of the 2009 planning permission has an unacceptable impact in transport or highways terms. Therefore, my evidence informs the evidence of Mr Vivian and Mr Belsten by setting out the results of detailed traffic surveys to measure the quantum of traffic movement generated by the existing post 5pm operation of the restaurant at the Nurseries.

6.2 Transport Policy

6.2.1 Paragraph 114 of the Framework identifies four key transport tests, which can be summarised as follows:

- i Will the opportunities for sustainable transport be taken up appropriately?
- ii Will safe and suitable access be provided?
- iii Will the design be acceptable?
- iv Will the traffic impacts be acceptable?

6.2.2 There is no allegation by the Council – other than in terms of traffic/parking related amenity impacts – that the existing operation of the Nurseries fails to comply with these tests. Fundamentally, the Council does not allege that the existing operation breaches the high bar test identified by paragraph 115 of the Framework.

6.2.3 The Council has alleged unacceptable amenity impacts due to the movement generated by the evening operation. Interested parties have raised concerns regarding the safety of the Church Lane access and parking impacts.

6.3 Survey Results

- 6.3.1 A comprehensive suite of surveys has been undertaken to measure the traffic and parking demands generated by the Nurseries during the day and in the evening. The use of drone surveys has enabled Nurseries and non-Nurseries demands to be identified, as well as separating the movement/parking demands generated during the day and in the evening. The footage has allowed the independent enumerators to identify where the occupants of vehicles go to, e.g. parking their car and walking into the Nurseries.
- 6.3.2 A volumetric traffic count has also been undertaken on the A307 to allow the traffic volumes generated by the Nurseries to be put into context of existing traffic demands in the area. This shows that Petersham Nurseries traffic is a fraction of one-percent of traffic flows on the A307 that travel through the MOL. It is not significant in this regard.
- 6.3.3 Finally, questionnaire surveys have been undertaken of evening visitors to determine their mode share. This shows a very high take up of sustainable travel modes, i.e. most people travel sustainably.
- 6.3.4 The drone surveys were undertaken on Wednesday 14 February, Thursday 18 April and Saturday 4 May.
- 6.3.5 The April survey was undertaken on a quiet day and showed very low levels of traffic movement, an average of five vehicles per hour due to the evening operation with a peak of eight vehicles during the busiest hour. There were movements on Cedar Heights and River Lane but these were single digit figures and are not significant in my opinion. The level of movement identified by the April survey on all local roads is exceptionally low.
- 6.3.6 The May survey was undertaken on a broadly 50th percentile day but showed the highest total traffic movements generated by the evening operation. This is probably due to the inclement weather, which appears to have resulted in more drop off movements. Despite a higher overall traffic generation, there were fewer movements on Church Lane when compared with the February survey. The February survey therefore presents the worst case in terms of the operation of Church Lane (see below).
- 6.3.7 There were 26 vehicle movements on River Lane resulting from the evening operation on 4 May. The peak was 13 movements between 2200 and 2300, broadly equivalent to one vehicle movement every five minutes. This is a very low level of movement.

6.3.8 On 14 February, most traffic generated by the evening operation of the Nurseries occurred on Church Lane. The peak traffic generation occurred between 1900 and 2000 with 20 vehicles, i.e. one vehicle movement every three minutes. This is similar to the peak traffic generation on 4 May, when there were 19 vehicle movements between 2200 and 2300.

6.3.9 In my experience, and in transport assessment terms, I would usually expect that an increase in traffic of more than one vehicle movement every minute to be potentially significant and to merit further analysis. The traffic generation of the evening operation of the Nurseries on local roads is well below this threshold – it is generally single digit figures per hour and is not of significance in my opinion. Even the observed peak – one vehicle movement every three minutes on Church Lane – is at such a low level that it is unlikely to be noticeable by most people.

6.4 Fallback Position

6.4.1 In transport terms, there is no restriction on the use of the Petersham Nurseries site other than it needs to be within the wide range of uses available under Use Class E and that no food or drink can be sold after 5pm. This provides a variety of fallback positions. Many of these uses have the potential to generate greater volumes of traffic than the extant use, including greater movement in the evenings and at night.

6.4.2 As an illustration, a private fitness club use would generate significantly more traffic overall and in the evenings when compared with the extant use.

6.4.3 Therefore, a continuation of the evening operation at the Nurseries is preferable in traffic movement and highway impact terms because:

- That operation generates fewer vehicle trips over the course of a day when compared with a potential fallback position.
- The existing operation generates materially fewer vehicle trips in the evening after 5pm.

6.5 The Key Transport Tests

6.5.1 The evening operation complies with the key transport tests as follows:

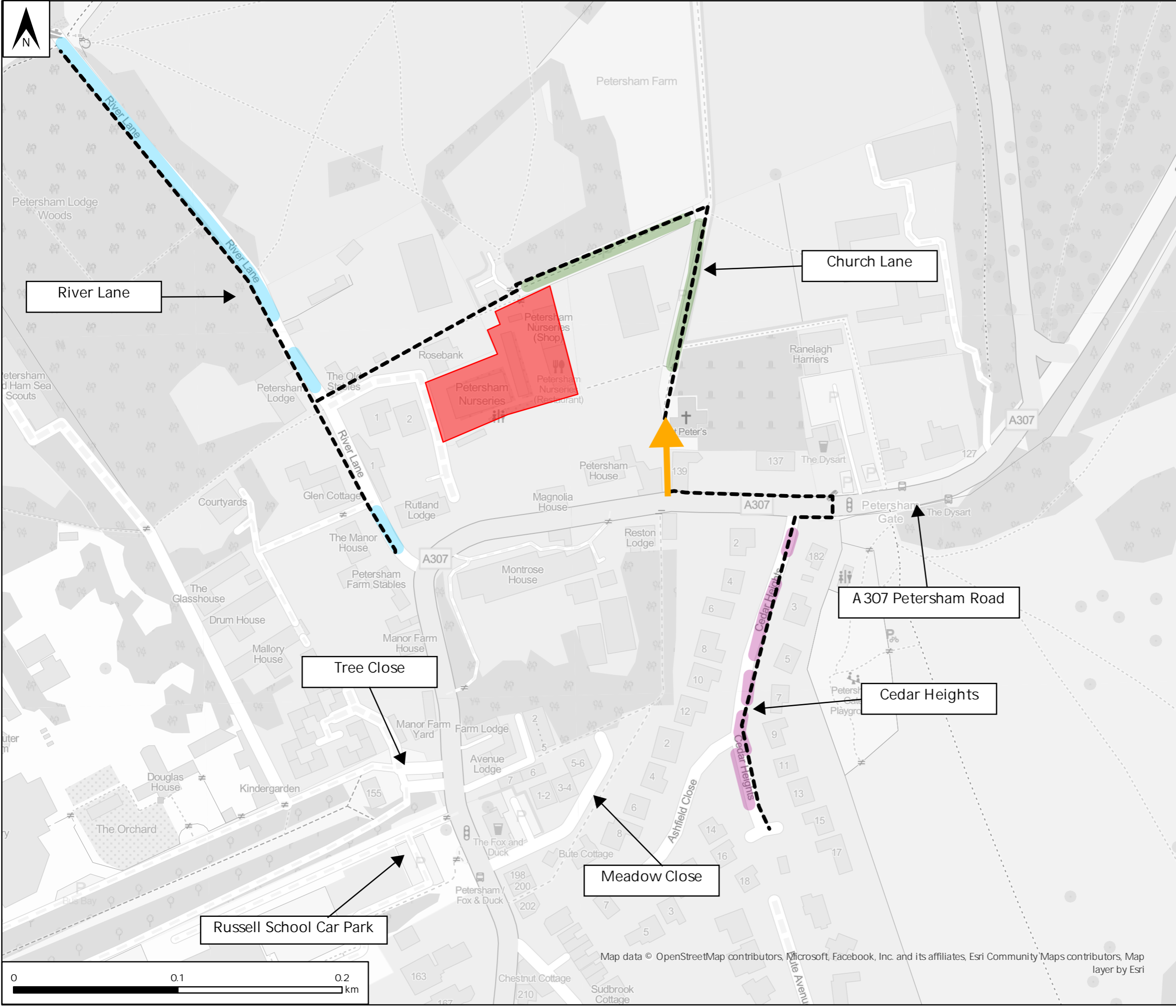
- i The site is well located for journeys to be made by walking, cycling and public transport and the questionnaire surveys identify a very high take up of the good opportunities for sustainable travel.

- ii The Church Lane access is narrow but has an unblemished safety record and suitably accommodates the low traffic demands generated by the evening operation of the Nurseries. A fallback position could generate much higher traffic demands using this route.
- iii The Nurseries has effective strategies in place to manage the evening operation and the car parking on Church Lane. The evening operation should not generate any additional delivery or servicing movements. The operation is acceptable in parking and servicing terms.
- iv The traffic impacts of the evening operation are exceptionally modest and will not have a material or noticeable impact on the operation of the highway network. Such impacts are acceptable, especially in the context of the Framework's high bar test.

6.6 Conclusion

- 6.6.1 The evening operation of the Nurseries complies with the key transport tests and is acceptable in transport terms. In particular, there is a very high take up of travel by sustainable modes and the operation generates very low levels of traffic movements. These movements are well managed and are in volumes that are a fraction of the overall traffic in the area, and which are unlikely to be noticeable by most people.

FIGURE



Key

- Petersham Nurseries
- Walking Route
- Main vehicular access (Church Lane)

Where staff / customers park

- River Lane
- Cedar Heights
- Church Lane

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 Tel: 0204 531 3660
www.i-transport.co.uk

Title:
Parking and Walking Plan

Project:
Petersham Nurseries

Project Number: ITL8120	Figure Number: Figure 1	Revision: -
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Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

APPENDIX A. Covers Data

Rank	Date	Number of Covers	Percentile
1	Saturday 03/06/2023	126	100%
2	Saturday 27/04/2024	124	99%
3	Wednesday 07/06/2023	120	99%
4	Friday 14/07/2023	118	98%
5	Saturday 24/06/2023	116	97%
6	Saturday 10/06/2023	112	97%
7	Saturday 08/07/2023	112	96%
8	Thursday 21/09/2023	112	95%
9	Saturday 07/10/2023	112	94%
10	Saturday 15/07/2023	110	94%
11	Saturday 16/12/2023	110	93%
12	Saturday 17/06/2023	109	92%
13	Friday 07/07/2023	109	92%
14	Friday 02/06/2023	108	91%
15	Friday 15/12/2023	108	90%
16	Thursday 29/06/2023	107	90%
17	Saturday 20/05/2023	106	89%
18	Friday 11/08/2023	106	88%
19	Thursday 21/12/2023	106	88%
20	Saturday 27/05/2023	105	87%
21	Saturday 02/09/2023	105	86%
22	Saturday 14/10/2023	105	86%
23	Saturday 02/03/2024	105	85%
24	Saturday 22/07/2023	104	84%
25	Saturday 09/09/2023	104	83%
26	Saturday 21/10/2023	104	83%
27	Sunday 31/12/2023	104	82%
28	Friday 29/09/2023	102	81%
29	Friday 23/06/2023	101	81%
30	Friday 30/06/2023	101	80%
31	Saturday 12/08/2023	101	79%
32	Wednesday 14/02/2024	101	79%
33	Friday 05/05/2023	100	78%
34	Thursday 25/05/2023	100	77%
35	Saturday 09/03/2024	100	77%
36	Saturday 13/05/2023	99	76%
37	Friday 19/05/2023	99	75%
38	Friday 18/08/2023	99	74%
39	Saturday 23/09/2023	99	74%
40	Friday 09/06/2023	98	73%

41	Saturday 19/08/2023	98	72%
42	Thursday 14/09/2023	97	72%
43	Friday 26/05/2023	96	71%
44	Saturday 16/09/2023	96	70%
45	Thursday 22/06/2023	95	70%
46	Friday 28/07/2023	94	69%
47	Saturday 26/08/2023	94	68%
48	Saturday 30/09/2023	94	68%
49	Saturday 02/12/2023	94	67%
50	Saturday 06/05/2023	93	66%
51	Saturday 13/04/2024	92	66%
52	Friday 21/07/2023	91	65%
53	Friday 15/09/2023	91	64%
54	Saturday 29/07/2023	90	63%
55	Thursday 15/06/2023	89	63%
56	Thursday 27/07/2023	89	62%
57	Saturday 23/12/2023	89	61%
58	Friday 12/05/2023	88	61%
59	Thursday 13/07/2023	88	60%
60	Thursday 03/08/2023	88	59%
61	Friday 16/06/2023	87	59%
62	Saturday 05/08/2023	87	58%
63	Friday 01/09/2023	87	57%
64	Friday 22/09/2023	87	57%
65	Friday 08/09/2023	86	56%
66	Saturday 17/02/2024	86	55%
67	Friday 06/10/2023	85	54%
68	Saturday 18/11/2023	84	54%
69	Friday 29/03/2024	84	53%
70	Saturday 01/07/2023	83	52%
71	Saturday 23/03/2024	83	52%
72	Saturday 06/04/2024	83	51%
73	Friday 04/08/2023	82	50%
74	Friday 17/11/2023	80	50%
75	Saturday 04/05/2024	80	49%
76	Thursday 01/06/2023	78	48%
77	Saturday 09/12/2023	78	48%
78	Thursday 08/06/2023	76	47%
79	Thursday 06/07/2023	73	46%
80	Friday 25/08/2023	73	46%
81	Friday 08/12/2023	73	45%
82	Thursday 24/08/2023	71	44%
83	Saturday 11/11/2023	71	43%
84	Saturday 06/01/2024	70	43%

85	Saturday 16/03/2024	70	42%
86	Saturday 20/04/2024	68	41%
87	Friday 26/04/2024	68	41%
88	Friday 13/10/2023	66	40%
89	Friday 01/12/2023	66	39%
90	Friday 22/12/2023	66	39%
91	Friday 05/04/2024	64	38%
92	Thursday 17/08/2023	63	37%
93	Saturday 24/02/2024	63	37%
94	Thursday 10/08/2023	62	36%
95	Thursday 14/12/2023	62	35%
96	Friday 15/03/2024	62	34%
97	Saturday 25/11/2023	61	34%
98	Wednesday 06/09/2023	60	33%
99	Thursday 07/12/2023	58	32%
100	Thursday 31/08/2023	57	32%
101	Friday 27/10/2023	57	31%
102	Friday 16/02/2024	57	30%
103	Friday 05/01/2024	56	30%
104	Thursday 18/05/2023	55	29%
105	Thursday 05/10/2023	55	28%
106	Friday 22/03/2024	54	28%
107	Friday 12/04/2024	54	27%
108	Friday 10/11/2023	52	26%
109	Friday 19/04/2024	52	26%
110	Friday 03/05/2024	52	25%
111	Thursday 20/07/2023	51	24%
112	Thursday 23/11/2023	51	23%
113	Saturday 13/01/2024	51	23%
114	Saturday 04/11/2023	50	22%
115	Thursday 07/09/2023	48	21%
116	Saturday 30/03/2024	48	21%
117	Thursday 28/09/2023	45	20%
118	Thursday 11/04/2024	43	19%
119	Wednesday 21/06/2023	42	19%
120	Tuesday 18/07/2023	42	18%
121	Thursday 28/03/2024	42	17%
122	Friday 20/10/2023	38	17%
123	Thursday 11/05/2023	36	16%
124	Thursday 12/10/2023	36	15%
125	Friday 03/11/2023	36	14%
126	Friday 24/11/2023	36	14%
127	Wednesday 16/08/2023	35	13%
128	Friday 23/02/2024	34	12%

129	Friday 08/03/2024	34	12%
130	Thursday 02/05/2024	34	11%
131	Friday 01/03/2024	33	10%
132	Thursday 26/10/2023	31	10%
133	Thursday 09/11/2023	31	9%
134	Saturday 06/01/2024	31	8%
135	Thursday 02/11/2023	28	8%
136	Thursday 19/10/2023	27	7%
137	Thursday 16/11/2023	26	6%
138	Friday 05/01/2024	25	6%
139	Thursday 18/04/2024	23	5%
140	Thursday 25/04/2024	22	4%
141	Saturday 30/12/2023	17	3%
142	Thursday 30/11/2023	14	3%
143	Thursday 21/03/2024	12	2%
144	Friday 12/01/2024	11	1%
145	Thursday 04/04/2024	10	1%

Average

74.3

APPENDIX B. TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	EN ENFIELD	1 days
02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
	TW TYNE & WEAR	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: Gross floor area
Actual Range: 404 to 3900 (units: sqm)
Range Selected by User: 204 to 13856 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/22

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

Selected survey days:

Tuesday 3 days
Wednesday 3 days
Thursday 2 days

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

Selected survey types:

Manual count 8 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4
Edge of Town 3
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:

Industrial Zone 1
Commercial Zone 1
Development Zone 2
Residential Zone 2
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 10 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
E(d) 7 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	4 days
25,001 to 50,000	3 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:

5,001 to 25,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
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	5 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	1 days
No	7 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	6 days
5 Very Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BH-07-K-01 ORCHARD ROAD BRIGHTON HOVE Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1600 sqm <i>Survey date: WEDNESDAY 27/09/17</i>	CORAL FITNESS BRIGHTON & HOVE	<i>Survey Type: MANUAL</i>
2	BT-07-K-01 EMPIRE WAY WEMBLEY Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 1750 sqm <i>Survey date: WEDNESDAY 03/06/15</i>	LIFESTYLE FITNESS BRENT	<i>Survey Type: MANUAL</i>
3	EN-07-K-01 OLD PARK AVENUE ENFIELD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 550 sqm <i>Survey date: TUESDAY 17/11/15</i>	FIT4LESS ENFIELD	<i>Survey Type: MANUAL</i>
4	FU-07-K-01 COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 650 sqm <i>Survey date: TUESDAY 10/06/14</i>	FITNESS CLUB WESTMORLAND & FURNESS	<i>Survey Type: MANUAL</i>
5	LS-07-K-02 ELMFIELD WAY LEEDS BRAMLEY Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area: 3900 sqm <i>Survey date: THURSDAY 14/03/19</i>	PURE GYM LEEDS	<i>Survey Type: MANUAL</i>
6	NM-07-K-01 GLADSTONE ROAD NORTHAMPTON KINGSFIELD BUS. CENTRE Edge of Town Commercial Zone Total Gross floor area: 1333 sqm <i>Survey date: WEDNESDAY 23/11/16</i>	PUMP GYM WEST NORTHAMPTONSHIRE	<i>Survey Type: MANUAL</i>
7	NY-07-K-01 RIVER VIEW ROAD RIPON Edge of Town No Sub Category Total Gross floor area: 404 sqm <i>Survey date: TUESDAY 27/09/16</i>	FITNESS CLUB NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
8	TW-07-K-01 TIMBER BEACH ROAD SUNDERLAND CASTLETOWN Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 1380 sqm <i>Survey date: THURSDAY 06/04/17</i>	DW SPORTS FITNESS TYNE & WEAR	<i>Survey Type: MANUAL</i>

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 SITES

Site Ref	Reason for Deselection
GM-07-K-02	Scale
LE-07-K-01	Scale
SH-07-K-01	Scale
SP-07-K-01	Scale

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	1446	1.210	8	1446	0.406	8	1446	1.616
07:00 - 08:00	8	1446	0.631	8	1446	1.011	8	1446	1.642
08:00 - 09:00	8	1446	0.735	8	1446	0.605	8	1446	1.340
09:00 - 10:00	8	1446	1.349	8	1446	0.804	8	1446	2.153
10:00 - 11:00	8	1446	0.890	8	1446	0.994	8	1446	1.884
11:00 - 12:00	8	1446	0.648	8	1446	0.735	8	1446	1.383
12:00 - 13:00	8	1446	0.674	8	1446	0.787	8	1446	1.461
13:00 - 14:00	8	1446	0.778	8	1446	0.692	8	1446	1.470
14:00 - 15:00	8	1446	0.813	8	1446	0.674	8	1446	1.487
15:00 - 16:00	8	1446	1.115	8	1446	0.942	8	1446	2.057
16:00 - 17:00	8	1446	1.452	8	1446	1.081	8	1446	2.533
17:00 - 18:00	8	1446	2.058	8	1446	1.409	8	1446	3.467
18:00 - 19:00	8	1446	1.833	8	1446	2.153	8	1446	3.986
19:00 - 20:00	8	1446	1.435	8	1446	1.919	8	1446	3.354
20:00 - 21:00	8	1446	0.761	8	1446	1.643	8	1446	2.404
21:00 - 22:00	8	1446	0.320	8	1446	0.865	8	1446	1.185
22:00 - 23:00	3	851	0.078	3	851	0.274	3	851	0.352
23:00 - 24:00									
Total Rates:			16.780			16.994			33.774

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

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

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Parameter summary

Trip rate parameter range selected: 404 - 3900 (units: sqm)
 Survey date range: 01/01/14 - 19/11/22
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 4

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

APPENDIX C. Parking Pledge

Petersham Nurseries & St. Peters Church Parking Pledge

- Car park attendants to reserve parking for congregation on Sunday mornings.
 - The Nurseries opens at 11am on Sunday mornings and minimal cars that arrive between 11am and 12 noon will park at the far end of Church Lane, close to the Nursery gate. The end of the Lane closest to Petersham Road will be maintained for parishioners attending Church until midday and PN car park attendants will ensure that adequate parking places are available for those attending church.
 - PN will communicate on their website that car parking spaces on Sunday mornings are prioritised for St. Peters Church congregation.
 - This can be publicised to parishioners in your newsletters, website, notice board etc.
- On Funeral days, PN car parkers will manage the lane accordingly to ensure that there are spaces prioritised for congregation.
 - PN will purchase black cones which will be used to reserve car park spaces on Funeral days.
 - PN management will allocate PN car park attendants to be present on Church Lane in advance of the service, throughout and afterwards until the congregation depart to ensure comfort and ease for funeral attendees.
- During normal opening hours, PN car park attendants will prioritise spaces for people attending St. Peters Church
 - This will be built into the car park training manual
 - This can be publicised to parishioners in your newsletters, website, notice board etc.
 - On occasions that the car park is busy, car park attendants will request St. Peters visitors to pull into the layby next to Petersham House garden gates. Whilst waiting for a space to become vacant, other PN customers cars will be held back until the St. Peters visitor's car has been parked.
- PN will close on Christmas Eve at 4pm (an hour earlier than normal) to ensure that the car park is free for St. Peters congregation. PN commit to closing after lunch service on future Christmas Eves.
- St. Peters will remain in regular dialogue with the management team at PN providing notice of key dates. PN will ensure that key dates are diarised and that car park attendants manage the lane accordingly to ensure that parishioners are able to park adequately.
- As an additional gesture, Petersham Nurseries will provide complimentary car parking assistance even when the Nurseries is closed for key significant events such as the annual Christmas charity concert.

05-09-22

Paula Foulser, General Manager

