CANEPARO ASSOCIATES
Transport Planning & Highway Design

Lambeth Smith Hampton Ltd

Harrington Square
London Borough of Camden

Transport Statement

August 2023

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

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Appendices

1 INTRODUCTION

1.1 Caneparo Associates has been appointed by Lambeth Smith Hampton Ltd ('the Applicant') to provide traffic and transport advice in relation to a proposed development at Harrington Square, within the London Borough of Camden (LBC) (the 'Site').

1.2 The existing application Site comprises part of an area of hardstanding which currently serves 12 surface level car parking spaces that were previously leased to residents of the adjacent site, Hurdwick House. An area of landscaping on the Site fronts Harrington Square, with vehicle and pedestrian access to the Site currently via the main entrance to Hurdwick House off Harrington Square.

1.3 The proposals comprise the development of a 4 storey (including basement) building to provide 11 residential units (2 x 1-bed, 3 x 2-bed and 6 x 3-bed). The development will be car-free with the exception for the potential to provide one disabled parking bay on Harrington Square, whilst the access onto Harrington Square will be retained which ensures the access arrangements remain as existing to allow the parking spaces associated with Hurdwick House to still be used. A copy of the proposed layout is included at **Appendix A.**

1.4 This report assesses the proposal in traffic and transportation terms, setting out the existing situation, the accessibility of the Site and the effects of the proposed development in terms of trip generation, access, parking, servicing and refuse collection. It concludes that the proposal will result in no adverse material impact on the surrounding highway and transport network.

1.5 The remainder of the report is set out as follows:

- Section 2 - describes the Site and surrounding area;
- Section 3 - summarises the accessibility of the Site;
- Section 4 - outlines the proposals;
- Section 5 - reviews relevant national, regional and local policy;
- Section 6 - assesses the effects of the proposals; and
- Section 7 - provides a summary and conclusion.

2 THE SITE AND SURROUNDING AREA

The Site

2.1 The existing application Site comprises part of an area of hardstanding which currently serves 12 surface level car parking spaces that were previously leased to residents of the adjacent site, Hurdwick House. The immediate vicinity is comprised of predominantly residential uses with commercial uses located in the wider area.

2.2 Mornington Crescent London Underground Station is located circa 60m north of the Site (1-minute walk). Two major London stations are also nearby with Euston station located approximately 850m to the south of the Site (11 minutes' walk) and Kings Cross St Pancras approximately 1.1km to the south east (14 minutes' walk), with the location shown at **Figure 2.1** below.

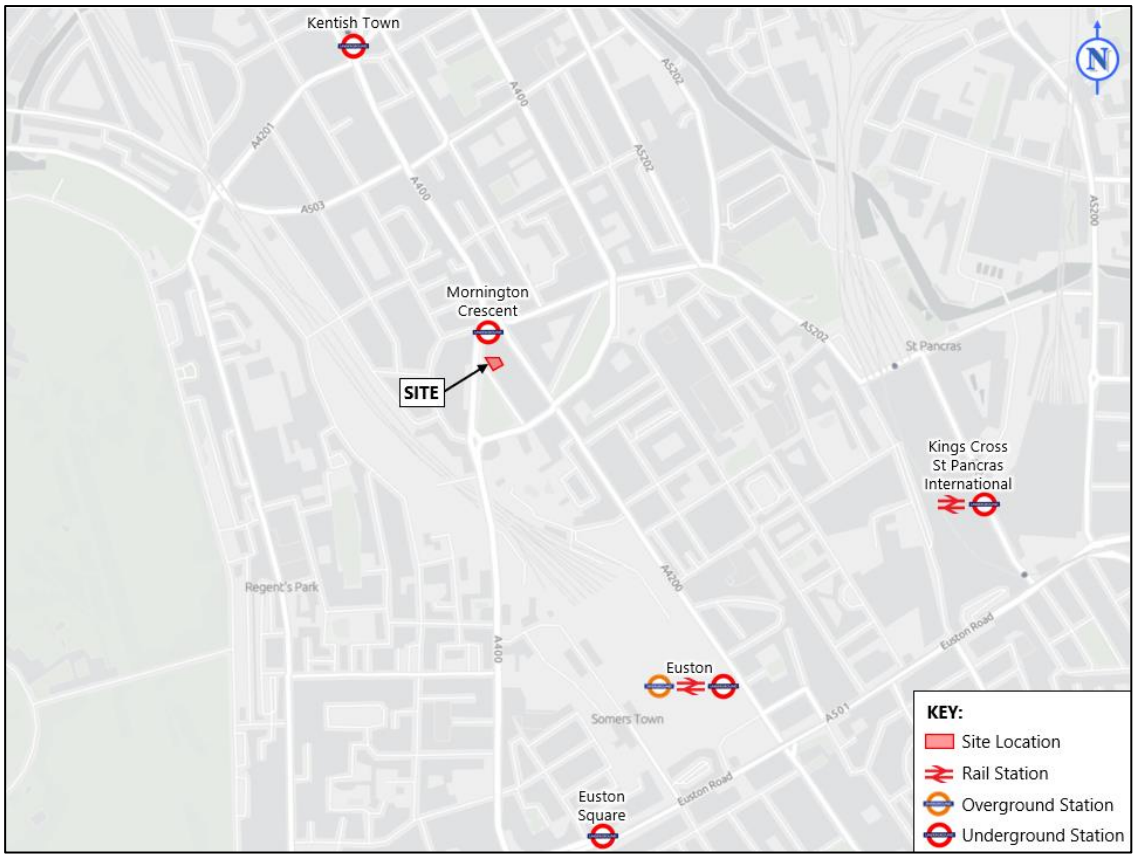


Figure 2.1 – Site Location Plan *Source: ArcGIS Pro 2022*

Local Highway Network

Harrington Square

2.3 Harrington Square is a one-way carriageway that connects Hurdwick Place in the north Hampstead Road in the south. In the vicinity of the Site, the carriageway measures circa 8.5m in width, which narrows to a circa 5.5m effective width due to a row of parking bays on the western side of the road. There is a bus stop circa 30m south of the Site entrance which reduces the effective width of the carriageway to circa 3m when a bus is stationary within its cage.

Hurdwick Place

2.4 Hurdwick Place is a one-way southbound carriageway that connects Camden High Street in the north to Harrington Square in the south. The road operates two southbound lanes and measures circa 6.5m in width. Mornington Crescent Station (Stop D) is located on this road and the entirety of Hurdwick Place has double red lines, preventing stopping at any time.

Hampstead Road

2.5 Hampstead Road is a two-way road (northbound only near the Site) that connects the A501 Euston Road with Camden High Street in the north. In the vicinity of the Site next to Harrington Square Gardens, the carriageway measures circa 14m in width with two lanes of unrestricted traffic, a bus lane and a lane of bus stands / pay by phone parking bays. Both sides of the road have double red lines, preventing stopping at any time.

2.6 The parking bays are located on the east side of Hampstead Road and are in operation between 08:30-18:30 from Monday to Friday and from 09:30-17:30 on Saturday. The max stay at these spaces is 2 hours, with no minimum time before vehicles can return.

Controlled Parking Zones

2.7 The Site is located within a Controlled Parking Zone ('CPZ') 'CA-F' which is in operation Monday to Friday 8.30am – 5.30pm plus Saturday to Sunday 9.30am – 5.30pm and is restricted to permit holders only.

Census Data

Method of Travel to Work

2.8 Reference has been made to the 2011 Census for Method of Travel to Work data, with *Camden 021 Middle Super Output Area (MSOA)* selected as the 'origin', in which the Site is located, with all other areas selected as the 'destination'. This is a good estimate as to how future residents will travel as it is based on residents who currently live in the area and therefore utilising existing travel habits, with a summary excluding people that work from home included in **Table 2.1** below.

Table 2.1 Method of Travel to Work Data (Camden 021 MSOA)

Mode	Modal Share
Underground	30.7%
Train	5.3%
Bus	19.3%
Taxi	0.7%
Motorcycle	0.7%
Driving a car or van	7.1%
Passenger in a car or van	1%
Cycle	7.9%
Walk	27.3%
Total	**100%**

3 ACCESSIBILITY

Pedestrians

3.1 It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips as set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines *(Guidelines for Providing for Journeys on Foot, 2000)* which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

3.2 **Table 3.1** sets out details of approximate distances between the existing Site and local amenities, where an average walk speed of 80 metres/minute is assumed.

Table 3.1: Approximate Distances to Local Amenities

Amenity	Location	Distance (metres / km)	Approximate Walking Time (minutes)
Outdoor Open Space	Harrington Square Gardens	20m	1 minute
Recreation or Leisure Facility	Metabolic Gym	150m	2 minutes
Over the Counter Pharmacy	Green Light Pharmacy	170m	2 minutes
Grocery Store	Sainsbury's Local	190m	2 minutes
ATM	Sainsbury's Local	190m	2 minutes
Public Sector GP	Ampthill Practice	200m	3 minutes
Postal Facility	Crowndale Road Post Office	450m	6 minutes
Community Facility	St Pancras Community Centre	450m	6 minutes
Childcare Facility or School	Richard Cobden Primary School	460m	6 minutes

3.3 The table above illustrates that the Site has good levels of pedestrian accessibility to services with local shops and schools within walking distance.

Cycling

3.4 Accepted guidance suggests that for journeys up to 5 kilometres, cycling represents an important mode of transport.

3.5 Cycleway 6 is located approximately 500m east of the Site (2-minute cycle) on Royal College Street. This provides a cycling route from Chalk Farm to Elephant & Castle in central London.

3.6 An extract from TfL's TIM mapping has been provided in **Figure 3.1** below, which demonstrates the time it would take to travel by bicycle to surrounding areas, with Finsbury Park, Waterloo and Old Street all within a 20-minute cycle.

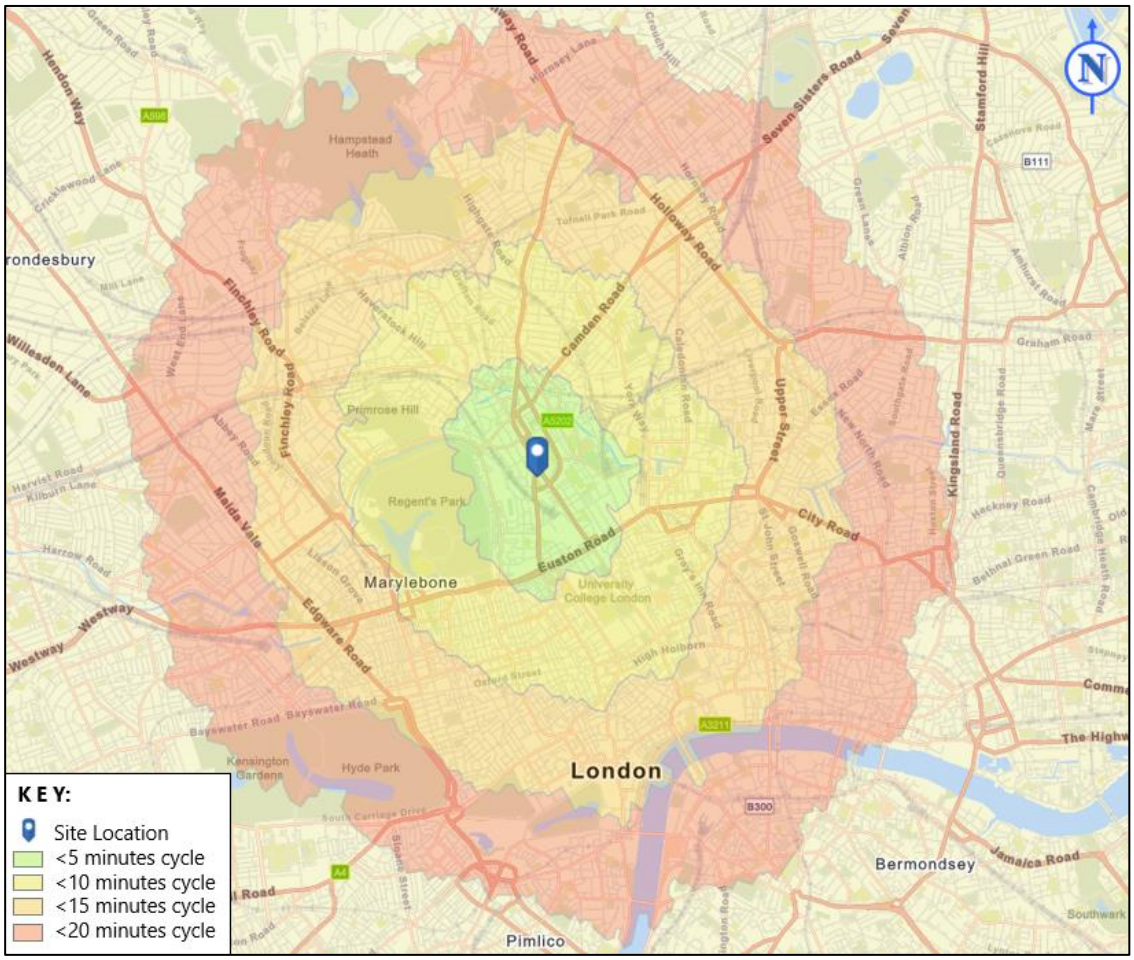


Figure 3.1: 20-minute Cycle Isochrone

3.7 The Site is well served by a number of TfL cycle hire docking stations which are located within a short walking distance of the Site. This provides a good alternative to residents who want to cycle without the need of owning a bike. The nearest cycle hire docking stations to the Site are as follows:

- Harrington Square I, Camden Town (27 cycles) – circa 100m south of the Site (1-minute walk).
- Eversholt Street, Camden Town (15 cycles) – circa 230m southeast of the Site (3 minutes' walk).

- Royal College Street, Camden Town (57 spaces) – circa 600m northeast of the Site (7 minutes' walk).
- Greenland Road, Camden Town (34 cycles) – circa 750 north of the Site (9 minutes' walk).

Public Transport Accessibility Level (PTAL)

3.8 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.

3.9 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility.

3.10 The assessment methodology reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points i.e. average waiting time.

3.11 The Site has a PTAL rating of 6b, which represents an 'excellent' level of access to public transport. A copy of the PTAL report is included at **Appendix B.**

Bus Services

3.12 The nearest bus stop is located approximately 30m south of the Site (1-minute walk) on Hurdwick Place (Bus Stop 'Mornington Crescent Station Stop D'). The bus stop provides sheltered seating and timetable information and is photographed at **Photo 3.1** below.

Photo 3.1: Photo of 'Mornington Crescent Station Stop D'

3.13 There are many different routes operating from this stop and its northbound counterpart across the road, with a summary of the routes and frequencies provided in **Table 3.2** below, with the relevant TfL bus spider map included at **Appendix C.**

Table 3.2 – Summary of Bus Service Frequency				
No.	**Route**	**Frequency (Every 'x' Minutes)**		
		Mon – Fri	**Saturday**	**Sunday**
24	Grosvenor Road – Tottenham Court Road – Royal Free Hospital	8-12	8-12	10-12
27	Hammersmith Station – Paddington Station – Hartland Road / Camden Market	7-9	8-12	11-12
29	Lordship Lane – Finsbury Park Station – Trafalgar Square / Charing Cross Station	4-8	5-9	6-10
134	North Finchley Bus Station – Kentish Town Station – University College Hospital / Euston Road	4-8	6-10	8-11
168	Royal Free Hospital – Waterloo Station – Dunton Road	6-10	8-10	12
214	Highgate School / Hampstead Lane – Kings Cross Station – Finsbury Square	5-8	6-10	10-14
253	Hackney Central Station – Finsbury Park Station – Euston Bus Station	7-10	7-10	9-10
N5	Edgware Bus Station – Euston Station – Whitehall / Trafalgar Square	30	30	30
N551	Waltham Cross Bus Station – Finsbury Park Station – Trafalgar Square / Charing Cross Station	20	20	20

Note: N = Night Time Service

3.14 The table above demonstrates that the Site is well situated for access to local bus services, with approximately 97 daytime services operating each hour during the weekday peak hours.

London Underground Services

3.15 Mornington Crescent Station is located approximately 60m north of the Site (1-minute walk) and operates a Northern Line (Charing Cross Branch) service every 2-3 minutes in each direction during peak hours. This section of the line also operates as part of the night tube on Friday and Saturday nights, providing a train every 7-8 minutes until around 3am on these days.

3.16 In addition, Victoria Line London Underground services can be accessed Euston Station which is approximately 850m (11 minutes' walk) to the south of the Site. During peak travel times the Victoria Line operates every 1-2 minutes in each direction.

3.17 Euston Square station is circa 1km south of the Site (13 minutes' walk) and offers access to the Metropolitan, Hammersmith & City and Circle lines. The Metropolitan Line operates every 4-5 minutes, with the Hammersmith & City Line operating every 9 minutes and the Circle Line operating every 9-11 minutes in each direction.

3.18 The Site is well provided for in terms of London Underground access, with other stations including Camden Town and King's Cross St Pancras also located near to the Site. **Table 3.3** provides a summary of the Underground services provided from these stations, according to PTAL.

Table 3.3: Summary of Underground Services

Station	Lines	Route	Walk Distance	Step Free Access
Mornington Crescent	Northern	Edgware / High Barnet / Mill Hill East – Morden / Battersea Power Station	60m (1 minute)	No
Camden Town	Northern	Edgware / High Barnet / Mill Hill East – Morden / Battersea Power Station	700m (9 minutes)	Interchange Only
Euston	Northern	Edgware / High Barnet / Mill Hill East – Morden / Battersea Power Station	850m (11 minutes)	Same direction interchanges only
	Victoria	Walthamstow Central – Brixton		
Euston Square	Circle	Edgware Road / Hammersmith / Aldgate – Liverpool Street	1km (13 minutes)	Yes (Westbound only)
	Hammersmith & City	Hammersmith – Barking		
	Metropolitan	Aldgate – Uxbridge / Chesham / Watford / Amersham		

Rail Services

3.19 London Euston is located approximately 850m south of the Site (11 minutes' walk) and operates London Overground, Avanti West Coast, West Midlands Trains and Caledonian Sleeper services. The station features a large waiting area with lots of amenities and step free access to the above ground services that it hosts. The station operates approximately 18 services an hour at peak hours:

- The London Overground operates 4 trains an hour to Watford Junction;
- Avanti West Coast operates approximately 6 trains an hour to destinations including Manchester, Liverpool, Glasgow and Edinburgh;
- West Midlands Trains operates approximately 8 trains per hour to Birmingham, Crewe, Tring, Northampton and Milton Keynes; and
- The Caledonian Sleeper also operates various overnight trains to Scottish cities like Edinburgh, Glasgow and Inverness.

3.20 Camden Road is a fully wheelchair accessible station located approximately 1.1km north of the Site (14 minutes' walk) and operates London Underground services to Stratford, Clapham Junction and Richmond, with 10 departures an hour in each direction during peak hours.

4 DEVELOPMENT PROPOSALS

4.1 The proposals comprise the development of 11 residential units (2 x 1-bed, 3 x 2-bed and 6 x 3-bed). The vehicle access onto Harrington Square will be retained to provide access to the 7 surface level parking spaces to the rear of the Site. A copy of the proposed layout is included at **Appendix A.**

Access

4.2 The vehicle access onto Harrington Square will be retained which will provide access to the surface level car park located at the rear of the property.

4.3 There will be a pedestrian access taken directly from Harrington Square as well as from the rear car park. A lift is also proposed within the Site which ensures step-free access is maintained.

Parking

Car Parking

4.4 The proposed development will be car-free with the exception of one disabled parking space on Harrington Square, with a drawing highlighting this included at **Appendix D**. A car-free development is supported by the London Plan (2021) standards which states:

"Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')."

4.5 The Applicant is willing to enter into a permit-free agreement which will ensure that future residents cannot park on-street.

Cycle Parking

4.6 A total of 24 long-stay cycle parking spaces will be provided in the form of two-tier racks within sheltered and secure storage at ground floor level. An additional two spaces will be provided external to the building in the form of a Sheffield stand. The total provision in accordance with London Plan (2021) standards, as outlined within Section 5.

Servicing and Refuse Collection

4.7 It is expected that the majority of deliveries to the proposed residential units will be undertaken by small to medium sized vehicles e.g. transit vans, with the occasional requirement for larger vehicles such as a 7.5T box van. The development is expected to generate approximately 1-2 deliveries per day, when considering that the average dwelling will receive 0.15 deliveries per day. This is likely to form part of an existing trip on the local highway network and would form the route of other deliveries taking place along Harrington Square, therefore it will not have a material impact on the local highway network.

4.8 Refuse collection will take place on-street, with refuse vehicles stopping within 10m of the refuse store. Residents would be responsible for putting waste and recycling into their correct bins, which will be stored within a communal store. The location of the bin store ensures that Council collection operatives are not required to drag the bins further than 10m, whilst also ensuring that residents do not have to carry their waste to the bins by more than 30m, as outlined within Manual for Streets guidance.

4.9 The total waste provision is in accordance with LBC waste capacity guidance, which has been outlined below for dwellings with three or less bedrooms:

- 120 litres of bin, box or sack volume for general waste or 'refuse'
- 140 litres of mixed dry recycling
- 23 litres of food waste

4.10 A total of 1 x 1,100L Eurobin and 1 x 240L wheelie bin will be required for general waste and 1 x 1,100L Eurobin + 1 x 660L Eurobin for mixed dry recycling will be needed for the Site. Additionally, 1 x 360L bin will be required for food waste, which accords with the requirements set out above.

4.11 Refuse collection will take place by Council collection vehicles on a weekly basis.

5 POLICY CONTEXT

5.1 This section summarises the relevant transport policies at national, regional and local level which have been considered.

National

National Planning Policy Framework

5.2 The latest version of the National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 – "Promoting Sustainable Transport" sets out central Government national transport policy.

5.3 The chapter notes at paragraph 104 that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) The potential impacts of development on transport networks can be addressed;

b) Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) Opportunities to promote walking, cycling and public transport use are identified and pursued;

d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains; and,

e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

5.4 The chapter continues at paragraph 105 by stating:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

5.5 When considering development proposals paragraph 110 notes that:

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

a) Appropriate opportunities to promote sustainable transport modes can be – or have been- taken up, given the type of development and its location;

b) Safe and suitable access to the Site can be achieved for all users;

c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

5.6 With regards to assessing the impact of development, paragraph 111 and 112 state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

"Within this context, applications for development should:

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

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

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

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

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

5.7 The chapter concludes at paragraph 113 that:

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

Regional

The London Plan (March 2021)

5.8 The Mayor formally adopted the new London Plan in March 2021. The policies set out in the London Plan which are pertinent to the proposed development are set out below.

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

5.9 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

B) "When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."

5.10 Policy T5 addresses cycling, stating:

a) "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle This will be achieved through:

1) Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure.

2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

b) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people."

5.11 Policy T6 addresses car parking, stating:

a) "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

b) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy.

c) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

i) Adequate provision should be made for efficient deliveries and servicing and emergency access.

l) Where Sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail Sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

5.12 Policy T6.1 sets out the residential parking standards, including the provision for disabled parking:

"A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

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

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

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

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) *demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon secured at the planning stage.*

H All disabled persons parking bays associated with residential development must:

1) *be for residents' use only (whether M4(2) or M4(3) dwellings)*

2) *not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*

3) *be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)*

4) *count towards the maximum parking provision for the development*

5) *be designed in accordance with the design guidance in BS8300vol.1*

6) *be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface."*

5.13 Parking standards as outlined within Table 10.3 of the London Plan state that for all areas of PTAL 5-6 should be car-free.

5.14 In regard to cycle parking, **Table 5.1** sets out the minimum cycle parking standards.

Table 5.1: Minimum Cycle Parking Standards

Use	Long-stay	Short-stay
Residential	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces

5.15 Policy T7 relates to freight and servicing, where part G is pertinent to the development proposals as follows:

"G. Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way, which reflects the scale and complexities of developments".

5.16 The development proposals have been developed to accord with the London Plan standards, in particular reference to the provision of cycle parking facilities in accordance with Policy T5.

The Mayor's Transport Strategy (March 2018)

5.17 The Mayor's Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.

5.18 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out below, all of which are considered and addressed by the proposed development.

1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.

2. A good public transport experience – shifting journeys by private car to the public transport network.

3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

Local Guidance

London Borough of Camden Local Plan (July 2017)

5.19 The Local Plan, adopted July 2017, sets out the London Borough of Camden (LBC) spatial vision and policies to deliver the strategy, guiding change until 2031. The LBC Local Plan should be used in conjunction with the London Plan and will replace the Core Strategy and Development Policies planning documents that were adopted in 2010.

5.20 Strategic Objective 8 sets out a transport objective for the borough:

"To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links."

5.21 Policy T1 – Prioritising walking, cycling and public transport states: *"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough".* This will be promoted in the following ways:

"*Walking – In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:*

a) Improve the pedestrian environment by supporting high quality public realm improvement works;

b) Make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;

c) Are easy and safe to walk through ('permeable')

d) Are adequately lit;

e) Provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and

f) Contribute towards bridges and water crossings where appropriate.

Cycling – In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

g) *Provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietway's Network, Cycle Super Highways and;*

h) *provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*

i) *makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*

j) *is easy and safe to cycle through ('permeable'); and*

k) *contribute towards bridges and water crossings suitable for cycle use where appropriate."*

5.22 Policy T2 – Parking and car-free development states *"The Council will limit the availability of parking and require all new developments in the borough to be car-free*." The Council aims to:

a) *"Not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*

b) *Limit on-site parking to*

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c) *Support the redevelopment of existing car parks for alternative uses; and*

d) *Resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

5.23 Policy T3 – Transport infrastructure states "*The Council will seek improvements to transport infrastructure in the borough*." The council aims to:

a) *"Not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and*

b) *Protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance."*

5.24 Policy T4 – Sustainable movement of goods and materials states *"The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road."* The council aims to:

a) "Encourage the movement of goods and materials by canal, rail and bicycle where possible;

b) Protect existing facilities for waterborne and rail freight traffic and;

c) Promote the provision and use of freight consolidation facilities."

LBC Planning Guidance – Transport (2021)

5.25 LBC has prepared the Camden Planning Guidance (CPG) on Transport to support the policies in the Camden Local Plan (2017). This was adopted in January 2021 and is a material consideration in planning decisions.

5.26 With regards to long-stay cycle facilities, the CPG states at paragraphs 8.20 – 8.22:

"The Council will secure the location of all long stay cycle parking (intended for stays of over an hour) to be within 50 metres of the building entrance. If the Site Camden Planning Guidance: Transport 58 has on-site vehicular access and cycles share the route with motor vehicles, the route to the cycle parking must be clearly delineated and proposals must demonstrate that cyclists are safely accommodated. Long stay cycle parking should be provided within the building, via an entrance that is overlooked, well lit and with secure access. Where this is not possible, for example for staff and pupil cycle parking at schools, the Council may consider external cycle parking if the development is secure and if the parking is fully protected from the weather. For developments that require long stay cycle parking for staff, the Council will expect supporting facilities such as lockers, changing facilities, a drying room and showers to be provided. These should be located in such a way that is convenient and within close proximity to the cycle parking facilities. In addition, other basic cycle maintenance facilities, such as a pump and a cycle stand, would be welcomed. The provision and ongoing retention of supporting facilities will be secured as a planning condition which will be set out/specified in the Section 106 legal agreement for Travel Plans if applicable."

5.27 In terms of short-stay cycle parking, paragraphs 8.26-8.28 states:

"Short stay cycle parking must be located within the curtilage of a development and must not be located on the public highway. Parking for visitors should be clearly visible or clearly signed from the public highway. The cycle parking should be Sited within 15 metres of a building entrance, or within 25 metres for larger mix-use developments where frequent surveillance is possible. In some circumstances it may also be appropriate to install CCTV, for example where the level of natural surveillance is inadequate. Where it is has been demonstrated to the Council's satisfaction that it is not possible to provide short stay cycle parking within a small development, for instances such as redevelopments or extension applications that do not have an existing forecourt, the Council may consider a financial contribution in lieu of short stay parking. This contribution will assist the Council in providing more cycle parking on the public highway (i.e. Camden 'M' stands) and will be secured via a Section 106 legal agreement

5.28 At paragraph 9.7, the CPG states the following with regards to pedestrian and cycle movement:

"Key considerations to be given to the movement of people in and around a Site includes the following:

- *Ensuring the safety of vulnerable road users, including children, elderly people and people with mobility difficulties, sight impairments, and other disabilities;*
- *Maximising pedestrian and cycle accessibility and minimising journey times making Sites 'permeable';*
- *Providing stretches of continuous footways without unnecessary crossings;*
- *Making it easy to cross where vulnerable road users interact with motor vehicles;*
- *Linking to, maintaining, extending and improving the network of pedestrian and cycle routes;*
- *Maximising safety by providing adequate lighting and overlooking from adjacent buildings;*
- *Taking account of surrounding context and character of the area;*
- *Providing a high-quality environment in terms of appearance, design and construction, considering Conservation Areas and other heritage assets, and using traditional materials (such as natural stone), SuDS and planting (trees, pocket parks etc.) where appropriate;*

- *Investing in the public realm to create inclusive spaces that support greater social interaction (places to sit, sheltered, not too noisy, safe, etc);*
- *Use of paving surfaces which enhance ease of movement for vulnerable road users;*
- *Avoiding street clutter and minimising the risk of pedestrian routes being obstructed or narrowed, e.g. by footway parking or by unnecessary street furniture; and*
- *Having due regard to design guidance set out in the Camden Streetscape Design Manual, TfL's London Cycling Design Standards, TfL's Pedestrian Comfort Level Guidance and TfL's Healthy Streets Indicators."*

LBC Planning Guidance – Design (2021)

5.29 LBC has prepared the Camden Planning Guidance (CPG) on Design to support the policies in the Camden Local Plan (2017). This was adopted in January 2021 and is a material consideration in planning decisions.

5.30 At paragraph 8.10, the CPG states the following about bin collections:

"The Council currently offers waste collection of the following minimum volumes per dwelling with three bedrooms or less, per week:

- *120 litres of bin, box or sack volume for general waste or 'refuse'*
- *140 litres of mixed dry recycling*
- *23 litres of food waste"*

Section Summary

5.31 Transport policy at all levels advocates locating development in areas that are not accessible by public transport, walking and cycling or which can be made accessible by these modes.

5.32 It is apparent that the Site's location is appropriate for the proposals and is in accordance with relevant policy guidance given its accessibility to public transport and local amenities and taking into account the opportunities for walking and cycling.

6 TRIP GENERATION

6.1 This section analyses the effects of the proposed development whilst also including a trip generation assessment to understand the potential impacts on the local highway network.

Trip Generation

6.2 In order to assess the impact of the proposed residential development, reference has been made to the TRICS database based on the following criteria:

- Residential – Privately Owned Flats;
- Sites surveyed from 2015 onwards;
- Sites in Greater London only;
- Sites with PTAL 6; and
- Sites up to 50 units.

6.3 A summary of the total person trips and resultant flows are included in **Table 6.1**, with the full TRICS output data included in **Appendix D.**

Table 6.1 – Total Person Trip Rates & Flows (Residential Units)

Period	Trip Rates (Per Unit)			Flows (Based on 11 Units)		
	Arrive	Depart	2-way	Arrive	Depart	2-way
08:00-09:00	0.069	0.500	0.569	1	6	6
17:00-18:00	0.293	0.086	0.379	3	1	4
07:00-19:00	1.999	2.171	4.170	22	24	46

Note: Figures subject to rounding

6.4 The table above demonstrates that there will be approximately 6 two-way person trips in the AM peak hour and 4 two-way trips in the PM peak hour.

6.5 The modal split as previously outlined in Table 2.1 has been applied to the flows in Table 6.1, with the percentage of people driving and travelling as a passenger adjusted to be 0% to reflect the car-free nature of the Site. All other percentages were then adjusted and reapportioned accordingly, with a summary of the multimodal impact assessment included in **Table 6.2** below.

Table 6.2 – Multimodal Assessment							
Mode	**Adjusted Share**	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**		
		Arrive	**Depart**	**2-way**	**Arrive**	**Depart**	**2-way**
Underground	33%	0	1	2	1	0	2
Train	6%	0	0	0	0	0	0
Bus	21%	0	1	1	1	0	1
Taxi	1%	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0
Driving	0%	0	0	0	0	0	0
Passenger	0%	0	0	0	0	0	0
Cycle	9%	0	0	1	0	0	1
Walk	30%	0	1	2	1	0	2
Total	**100%**	**1**	**6**	**6**	**3**	**1**	**4**

Note: Figures subject to rounding

6.6 The table above demonstrates that there will be a minor increase in person trips in the AM and PM peaks respectively. This equates to approximately one additional trip every 10 minutes with a reduced demand at all other times, as such, this will have a non-material impact on the operation of the local highway network.

Impact on Public Transport

6.7 Table 6.2 demonstrates that there will be approximately two additional underground trips in both the AM and PM peaks. When referencing the number of underground services operating in the vicinity of the Site (upwards of 20 services in each direction per hour), this would equate to one additional person every hour in each direction. This level of impact is expected to be negligible and will fall within daily fluctuations.

6.8 Table 6.2 suggests that there will be one additional two-way bus trip in the AM and PM peaks. When referencing the number of two-way bus services operating in the vicinity of the Site (97 services, therefore 194 two-way), this would equate to one additional passenger every 194 services, therefore the impact will be negligible.

6.9 The impact on walking and cycling is expected to be immaterial and will be able to be accommodated on the local network.

6.10 Based on the above, there will be a non-material impact on the local transport network, furthermore, no reference was made to the existing uses on-site and therefore the potential impact would be reduced further.

7 SUMMARY AND CONCLUSION

Summary

7.1 The Site comprises part of an area of hardstanding which currently serves 12 surface level car parking spaces that were previously leased to residents of the adjacent site, Hurdwick House. The proposals comprise the development of a 4 storey (including basement) building to provide 11 residential units (2 x 1-bed, 3 x 2-bed and 6 x 3-bed). The access onto Harrington Square will be retained which ensures the access arrangements remain as existing to allow the parking spaces associated with Hurdwick House to still be used.

7.2 The potential changes in traffic and transportation terms can be summarised as follows:

- The Site is accessible by non-car modes being within walking and cycling distance of day-to-day amenities and close to bus services and Mornington Crescent Underground station.
- The proposals will be car-free which is in accordance with London Plan standards, with the exception of one disabled parking space provided on Harrington Square.
- A total of 7 parking spaces will be retained at surface level, for the residents of the adjacent Hurdwick House.
- The Applicant is willing to enter into a permit-free agreement and therefore there will be no additional impact on the availability of on-street parking.
- Cycle parking will be provided in accordance with London Plan (2021) standards and will be in sheltered and secure storage.
- Servicing and refuse collection will take place on-street, with all manoeuvres in forward gear.
- The expected number of trips is expected to be minimal and will therefore not create a material impact on the local highway network.

Conclusion

7.3 The proposed residential development is consistent with relevant transport policy guidance and is not anticipated to give rise to any major transport issues. It therefore meets the test of the NPPF and paragraph 111, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

7.4 We therefore conclude that the proposed development is acceptable in traffic and transport terms.

Appendix A

STUDIO POWER

Unit 3
3 Crescent
Manchester
M5 4PF

Tel: 0161 535 0106
www.studiopower.co.uk

NOTES:

Rev	Description	Date	By
P1	Issued for Planning	18.08.23	JB

PLANNING

Client
Salboy

Project
Harrington Square

Title
Ground Floor Plan

Status
Planning

Project number
0010

Date
19/10/22

Drawn by
JB

Checked by
SP

Scale
1 : 100@A1

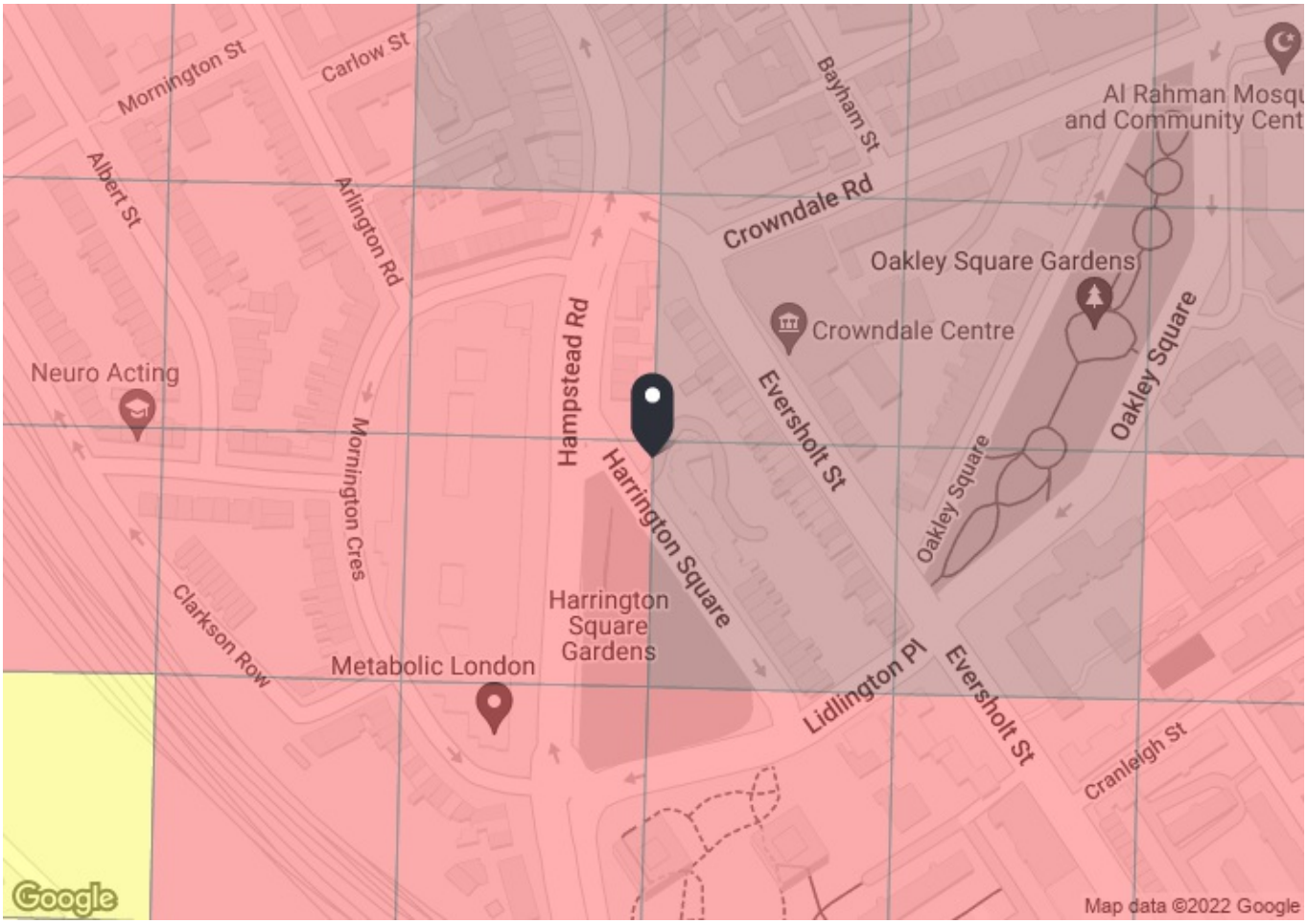
Revision
P1

Drawing No.
0010-SP-XX-00-DR-A-0301

10/08/2023 11:22:46

Appendix B

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

1 Harrington Square, London NW1 2JH, UK
Easting: 529197, Northing: 183287

Grid Cell: 94563

Report generated: 16/09/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

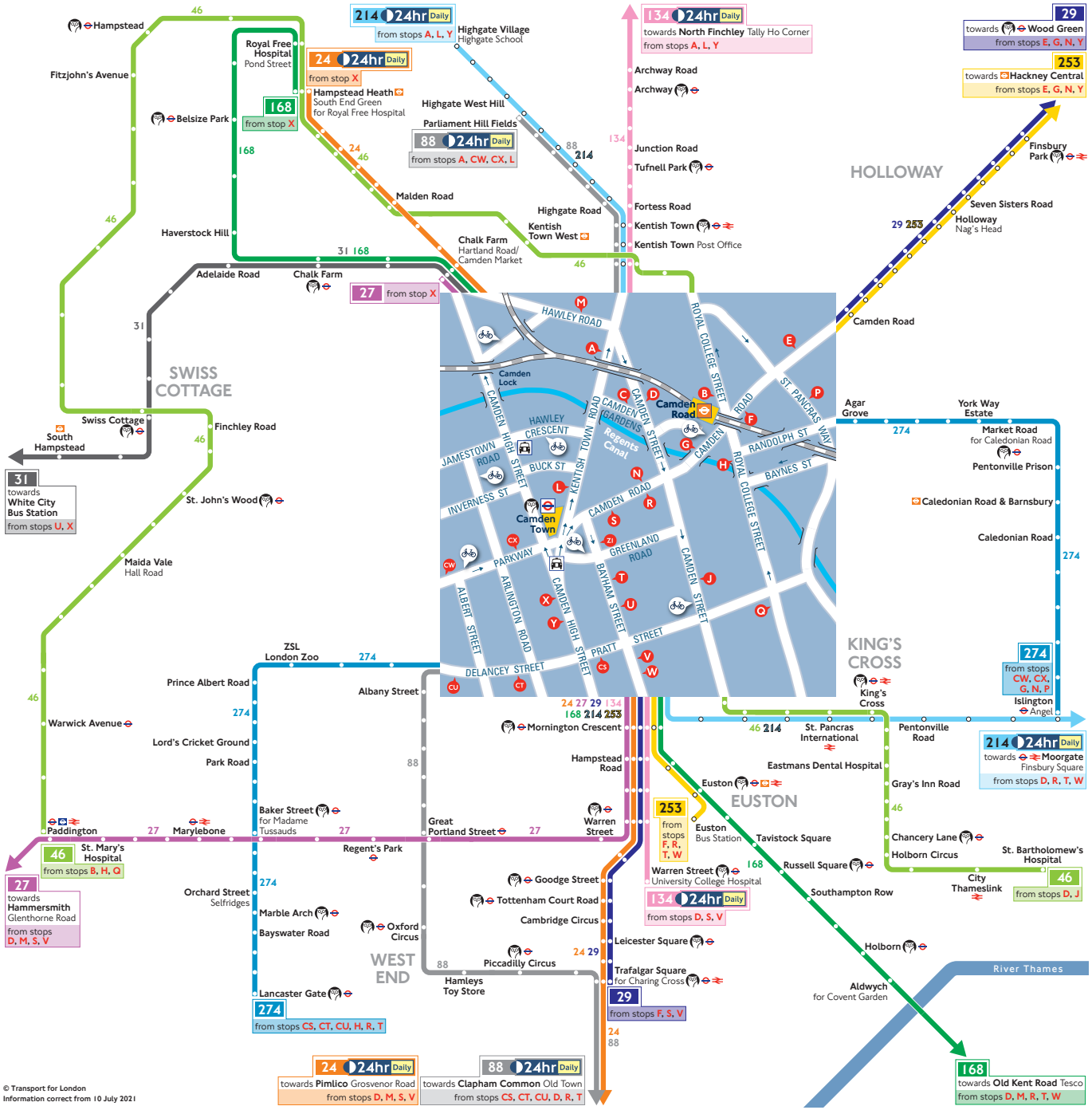
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	MORNINGTON CRESCENT STN	24	125.93	10	1.57	5	6.57	4.56	0.5	2.28
Bus	MORNINGTON CRESCENT STN	134	125.93	12	1.57	4.5	6.07	4.94	0.5	2.47
Bus	MORNINGTON CRESCENT STN	29	125.93	15	1.57	4	5.57	5.38	1	5.38
Bus	MORNINGTON CRESCENT STN	88	125.93	9	1.57	5.33	6.91	4.34	0.5	2.17
Bus	MORNINGTON CRESCENT STN	27	125.93	8	1.57	5.75	7.32	4.1	0.5	2.05
Bus	E'SHOLT S CROWNDALE CENT	168	268.75	9	3.36	5.33	8.69	3.45	0.5	1.73
Bus	E'SHOLT S CROWNDALE CENT	253	268.75	12	3.36	4.5	7.86	3.82	0.5	1.91
Bus	CROWNDALE RD BAYHAM ST	214	326.08	8	4.08	5.75	9.83	3.05	0.5	1.53
Bus	CAMDEN ST CROWNDALE RD	46	538.55	6	6.73	7	13.73	2.18	0.5	1.09
Bus	PRATT STREET	C2	575.73	8	7.2	5.75	12.95	2.32	0.5	1.16
Bus	PRATT STREET	274	575.73	7.5	7.2	6	13.2	2.27	0.5	1.14
Rail	Euston	'BLTCHLY-EUSTON 2B04'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'WATFDJ-EUSTON 2J06'	923.71	0.67	11.55	45.53	57.07	0.53	0.5	0.26
Rail	Euston	'EUSTON-MKNSCEN 2K21'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'EUSTON-TRING 2T11'	923.71	0.67	11.55	45.53	57.07	0.53	0.5	0.26
Rail	Euston	'EUSTON-TRING 2T19'	923.71	1.33	11.55	23.31	34.85	0.86	0.5	0.43
Rail	Euston	'MKNSCEN-EUSTON 2W01'	923.71	0.67	11.55	45.53	57.07	0.53	0.5	0.26
Rail	Euston	'TRING-EUSTON 2W02'	923.71	1	11.55	30.75	42.3	0.71	0.5	0.35
Rail	Euston	'TRING-EUSTON 2W26'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'BLTCHLY-EUSTON 2W57'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'RUGBY-EUSTON 2W59'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'TRING-EUSTON 2W63'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'MKNSCEN-EUSTON 2W93'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'WATFJDC-EUSTON 2C06'	923.71	2.67	11.55	11.99	23.53	1.27	0.5	0.64
Rail	Euston	'EUSTON-WATFJDC 2D86'	923.71	3	11.55	10.75	22.3	1.35	1	1.35
LUL	Euston	'Morden-MillHillE'	923.71	4	11.55	8.25	19.8	1.52	0.5	0.76
LUL	Euston	'Brixton-WalthamstowC'	923.71	15.67	11.55	2.66	14.21	2.11	0.5	1.06
LUL	Euston	'Brixton-SevenSisters'	923.71	10	11.55	3.75	15.3	1.96	0.5	0.98
LUL	Camden Town	'Edgware-Morden'	824.42	9	10.31	4.08	14.39	2.08	0.5	1.04
LUL	Camden Town	'Morden-HighBarnet'	824.42	14.67	10.31	2.79	13.1	2.29	0.5	1.15
LUL	Mornington Crescent	'Morden-Edgware'	239.51	4.67	2.99	7.17	10.17	2.95	0.5	1.48
LUL	Mornington Crescent	'HighBarnet-Morden'	239.51	0.33	2.99	91.66	94.65	0.32	0.5	0.16
LUL	Mornington Crescent	'Kennington-Edgware'	239.51	14.67	2.99	2.79	5.79	5.18	1	5.18
LUL	Mornington Crescent	'HighBarnet-Kenningt'	239.51	5.33	2.99	6.38	9.37	3.2	0.5	1.6
LUL	Mornington Crescent	'MillHill-Morden'	239.51	1.67	2.99	18.71	21.71	1.38	0.5	0.69
LUL	Mornington Crescent	'MillHillE-Kenningt'	239.51	1.67	2.99	18.71	21.71	1.38	0.5	0.69
									Total Grid Cell AI:	**42.29**

Appendix C

Buses from Camden Town



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

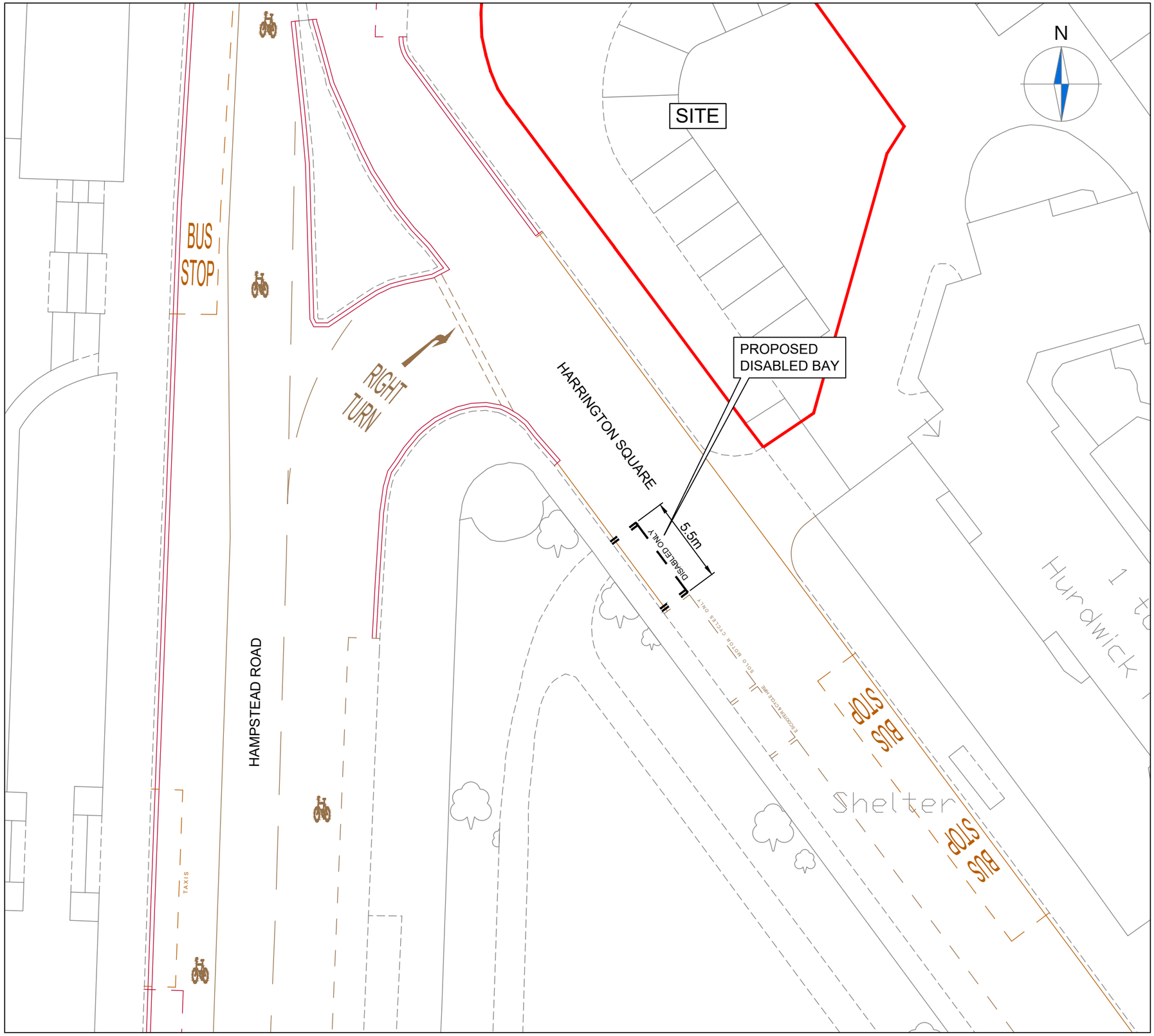
Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 1716.03.21 (P)

Appendix D



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

SITE BOUNDARY

Rev	Details	Drawn	Checked	Date
.	...	...	...	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Salboy Limited

Project:

Land Adjacent to Harrington Square
Camden

Drawing Title:

Proposed Disabled Bay
Option 2

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
HE	MT	27.03.2023

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4975	SK002	1 of 1	...

CA4975_SK002 - PROPOSED DISABLED BAY - OPTION 2.DWG

Appendix E

Calculation Reference: AUDIT-358901-230818-0829

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	2 days
	SK	SOUTHWARK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 14 to 29 (units:)
Range Selected by User: 6 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/06/22

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

Selected survey days:

Monday	1 days
Wednesday	1 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:

Edge of Town Centre	3

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	1
Built-Up Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

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

50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	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	2 days

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

PTAL Rating:

6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		15	
	Survey date: WEDNESDAY		*29/06/16*	*Survey Type: MANUAL*
2	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		14	
	Survey date: MONDAY		*27/06/16*	*Survey Type: MANUAL*
3	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		29	
	Survey date: THURSDAY		*23/04/15*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 6.37

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	19	0.017	3	19	0.293	3	19	0.310
08:00 - 09:00	3	19	0.069	3	19	0.500	3	19	0.569
09:00 - 10:00	3	19	0.086	3	19	0.362	3	19	0.448
10:00 - 11:00	3	19	0.034	3	19	0.138	3	19	0.172
11:00 - 12:00	3	19	0.052	3	19	0.034	3	19	0.086
12:00 - 13:00	3	19	0.052	3	19	0.052	3	19	0.104
13:00 - 14:00	3	19	0.103	3	19	0.086	3	19	0.189
14:00 - 15:00	3	19	0.052	3	19	0.086	3	19	0.138
15:00 - 16:00	3	19	0.052	3	19	0.069	3	19	0.121
16:00 - 17:00	3	19	0.241	3	19	0.086	3	19	0.327
17:00 - 18:00	3	19	0.293	3	19	0.086	3	19	0.379
18:00 - 19:00	3	19	0.328	3	19	0.155	3	19	0.483
19:00 - 20:00	3	19	0.448	3	19	0.086	3	19	0.534
20:00 - 21:00	3	19	0.172	3	19	0.138	3	19	0.310
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.999			2.171			4.170

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.*