



ttp consulting
transport planning specialists

Redview Properties Ltd

187 Kentish Town Road, Camden,
NW1 8PD

Transport Statement

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TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 3008 8940

www.ttp-consulting.co.uk

Registered in England: 7441800

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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Redview Properties Limited (“the Applicant”) to provide transport planning advice in respect of proposals to redevelop 187 Kentish Town Road, NW1 8PD in the London Borough of Camden to provide a new mixed-use development comprising commercial uses at ground floor level and residential accommodation above.
- 1.2 The site is located on the corner of Kentish Town Road and Prince of Wales Road within the Kentish Town ‘town centre boundary’ and the Gospel Oak ‘neighbourhood renewal area’ which allocates it as an area of opportunity with a need for investment.
- 1.3 The application site is currently vacant. The previous consented use was for a restaurant. There is no existing provision for car parking associated with the property.
- 1.4 The proposals seek to provide a four storey building and will offer a GEA of 257sqm of use classes A1, A2 and A3 at ground floor level and 9 residential units on three upper floors.
- 1.5 The proposed development will be car free and, as such, the Applicant confirms that it is willing to enter into a permit free agreement to be secured via a Section 106 Agreement, in order to ensure there is no material additional on-street parking pressure due to the development. Cycle parking facilities will be available for use by residents, employees and visitors in accordance with local policy requirements.
- 1.6 An assessment of the impact of the development on the local transport network has been provided.
- 1.7 This Transport Statement has been prepared following a detailed site visit and with reference to the formal pre-application meeting report with the Planning/Highway Officer at the London Borough of Camden held on 29th August 2013.
- 1.8 The remainder of this report is structured as follows:
- Section 2 describes the existing situation in the wider area;
 - Section 3 details the accessibility of the site;
 - Section 4 reviews the relevant transport planning policy;

- Section 5 presents the development proposals;
- Section 6 provides a trip generation assessment;
- Section 7 considers the effects of the development; and
- Section 8 presents a summary and conclusion.

2 EXISTING SITUATION

Application Site

- 2.1 The previous consented use for the existing site was A3 restaurant and the building is currently vacant. The application site is within the Kentish Town 'town centre boundary' and the Gospel Oak 'neighbourhood renewal area'. The location of the site is illustrated on **Figure 1** which can be found at the end of this report.

Surrounding Area

- 2.2 The site is located at the corner of two streets fronting onto Kentish Town Road to its east and Prince of Wales Road to the north. It is adjacent to the Kentish Town Congregational Church and is bound to the south by Church Avenue.
- 2.3 Kentish Town Road is dominated by café, restaurant and retail activities at ground floor with residential on the upper floors. There are commercial and residential properties on Prince of Wales Road, which also provides access to Kentish Town West station.
- 2.4 The town centre offers many amenities and facilities that would support a mixed-use development and it is well served by public transport. The nearest schools include St Patrick's Primary School on Holmes Road and Kentish Town Church of England Primary School on Islip Street both of which are within a 5 – 10 minute walk of the site.

Local Road Network

Kentish Town Road

- 2.5 The A400/Kentish Town Road is a strategic road corridor for the Borough operating between the A1/Holloway Road at Archway in the north and the A4201/Parkway in Camden Town to the south.
- 2.6 In the vicinity of the site, Kentish Town Road provides a single lane in the northbound and southbound direction. Kentish Town Road provides two lanes at the junction with Prince of Wales Road, providing a left turn and straight ahead lane in the northbound direction. Similarly, on the southbound lane, the road provides a right turn only and straight ahead lane. It is subject to a 30mph speed limit.

- 2.7 There are double yellow lines on Kentish Town Road with full-time loading and waiting restrictions. On the southbound carriageway, to the north of the site, there are a number of pay and display parking bays.

Prince of Wales Road

- 2.8 Prince of Wales Road is a predominantly residential street with some retail and commercial properties. It runs between the A502/Haverstock Hill to the east and Kentish Town Road to the west. The road is single carriageway in the vicinity of the site and is right turn only onto Kentish Town Road.
- 2.9 There is a cycle lane on the eastbound carriageway and it provides numerous parking bays within the CPZ.

On-Street Parking

- 2.10 The site, located at the corner of Kentish Town Road and Prince of Wales Road is located on the border of two Controlled Parking Zones (CPZ). The parking zones are illustrated on the map contained in **Appendix A**.
- 2.11 In the vicinity of the site Kentish Town Road is within Zone CA – M. Kentish Town Road provides a small number of on-street pay and display parking bays as well as a car club bay. The pay and display bays are operational Monday to Friday between 07:00 to 19:00 with a maximum stay of 2 hours.
- 2.12 The streets in the wider area within Zone CA – M, to the north and east of the site, are subject to restrictions Monday to Friday between 08:30 – 18:30.
- 2.13 Prince of Wales Road and the surrounding streets to the south are located within Zone CA – F(n). Restrictions apply Monday to Friday between 08:30 to 18:30 and at the weekend between 09:30 to 17:30. Prince of Wales Road provides on-street parking bays including motorcycle bays, permit holder only bays and pay and display bays which have a maximum stay of 2 hours.

Car Clubs

- 2.14 There are a number of existing car club companies operating in the vicinity of the site. The closest available space for car club permit holders is on Kentish Town Road a short distance from the site.

3 ACCESSIBILITY

Walking

3.1 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips and this is set out in The Institution of Highways and Transportation (IHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km, or approximately 25 minutes.

3.2 **Table 3.1** contains suggested acceptable walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 3.1 Suggested Acceptable Walking Distances			
Definition	Walking Distances (metres)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200
Source: Providing for Journeys on Foot, IHT, 2000			

3.3 The footway network surrounding the site is comprehensive and it is considered that the walking routes to local amenities such as the shops and bus stops on Kentish Town Road are in a good condition.

3.4 Walking routes to key destinations have been examined during a detailed site visit and are described in the following paragraphs.

Bus Stops

3.5 The nearest bus stops to the site are on Kentish Town Road, less than 50m from the site for southbound services and 25m for northbound services.

- 3.6 Signal controlled pedestrian crossings on Kentish Town Road are located immediately outside the site providing access for pedestrians between the site and the footway/bus stops on the eastern side of Kentish Town Road.

Kentish Town West Station

- 3.7 Kentish Town West Station is located approximately 320m to the west of the site on Prince of Wales Road. The route along Prince of Wales Road has footways of 2m in width which extend outside shop frontages along the route. There are dropped kerbs at informal crossings with tactile information available.

Kentish Town Station

- 3.8 The footways along Kentish Town Road are approximately 2.5m in width for much of the route to the station which is located approximately 480m to the north of the site. There are a number of pedestrian crossing points in the area that provide convenient crossings between the shopping frontages on both sides of Kentish Town Road.

Cycling

- 3.9 There are a number of cycle routes in the locality of the site which provide connections to local facilities and public transport nodes. London Cycle network route 6 can be picked up nearby the site which connects Paddington to Barnet via Camden.
- 3.10 It is accepted that cycling is a suitable mode for journeys up to 5 miles in length, although the increased popularity of cycling in London means that longer distances are commonplace.
- 3.11 Areas in north London within 5 miles distance of the site include Finsbury Park, Regent's Park and Kensington Gardens. The canal tow-path offers an off-road cycle route around Camden.
- 3.12 By reference to the local area Transport for London Cycle Guide for the Kentish Town area designations on the local roads include:
- The western section of Prince of Wales Road is designated as a quieter road that has been recommended for use by cyclists; and
 - Castlehaven Road to the east of the site is designated as a quieter route signed for use by cyclists on a mixture of quiet or busier roads.

- 3.13 There are numerous existing 'Sheffield' and 'Camden' style cycle stands, for public use, at a number of locations in the immediate area: directly outside the site; outside no. 167 Kentish Town Road; and no. 46 Prince of Wales Road.

The London Cycle Hire Scheme

- 3.14 Kentish Town is just to the north of the London Cycle Hire Scheme. The nearest docking station to the site is located on Hawley Road which is less than a 10 minute walk to the south of the site.

Public Transport

Bus

- 3.15 There are a number of bus services that operate in the vicinity of the site on a regular basis. The closest bus stop (KM) on Kentish Town Road is less than a one minute walk to the south.
- 3.16 These bus routes that serve this stop, their destinations and frequencies are shown in **Table 3.2**. The local area bus spider map is included at **Appendix B** for information.

Table 3.2: Local Bus Services (Stops WV and WH Oakhurst Grove)			
Route	Destination	Frequency (every 'x' minutes)	
		Monday – Friday	Saturday
46	Lancaster Gate Station to St Bartholomews Hospital	7 – 11	10 – 14
134	24 hour service North Finchley Bus Station to Tottenham Court Road Station	3 – 7	4 – 8
214	24 hour service Highgate School/Hamstead Lane to Finsbury Square (EC2)	6 – 10	6 – 10
393	Clapton Pond (E5) to Chalk Farm Morrisons (NW1)	9 – 12	12
C2	24 hour service Parliament Hill Fields to Victoria Station	6 – 10	7 – 10
N20	Night bus service Barnet High Street to Whitehall/Trafalgar Square	10	10

Rail

- 3.17 Kentish Town West station on the North London Line is in Prince of Wales Road. There are two services from Richmond or Clapham Junction to Stratford North every hour and the same in the opposite direction. This totals four trains per hour serving Kentish Town West station.
- 3.18 Kentish Town station is on the Northern Line of the London Underground which operates a regular service throughout the day between Morden and High Barnet/Mill Hill East. There are on average 21 trains per hour in each direction during the morning and evening peak hour periods.
- 3.19 Bus routes 46 and 393 can be caught from Kentish Town Road and serve Kentish Town West Station.

Public Transport Accessibility Level

- 3.20 As a consequence of the site's proximity to the North London Line and Northern Line services and numerous bus routes, the site achieves a public transport accessibility level (PTAL) of 6b, the highest possible rating indicating an excellent level of accessibility. **Appendix C** contains the TfL PTAL summary.

4 POLICY CONTEXT

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

National Guidance

National Planning Policy Framework

- 4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

- 4.3 Chapter 4 – 'Promoting Sustainable Transport' sets out central government national transport policy:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

- 4.4 Chapter 4 – 'Promoting Sustainable Transport' continues by stating:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or*

refused on transport grounds where the residual cumulative impacts of development are severe."

4.5 Paragraph 39 states that:

"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;*
- the type, mix and use of development;*
- the availability of and opportunities for public transport;*
- local car ownership levels;*
- an overall need to reduce the use of high-emission vehicles; and*
- consider the needs of people with disabilities by all modes of transport."*

4.6 The location of this proposed development with the public transport facilities and real opportunities for the use of active modes of transport means that the site is suitable for sustainable travel.

Regional Guidance

The London Plan (2011)

4.7 The London Plan (2011) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.

4.8 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

- 4.9 Chapter 3 of the London Plan contains policy for London's people. These will be realised by ensuring that people living in London have the homes, opportunities, facilities and social infrastructure required to support a good and improving quality of life.
- 4.10 Chapter 6 of the London Plan provides transport policy. It notes that in accordance with TfL guidance, Transport Assessments should be produced to support planning applications for new development.
- 4.11 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:
- a) *"encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
 - b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
 - c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
 - d) *promoting walking by ensuring an improved urban realm."*
- 4.12 Policy 6.9 provides policy on cycling and it is recommended that planning decisions should ensure that new developments have secure, integrated and accessible cycle parking facilities in line with the minimum standards outlined in the plan and that on-site changing and showering facilities should be provided for cyclists.
- 4.13 Policy 6.10 provides policy on walking and recommends that planning decisions should ensure that developments have a high quality pedestrian environment and emphasise the quality of pedestrian and street space.

The Mayor's Transport Strategy (2010)

- 4.14 The Mayor's Transport Strategy (MTS) was published in May 2010 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.
- 4.15 The Mayor's vision states that:

"London's transport system should excel among those of global cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century"

4.16 The MTS notes the importance of integrating development with transport infrastructure and locating development in areas with the widest possible opportunities for sustainable travel.

4.17 The importance of 'local travel' is highlighted particularly in Section 3.1.5 of the Strategy noting that local travel represents 70% of trips made by London's residents and constitutes trips made on a daily basis to local facilities within 5km from home. Walking and cycling are the most important modes for local trips up to 500m or 1km and thereafter car and bus are important modes for trips between 1km and 5km.

Local Guidance

Camden Core Strategy 2010 – 2025 (Adopted version 2010)

4.18 The Core Strategy sets out the key elements of the Borough's vision and is a central part of the Local Development Framework.

Camden Planning Guidance 7 Transport (Adopted version Sept 2013)

4.19 Camden Planning Guidance 7 (CPG) provides advice and information on how the Borough will apply their planning policies in transport terms. An Adoption Statement was issued for the CPG on 4th September 2013 which gives notice that the Council has resolved to adopt amendments to the guidance. This has been given consideration within this Transport Statement.

4.20 The Camden Planning Guidance was prepared to support the policies in the Local Development Framework (LDF). The guidance is consistent with the Core Strategy and development policies that comprise the Local Development Framework.

4.21 The guidance provides information on all types of detailed transport issues within the Borough. It provides an outline of the thresholds for which a full Transport Assessment is required for a new development in Camden based on the likely travel characteristics it would produce.

4.22 It notes at paragraph 2.12 that larger developments that would have implications for transport, but which fall below the threshold for a full Transport Assessment, will still be required to submit information regarding the transport implications of that scheme.

- 4.23 Chapter 4 of the CPG states that Transport Assessments represent the best tool to consider how a development can most appropriately be serviced.
- 4.24 Chapter 5 has two key messages: (1) that the Council expect car free development in the Borough's most accessible locations and where a development could lead to on-street parking problems and (2) that legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme.
- 4.25 The CPG states at paragraph 5.3 that:
- "Car-free and car capped development is successful in Camden because most of the borough has very good access to public transport services".*
- 4.26 Meeting the needs of disabled people is discussed at paragraph 5.21 and notes that car-free developments should be designed taking into account the needs of disabled car users. The following points are noted:
- Blue Badge holders are able to use parking spaces in Controlled Parking Zones without a parking permit.
 - Minimum parking standards apply to parking for people with disabilities, and 1 parking space is required for people with disabilities per 10 general-purpose dwellings.
 - Where a resident in need of a reserved disabled parking space moves into a development with no off-street spaces, the Council will consider a request for a designated disabled space on-street in the same way whether the development is formally car-free or not.
- 4.27 Section 9 details the requirements for implementing the minimum cycle parking standards for new development and the design and layout guidelines for cycle parking.
- 4.28 Cycle parking must be secure and conveniently located in order to encourage cycling to the new development. The guidelines apply when:
- A development creates one or more dwelling;
 - There is additional floorspace of 500 sqm or more is proposed; and when,

- Applications are likely to significantly increase the demand for people to cycle to the site.

4.29 Paragraph 9.4 states that numerical standards for cycle parking spaces are introduced by Policy DP18 of the Camden Development Policies. These are applied at a threshold of 500sqm in most cases. The standards state the following provision is required for new development within the Borough.

4.30 Development should comply with the Council's cycle parking standards, as set out in Appendix 2 to Camden Development Policies 2010 and summarised in **Table 4.1**.

Table 4.1 Camden Cycle Parking Standards		
Land Use	Development Policies Appendix 2	Camden Planning Guidance 7
A1 – Shops A2 – Financial & Professional Services A3 – Restaurants and Cafes	Customer – from threshold of 500sqm, 1 space per 250sqm or part therefore. Staff – from threshold of 500sqm, 1 space per 250sqm or part thereof.	Parking for visitors should be clearly visible or clearly signed from the public highway, and should be near building entrances. Parking for employees (and other long stay parking) should be provided either within the building, or otherwise protected from the weather. Consideration should be given to providing lockers and showers for cyclists.
C3 – Residential Development	Residents – 1 storage of parking space per unit. Visitors – from threshold of 20 units, 1 space per 10 units of part thereof.	Parking for residents should be within the building. Parking for a resident may take the form of a space within an individual dwelling provided that the space is close to the door of the dwelling, and access to the dwelling is level, or by a ramp or lift that can accommodate a bike.

4.31 Policy DP18 - Parking standards and limiting the availability of car parking states that:

"The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport".

Summary

- 4.32 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling and that the level of parking provided at sites in such locations should be constrained. On this basis, it is considered that the proposed development is consistent with the aims of national and local transport policy.

5 DEVELOPMENT PROPOSAL

Overview

- 5.1 The development proposals seek to provide a 2 storey extension to the existing building (to provide 4 storeys in total) and change of use to provide commercial facilities at ground floor level and 9 residential units across the three upper floors. The Site Layout Plans are attached at **Appendix D**.

Residential

- 5.2 In terms of residential accommodation, the development will provide 9 new residential apartments, a variety of 1, 2 and 3 bed apartments. The breakdown of units are shown in **Table 5.1**.

Table 5.1 Proposed Residential	
Type of Dwelling	Number of Units
Studio apartment	0
1 bedroom apartment	2
2 bedroom apartment	6
3 bedroom apartment	1
Total	9

- 5.3 The entrance to the residential units will be via a covered footpath from Prince of Wales Road into a courtyard area between the building and the adjacent property.
- 5.4 The London Borough of Camden require 10% of residential units within this development to be suitable for wheelchair users. There will be a lift within the core of the building located close to the entrance from the courtyard.

Commercial

- 5.5 In addition to the residential accommodation the development proposals include the provision of 257 sqm of commercial space within use classes A1, A2 and/or A3 which would allow the use of the premises for retail, financial/professional services and/or restaurants/café's.
- 5.6 The entrance to the commercial space will be as existing from the corner of Kentish Town Road.

Car Parking

- 5.7 The development will be 'car free'. As noted earlier, the Applicant confirms that it is willing to enter into a permit free agreement with the Council (to be secured via a S.106 Agreement) in order to ensure that there is no material increase in on-street car parking arising from the development proposal.

Disabled Car Parking

- 5.8 Policy 3C.22 of the London Plan states that "*where no off-street parking is proposed, applicants must demonstrate where disabled drivers can park in order to easily use the development*". There is no disabled parking proposed within the curtilage of the site and the surrounding roads form part of an existing Controlled Parking Zone.
- 5.9 According to the Camden Council website blue badge holders may park without charge or time limit in:
- Blue badge parking bays;
 - Residents' parking bays;
 - Parking meters and Pay & Display bays including out of order meters; and
 - Designated disabled parking spaces and areas reserved for blue badge holders only.
- 5.10 Blue badge holders may also park for up to three hours on a single or double yellow line (providing the clock is on display) except: where a loading ban is in operation; in the green badge area and in other Central London boroughs.
- 5.11 In the vicinity of the site and specifically on Kentish Town Road and Prince of Wales Road there are opportunities in Pay & display bays and Residents' bays for disabled drivers to park.

- 5.12 Furthermore, it was noted that during a site visit, parking demand in the vicinity of the site was not saturated and there were parking spaces available.

Cycle Storage

Resident Cycle Storage

- 5.13 A total of 20 cycle parking spaces are proposed for the residents of the development which exceeds relevant minimum standards as set out in Appendix 2 of the Camden Planning Guidance, which equates to 1 space per unit (a requirement of 9 spaces):
- 5.14 The cycle storage spaces for residents will be provided within a two-tier system that will be sheltered and located within the courtyard close to the entrance to the residential units.

Commercial Cycle Storage

- 5.15 Camden Planning Guidance stipulates that for A1, A2 and A3 uses the following standard applies:
- Customer – from threshold of 500sqm, 1 space per 250sqm or part thereof.
 - Staff – from threshold of 500sqm, 1 space per 250sqm or part thereof.
- 5.16 A total floor area (GEA) of 257 sqm is proposed for the commercial element of the development, which is below the threshold for the provision of cycle parking.

Servicing and Delivery Vehicles

- 5.17 The refuse storage for the residential use will be located in a sheltered area within the courtyard, close to the cycle storage facility to the south of the site. The refuse store for the commercial use will also be located to the south of the site. Both locations are identified on the Site Layout Plan in **Appendix D**.
- 5.18 There will be access to the residential and commercial refuse stores from Church Avenue for Council and commercial vehicles. Servicing would be undertaken from the street as per the existing situation.
- 5.19 Further detail on the number of service vehicles likely to be generated by the site is discussed in **Section 7**.

6 TRIP GENERATION

6.1 To produce a comprehensive trip generation assessment for the proposed development, the TRAVL database has been used to identify comparable sites.

6.2 The existing building is vacant at present however the previous consented use, which could be implemented without the need for planning permission, was for a restaurant which would have attracted a high level of movements.

Proposed Residential Trip Generation

6.3 The proposed residential development will provide 9 residential units. The potential number of trips associated with the proposed residential use has been estimated based on trip rate information from the TRAVL database. The average trip rate was taken from two comparable sites in Camden taking into account the site location, size, parking availability and public transport provision.

6.4 The TRAVL output is contained in **Appendix E** and a summary of the sites are presented in **Table 6.1**.

Table 6.1: Residential Comparison sites					
Site	Date	Residential Units	Borough	No of car parking spaces	PTAL
Winchester Mews	2008	22	Camden	0	3
Green Dragon House	2008	29	Camden	0	6

6.5 The average person trips for the two comparable sites, are detailed in **Table 6.2**, for a typical weekday. The morning peak hour is expected to be between 08:00 – 09:00 for the residential units with 13 two-way person movements. The evening peak hour is likely to be between 17:00 – 18:00 with 14 two-way person movements.

Table 6.2: Proposed Residential - Person Trips

Time Range	Arrivals	Departures	Totals
08:00 – 09:00	2	11	13
17:00 – 18:00	8	6	14
07:00 – 19:00 (daily)	50	51	101

Proposed Commercial Trip Generation

- 6.6 The proposed development seeks to provide 257 sqm of commercial space including use classes A1, A2 and A3 which would include retail, financial/professional services and/or restaurants/cafés.
- 6.7 A trip generation analysis has been undertaken for retail use to provide an indication of the expected trip generation the commercial element of the development will generate.
- 6.8 **Table 6.3** sets out the characteristics of the comparable sites taken from the TRAVL database for the retail use of the site.

Table 6.3: Retail Comparison sites

Site	Date	GFA (sqm)	Borough	No of car parking spaces	PTAL
Oxfam Bookshop	2010	78	Camden	0	6
Royal Mile Whiskies	2010	40	Camden	0	6

- 6.9 The TRAVL survey data for the retail outlets were undertaken between 09:00 – 18:30 which are the usual hours that a shop is open.
- 6.10 The peak periods for the retail unit are identified in **Table 6.4** which indicates that 290 two-way person trips can be expected during the afternoon peak hour between 13:00 – 14:00.

Table 6.4: Proposed Retail - Person Trips

Time Range	Arrivals	Departures	Totals
09:00 – 10:00	11	0	11
13:00 – 14:00	137	152	290
17:00 – 18:00	120	131	251
07:00 – 19:00 (daily)	727	727	1455

6.11 During the network evening peak between 17:00 – 18:00 a total of 251 two-way person movements can be expected.

6.12 It is assumed that a high proportion of the trips that will be attracted to the retail use of the site will be linked or pass-by trips that will not be new to the area. As such, there is not anticipated to be any noticeable increase in demand which would affect the existing footways or public transport service.

Trip Generation Summary

6.13 There are expected to be little or no car trips generated by the proposed residential units and commercial development. Therefore there will be no material impact on the operation of the public highway. On this basis it is considered that the proposal would be acceptable in traffic terms and no further traffic assessment is considered necessary.

7 EFFECTS OF THE DEVELOPMENT

7.1 This section considers the potential traffic and transport effects of the proposed development.

Parking

7.2 The Council seek to reduce car parking in areas of excellent public transport accessibility to discourage car use and reduce congestion. It is therefore considered suitable for a "car-free" development to be introduced at this location due to the facilities, amenities and public transport options available nearby.

7.3 Residents of the proposed development will be restricted from participating in the controlled parking zone permit-scheme in order to discourage car ownership and reduce demand for on-street parking. Such an approach is reflected in the Council's parking policies.

Cycle Parking

7.4 It is proposed that 20 cycle parking spaces are provided for use by residents which exceeds the standards set out in the Camden Planning Guidance document 7: Transport. The cycle parking facilities would be located internally within the development in a secure and sheltered facility.

7.5 There are existing 'Camden' style cycle stands for public use at a number of locations in the immediate area surrounding the site on Kentish Town Road.

Pedestrians and Public Transport

7.6 As set out in Section 3, pedestrians are well provided for in the locality with numerous local amenities and public transport facilities being within a reasonable walking distance.

7.7 The site provides excellent accessibility to public transport and this is reflected by the PTAL rating of 6b. This is due to several tube and rail lines being within a reasonable walking distance of the site in addition to numerous bus services.

7.8 The trips generated by the residential development will be negligible given the scale of the development. The trips generated by the commercial use of the site will be higher but are likely to be linked trips and already exist within the road/public transport network. It is therefore reasonable to assume that the impact on footways and/or public transport services would be negligible.

Servicing/Refuse

- 7.9 It is proposed that servicing would be undertaken from the street as per the existing situation, which is considered to be reasonable and appropriate.
- 7.10 It is expected that the majority of deliveries would be undertaken by small to medium sized vehicles e.g. transit vans, with the occasional requirement to accommodate larger vehicles.
- 7.11 A review of industry standard trip generation databases, such as TRICS and TRAVL, indicates that residential developments typically attract 8 – 9 deliveries per day per 100 units, it is therefore anticipated that the proposed residential development would generate on average 1 delivery per day.
- 7.12 Given the (small) scale of the proposed commercial element of the development proposal, it is not considered that deliveries / servicing demand generated by the proposal will have any material impact on the public highway.
- 7.13 In particular, A1/A2 uses would generate a very small demand for servicing (probably in the order of 2-3 per day at most), whilst an A3 use could generate slightly more (4-6 per day, say), however, it is likely that most deliveries would be undertaken in transit sized vehicles and that there would rarely be more than one on site at any one time.
- 7.14 There is plenty of space on Prince of Wales Road, immediately adjacent to the site, for servicing activity associated with the site to take place.

8 SUMMARY AND CONCLUSION

Summary

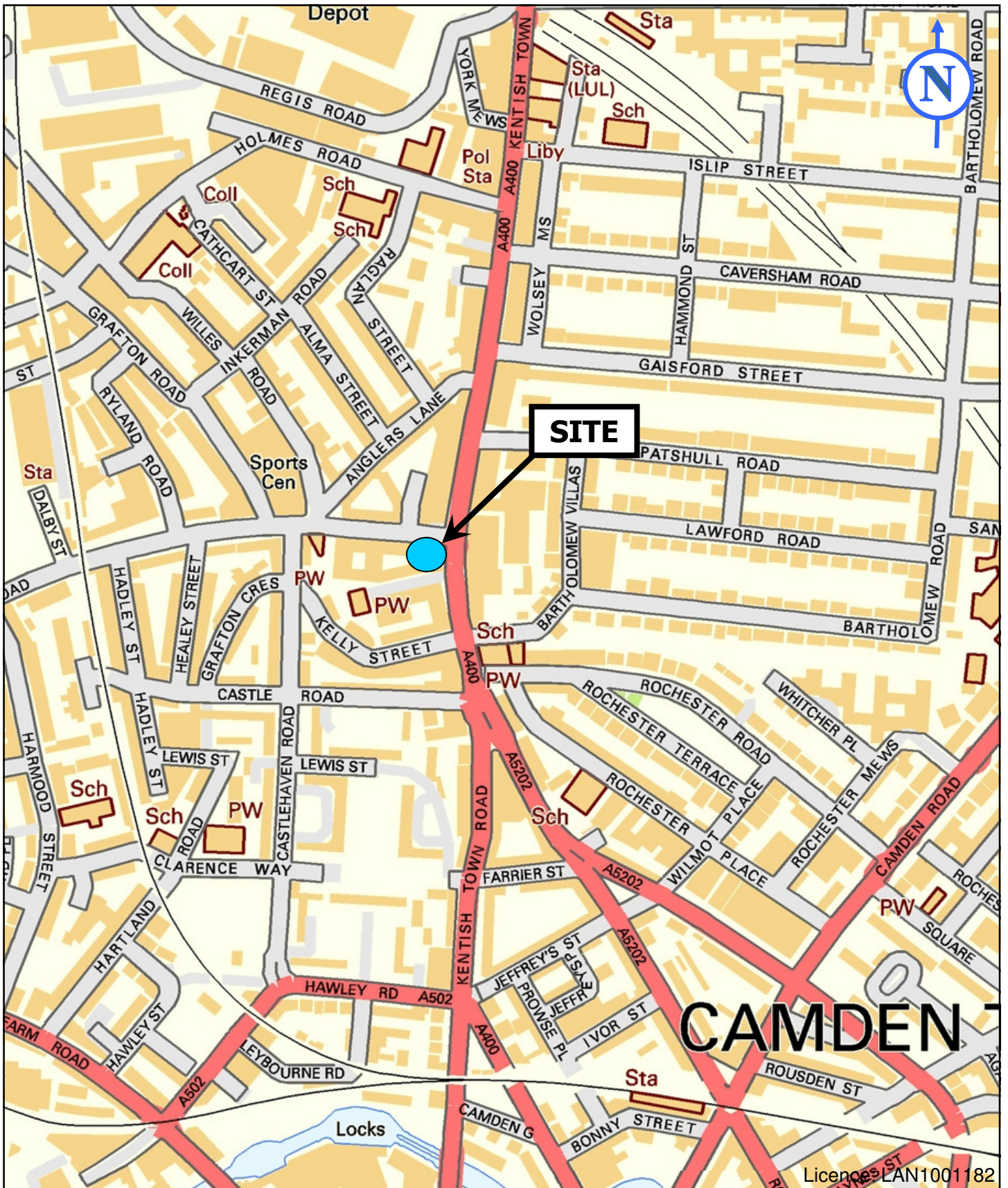
- 8.1 This Transport Statement (TS) has been prepared by TTP Consulting to support the planning application for the redevelopment of the property at 187 Kentish Town Road, London, NW1 8PD.
- 8.2 It is proposed that 9 residential units and commercial space with a GEA of 257sqm will be provided within the building over four storeys.
- 8.3 This Transport Statement has been prepared following pre-application discussions between the Council and the applicant and its findings are summarised as follows:
- The application site is located in the Kentish Town 'town centre' and the Gospel Oak 'neighbourhood renewal area';
 - It is accessible to a variety of shops, amenities and facilities by a choice of travel modes;
 - Local bus and underground services contribute to a PTAL rating of 6b which indicates an excellent level of public transport accessibility;
 - Kentish Town West Station and Kentish Town Station provide access to the North London Line and Northern Line respectively;
 - The redevelopment of the site to provide residential and commercial use is supported by transport planning policy at Government, Regional and Local levels;
 - Access arrangements for the redeveloped site will see pedestrian access taken via Prince of Wales Road for the residential development and Kentish Town Road, as per the existing for the commercial use;
 - Cycle parking is proposed in accordance with Council Standards;
 - There will be no car parking provided with the development and there will be a permit free agreement for residents secured via a S.106 Agreement; and

- An examination of the proposed peak hour trip generation suggests that there will be a low level of travel demand during the network peak periods as a result of the development, which will have no material impact on the local traffic and/or transport infrastructure.

Conclusion

- 8.4 In conclusion, it is considered that the development proposals are reasonable and appropriate for the location and that the development complies with policy objectives.

Figures



TITLE:
Site Location Plan

PROJECT:
187 Kentish Town Road, London Borough of Camden

CLIENT:
Redview Properties Ltd



ttp consulting

transport planning specialists

111 - 113 Great Portland Street
London W1W 6QQ

Tel: 020 3008 8940

www.ttp-consulting.co.uk

Registered in England: 7441800

DRAWN: J.P. CHECKED: P.C. DATE: 271113 SCALE: NTS

DRAWING REFERENCE:
Figure 1

REVISION:
.

Appendix A

Controlled Parking Zone Plan

Controlled Parking Zones in Camden

Times shown are correct at time of publication (April 2010). Please check controlled times on-street when you park. You can park in any sub-area or 'buffer zone' with the main letter of your permit. For example, with a Swiss Cottage permit, CA-R, you can park in either sub-areas, CA-R(a) and CA-R(b), or any of the buffer zones with this letter - e.g. CA-R/Q, CA-Q/R, CA-R/K/Q. The zone times of the buffer zones follow the first letter - e.g. CA-D/E follows CA-D zone times, rather than those of CA-E.



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CA-B Belsize
 Mon-Fri 09:00-18:30
 Sat 09:30-13:30

CA-C Holborn & Covent Garden
 Residents Bays are controlled 24 hrs a day, 7 days a week. Parking controls on single yellow lines/Pay & Display bays are Mon-Sat 8:30-18:30

CA-D Kings Cross Area
 Mon-Fri 08:30-18:30
 Sat 08:30-13:30

CA-E Bloomsbury & Fitzrovia
 Mon-Sat 08:30-18:30

CA-F(n) Camden Town: North
 Mon-Fri 08:30-18:30
 Sat & Sun 09:30-17:30

CA-F(nw) Camden Town: North West
 Mon-Fri 08:30-23:00
 Sat & Sun 09:30-23:00

CA-F(s) Camden Town: South
 Mon-Fri 08:30-18:30
 Sat 09:30-17:30
 Sun (resident bays only) 9:30-17:30

CA-G Somers Town
 Mon-Fri 08:30-18:30

CA-G Crown Estate
 Every day 00:00-23:59
 Private Parking Only

CA-H(a) Hampstead: South Hill Park
 Mon-Sat 09:00-18:00

CA-H(b) Hampstead: Town Centre & Vale of Heath
 Mon-Sat 09:00-20:00
 No charge on Pay & Display after 18.00

CA-H(c) Frognal
 Mon-Sat 09:00-19:00
 No charge on Pay & Display after 18.00

CA-H(d) Hampstead: Church Row
 Mon-Sat 09:00-22:00
 No charge on Pay & Display after 18.00

CA-H/B
 Mon-Sat 09:00-20:00

CA-J Primrose Hill
 Mon-Fri 08:30-18:00

CA-K Kilburn Priory
 Mon-Fri 08:30-18:30

CA-L West Kentish Town: Inner
 Mon-Fri 09:00-11:00

CA-L West Kentish Town: Outer
 Mon-Fri 08:30-18:30
 St Leonards Square
 Mon-Fri 08:30-18:30
 Sat & Sun 09:30-17:30

CA-M East Kentish Town
 Mon-Fri 08:30-18:30

CA-N Camden Square
 Mon-Fri 08:30-18:30

CA-P(a) Fortune Green: Central
 Mon-Fri 08:30-18:30

CA-P(b) Fortune Green: East
 Mon-Sat 08:30-18:30

CA-P(c) Fortune Green: West
 Mon-Fri 10:00-12:00

CA-Q Kilburn
 Mon-Fri 08:30-18:30

CA-R(a) Swiss Cottage: West End Lane
 Mon-Fri 08:30-18:30

CA-R(b) Swiss Cottage: Finchley Road
 Mon-Sat 08:30-22:00

CA-S(a) Redington & Frognal: North
 Mon-Fri 12:30-14:30

CA-S(b) Redington & Frognal: South
 Mon-Sat 09:00-18:00

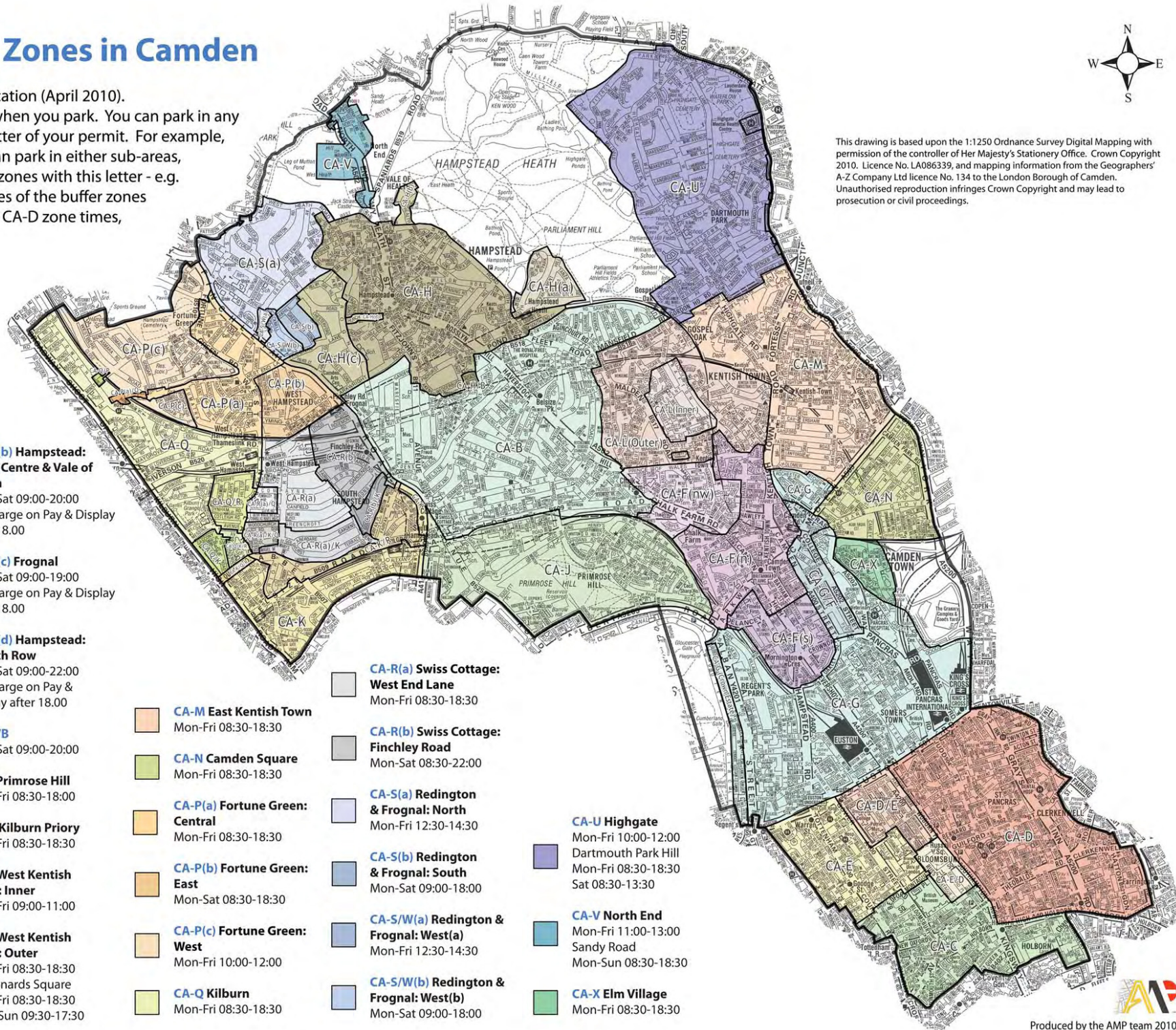
CA-S/W(a) Redington & Frognal: West(a)
 Mon-Fri 12:30-14:30

CA-S/W(b) Redington & Frognal: West(b)
 Mon-Sat 09:00-18:00

CA-U Highgate
 Mon-Fri 10:00-12:00
 Dartmouth Park Hill
 Mon-Fri 08:30-18:30
 Sat 08:30-13:30

CA-V North End
 Mon-Fri 11:00-13:00
 Sandy Road
 Mon-Sun 08:30-18:30

CA-X Elm Village
 Mon-Fri 08:30-18:30



Appendix B

TfL Bus Route Map

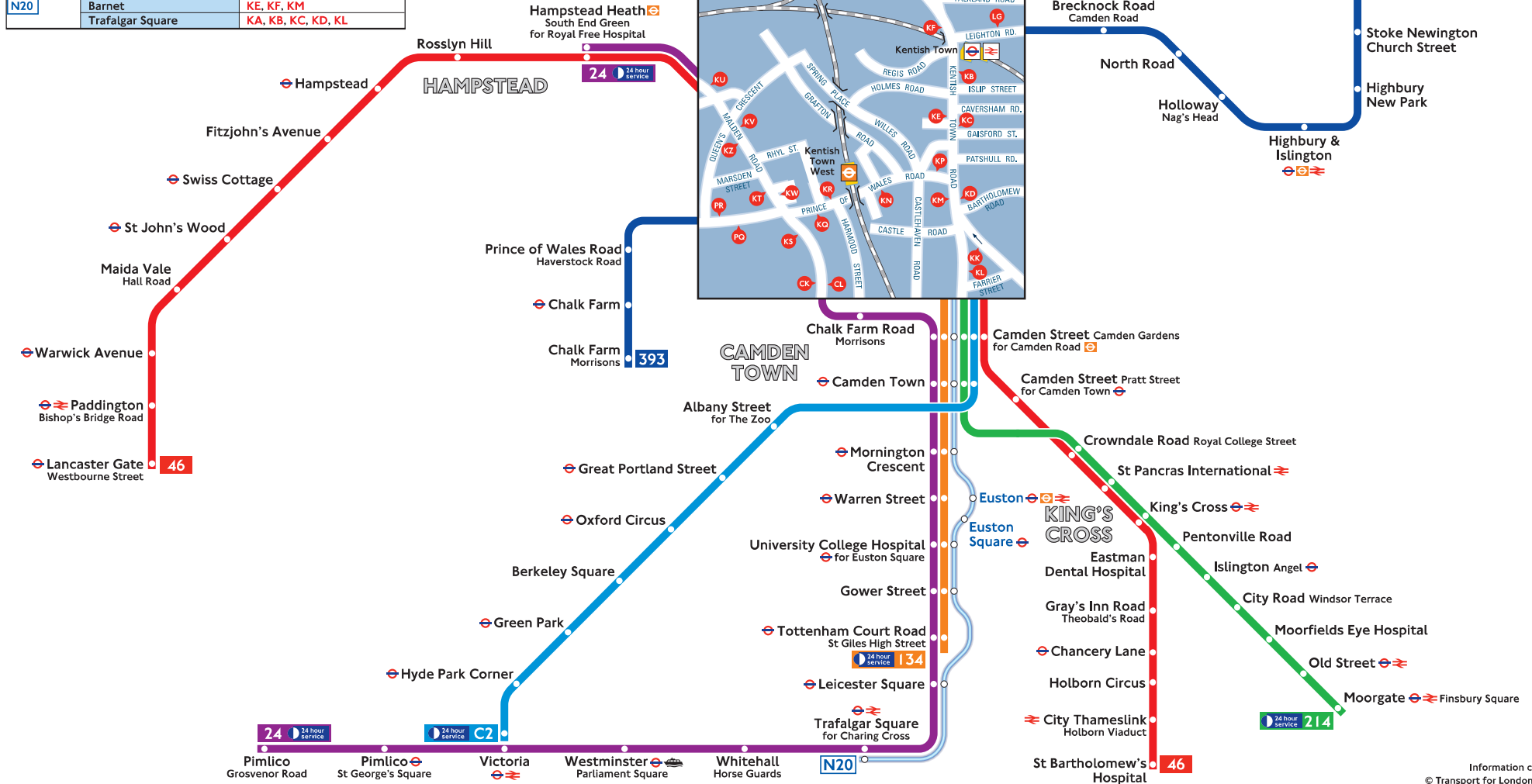
Route finder

Day buses including 24-hour services

Route	Towards	Bus stops
24	Hampstead Heath	CK, KS, KT, KZ
	Pimlico	CL, KU, KV, KW
46	Lancaster Gate	KK, KM, KN, KQ, KT, KZ
	St Bartholomew's Hospital	KD, KL, KP, KR, KU, KV, KW
134	North Finchley	KE, KF, KM
	Tottenham Court Road	KA, KB, KC, KD, KL
214	Highgate Village	KE, KF, KH, KM
	Moorgate	KB, KC, KD, KJ, KL
393	Chalk Farm	KB, KC, KN, KQ, PQ
	Clapton	KE, KM, KR, LG, PR
C2	Parliament Hill Fields	KE, KF, KH, KM
	Victoria	KB, KC, KD, KJ, KL

Night buses

Route	Towards	Bus stops
N20	Barnet	KE, KF, KM
	Trafalgar Square	KA, KB, KC, KD, KL



Buses from Kentish Town

Appendix C

PTAL Calculation

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20131911125502
Description 20131911125502
Run by user PTAL web application
Date and time 19/11/2013 12:55

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 528929, 184692

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	CAMDEN RD ST PANCRAS WAY	29	576.16	15.0	0.5	7.2	4.0	11.2	2.68	1.34

BUS	CAMDEN R STN R COLLEGE S	274	479.93	8.0	0.5	6.0	5.75	11.75	2.55	1.28
BUS	CAMDEN RD ST PANCRAS WAY	253	576.16	12.0	0.5	7.2	4.5	11.7	2.56	1.28
BUS	P OF WALES R KENTISH T R	46	22.75	6.0	0.5	0.28	7.0	7.28	4.12	2.06
BUS	K T RD PRINCE OF WALES R	214	37.09	8.0	0.5	0.46	5.75	6.21	4.83	2.41
BUS	K T RD PRINCE OF WALES R	134	37.09	12.0	1.0	0.46	4.5	4.96	6.04	6.04
BUS	K T RD PRINCE OF WALES R	C2	37.09	8.0	0.5	0.46	5.75	6.21	4.83	2.41
BUS	CAMDEN ST CAMDEN GARDENS	24	524	12.0	0.5	6.55	4.5	11.05	2.71	1.36
BUS	CAMDEN ST CAMDEN GARDENS	27	524	8.0	0.5	6.55	5.75	12.3	2.44	1.22
BUS	CAMDEN ST CAMDEN GARDENS	168	524	9.0	0.5	6.55	5.33	11.88	2.52	1.26
BUS	CAMDEN ST CAMDEN GARDENS	31	524	10.0	0.5	6.55	5.0	11.55	2.6	1.3
BUS	CAMDEN GARDENS STAND	88	560.38	9.0	0.5	7.0	5.33	12.34	2.43	1.22
BUS	P OF WALES R KENTISH T R	393	22.75	5.0	0.5	0.28	8.0	8.28	3.62	1.81

LU LRT	Kentish Town	Northern Line Morden to Mill Hill East	544.14	2.7	0.5	6.8	11.86	18.66	1.61	0.8
LU LRT	Kentish Town	Northern Line High Barnet to Morden	544.14	9.0	1.0	6.8	4.08	10.89	2.76	2.76
LU LRT	Kentish Town	Northern Line Morden to High Barnet	544.14	3.7	0.5	6.8	8.86	15.66	1.92	0.96
LU LRT	Kentish Town	Northern Line Mill Hill East to Kennington	544.14	4.3	0.5	6.8	7.73	14.53	2.06	1.03
LU LRT	Kentish Town	Northern Line High Barnet to Kennington	544.14	5.4	0.5	6.8	6.31	13.11	2.29	1.14
LU LRT	Kentish Town	Northern Line Morden to Mill Hill East	544.14	1.0	0.5	6.8	30.75	37.55	0.8	0.4
LU LRT	Camden Town	Northern Line Kennington to Edgware	809.11	5.0	0.5	10.11	6.75	16.86	1.78	0.89
LU LRT	Camden Town	Northern Line Edgware to Morden	809.11	8.3	0.5	10.11	4.36	14.48	2.07	1.04
LU LRT	Camden Town	Northern Line Edgware to Morden	809.11	9.7	0.5	10.11	3.84	13.96	2.15	1.07
NATIONAL_RAIL	KENTISH TOWN WEST	CLAPHAM JUNCTION to STRATFORD	362.52	2.0	0.5	4.53	15.75	20.28	1.48	0.74
NATIONAL_RAIL	CAMDEN ROAD	CAMDEN ROAD to STRATFORD	618.55	2.0	0.5	7.73	15.75	23.48	1.28	0.64
NATIONAL_RAIL	KENTISH TOWN WEST	RICHMOND to STRATFORD	362.52	4.0	1.0	4.53	8.25	12.78	2.35	2.35
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to SUTTON (SURREY)	544.14	0.67	0.5	6.8	45.53	52.33	0.57	0.29

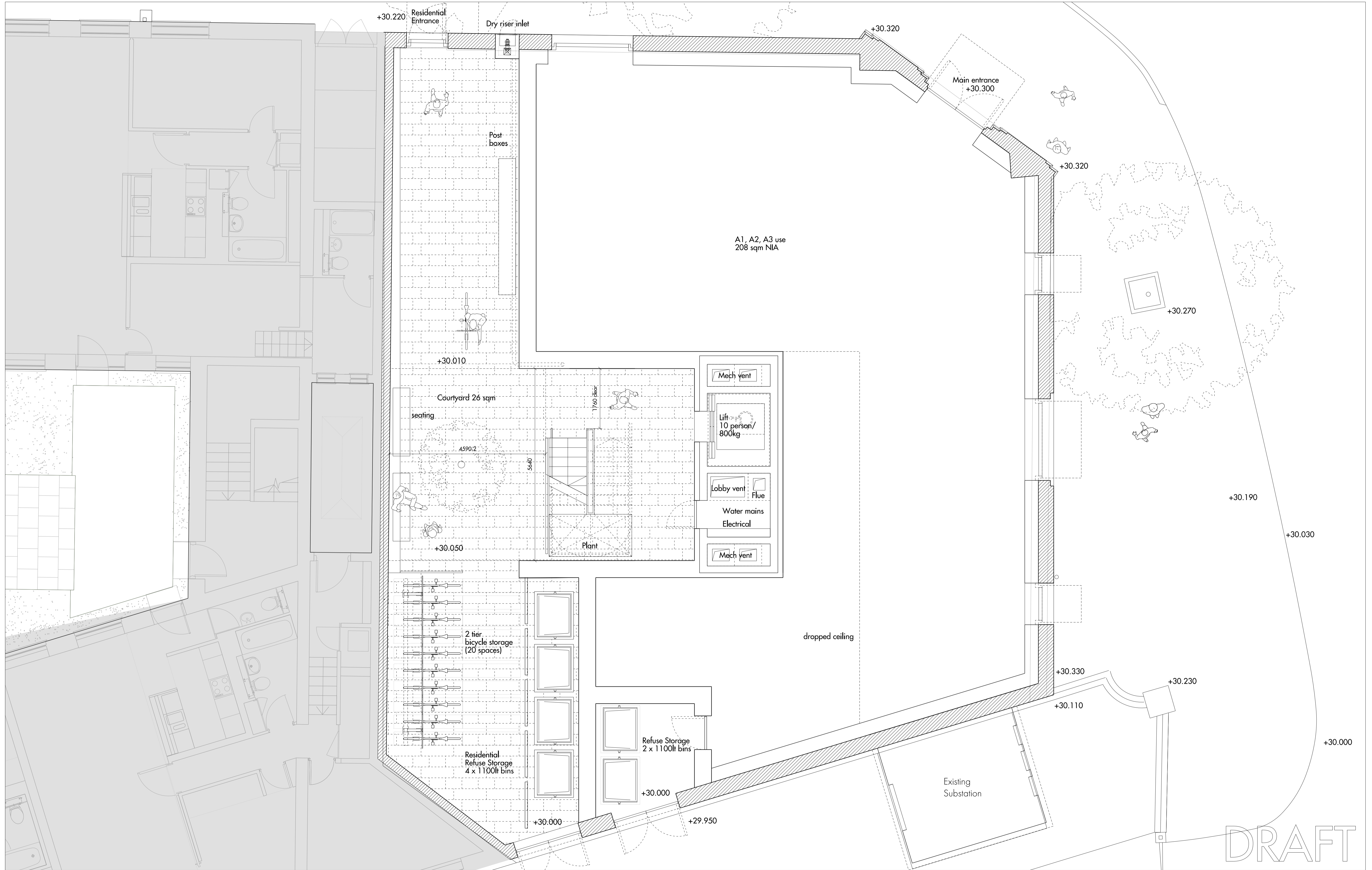
NATIONAL_RAIL	KENTISH TOWN BR	LUTON to MOORGATE	544.14	0.67	0.5	6.8	45.53	52.33	0.57	0.29
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to WEST NORWOOD BR	544.14	0.33	0.5	6.8	91.66	98.46	0.3	0.15
NATIONAL_RAIL	KENTISH TOWN BR	WIMBLEDON BR to ST ALBANS BR	544.14	1.33	0.5	6.8	23.31	30.11	1.0	0.5
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to MOORGATE	544.14	0.67	0.5	6.8	45.53	52.33	0.57	0.29
NATIONAL_RAIL	KENTISH TOWN BR	WIMBLEDON BR to LUTON	544.14	0.33	0.5	6.8	91.66	98.46	0.3	0.15
NATIONAL_RAIL	KENTISH TOWN BR	MOORGATE to LUTON	544.14	0.67	0.5	6.8	45.53	52.33	0.57	0.29
NATIONAL_RAIL	KENTISH TOWN BR	MOORGATE to ST ALBANS BR	544.14	1.0	0.5	6.8	30.75	37.55	0.8	0.4

Total AI for this POI is 41.17.

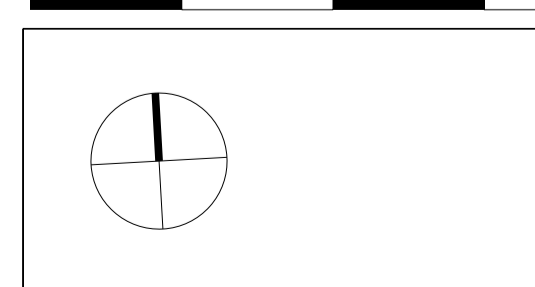
PTAL Rating is 6b.

Appendix D

Proposed Layout Plan



DRAFT



Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres. All levels are in metres. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. The architect must be notified of any discrepancy. Where building components are described in the specification as contractor designed, "construction" information relating to those components on this drawing represents design intent only.

REV	DATE	DESCRIPTION	BY	CHK
P1	4.11.13	DRAFT		

Allies and Morrison
 85 Southwark Street
 London SE1 0HK
 telephone 020 7921 0100
 facsimile 020 7921 0101
 email info@alliesandmorrison.co.uk

187 KENTISH TOWN ROAD
 GROUND FLOOR PLAN
 PLANNING
 863_07_120
 SCALE 1:50 @A1 1:100@A3

P1
 Revision

A&M JOB NO: 863

Appendix E
TRAVL Output

Surveys in Selection

Address	Oxfam Bookshop 12 Bloomsbury Street, Western Central WC1B 3QE	Business	Bookshop
		Class	A1 - Other Use
		Location	Inner
		Gross Floor Area (sq m)	78
SurveyCode	891	PTAL	6
Survey Date	08/06/2010	Parking Total	0
Survey Hours	0930-1830		

Address	Royal Mile Whiskies 3 Bloomsbury Street, Western Central WC1B 3QE	Business	Whiskey Shop
		Class	A1 - Other Use
		Location	Inner
		Gross Floor Area (sq m)	40
SurveyCode	890	PTAL	6
Survey Date	08/06/2010	Parking Total	0
Survey Hours	0930-1830		

Final Mode

Mode	ModeTrips	Trip Rate	Percent	Predicted Trips
Bus	47	39.83	14 %	0.00
Pedal Cycle	3	2.54	1 %	0.00
Taxi	1	0.85	0 %	0.00
Walk	283	239.83	85 %	0.00
Total	334	283.05	100.00	0.00

Main Mode

Mode	Mode Trips	Trip Rate	Percent	Predicted Trips
Bus	48	40.68	14 %	0.00
Pedal Cycle	3	2.54	1 %	0.00
Rail	7	5.93	2 %	0.00
Taxi	1	0.85	0 %	0.00
Underground	57	48.31	17 %	0.00
Walk	218	184.75	65 %	0.00
Total	334	283.05	100.00	0.00

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)

2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination

3. For sites with employee trips, note that the final mode count is higher compared to main mode count as final mode count includes trips made during the day i.e. lunch and business trips.

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Oxfam Bookshop	12 Bloomsbury Street, London	WC1B 3QE	08/06/2010
Royal Mile Whiskies	3 Bloomsbury Street, London	WC1B 3QE	08/06/2010

Number of sites considered 2

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
09:30-10:00	2	4.23729	0.00000	4.23729	0.0	0.0	0.0
10:00-10:30	2	8.47458	7.62712	16.10169	0.0	0.0	0.0
10:30-11:00	2	9.32203	6.77966	16.10169	0.0	0.0	0.0
11:00-11:30	2	5.08475	5.93220	11.01695	0.0	0.0	0.0
11:30-12:00	2	11.86441	6.77966	18.64407	0.0	0.0	0.0
12:00-12:30	2	12.71186	15.25424	27.96610	0.0	0.0	0.0
12:30-13:00	2	25.42373	21.18644	46.61017	0.0	0.0	0.0
13:00-13:30	2	29.66102	33.05085	62.71186	0.0	0.0	0.0
13:30-14:00	2	23.72881	26.27119	50.00000	0.0	0.0	0.0
14:00-14:30	2	23.72881	22.03390	45.76271	0.0	0.0	0.0
14:30-15:00	2	20.33898	23.72881	44.06780	0.0	0.0	0.0
15:00-15:30	2	19.49153	19.49153	38.98305	0.0	0.0	0.0
15:30-16:00	2	14.40678	11.86441	26.27119	0.0	0.0	0.0
16:00-16:30	2	16.10169	12.71186	28.81356	0.0	0.0	0.0
16:30-17:00	2	11.86441	16.10169	27.96610	0.0	0.0	0.0
17:00-17:30	2	23.72881	19.49153	43.22034	0.0	0.0	0.0
17:30-18:00	2	22.88136	31.35593	54.23729	0.0	0.0	0.0
18:00-18:30	2	0.00000	3.38983	3.38983	0.0	0.0	0.0

Peak Period For All Modes

In	13:00-13:30	29.66
Out	13:00-13:30	33.05
Total	13:00-13:30	62.71

Surveys in Selection

Address	Green Dragon House Green Dragon House, Holborn WC2H 5LQ	Business	Residential
		Class	C3 - Residential
		Location	Inner
		No of Dwellings	29
SurveyCode	650	PTAL	6
Survey Date	11/09/2008	Parking Total	0
Survey Hours	0700-2200		

Address	Winchester Mews Winchester Mews Camden NW3 3NA	Business	Residential
		Class	C3 - Residential
		Location	Inner
		No of Dwellings	22
SurveyCode	649	PTAL	3
Survey Date	18/09/2008	Parking Total	0
Survey Hours	0700-2200		

Final Mode

Mode	ModeTrips	Trip Rate	Percent	Predicted Trips
Bus	48	0.94	8 %	0.00
Motor Cycle	4	0.08	1 %	0.00
Pedal Cycle	24	0.47	4 %	0.00
Underground	14	0.27	2 %	0.00
Walk	483	9.47	84 %	0.00
Total	573	11.24	100.00	0.00

Main Mode

Mode	Mode Trips	Trip Rate	Percent	Predicted Trips
Bus	284	5.57	50 %	0.00
Car Driver (with pass)	4	0.08	1 %	0.00
Car Passenger	1	0.02	0 %	0.00
Motor Cycle	13	0.25	2 %	0.00
Pedal Cycle	26	0.51	5 %	0.00
Underground	79	1.55	14 %	0.00
Walk	165	3.24	29 %	0.00
Total	572	11.22	100.00	0.00

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)
2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination
3. For sites with employee trips, note that the final mode count is higher compared to main mode count as final mode count includes trips made during the day i.e. lunch and business trips.

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Green Dragon House	Green Dragon House, Stukeley Street, Camden, WC2H 5LQ	WC2H 5LQ	11/09/2008
Winchester Mews	Winchester Mews Camden London	NW3 3NA	18/09/2008

Number of sites considered 2

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	2	0.00000	0.11765	0.11765	0.0	0.0	0.0
07:30-08:00	2	0.00000	0.37255	0.37255	0.0	0.0	0.0
08:00-08:30	2	0.05882	0.62745	0.68627	0.0	0.0	0.0
08:30-09:00	2	0.11765	0.56863	0.68627	0.0	0.0	0.0
09:00-09:30	2	0.21569	0.23529	0.45098	0.0	0.0	0.0
09:30-10:00	2	0.11765	0.09804	0.21569	0.0	0.0	0.0
10:00-10:30	2	0.00000	0.13725	0.13725	0.0	0.0	0.0
10:30-11:00	2	0.00000	0.11765	0.11765	0.0	0.0	0.0
11:00-11:30	2	0.21569	0.13725	0.35294	0.0	0.0	0.0
11:30-12:00	2	0.05882	0.13725	0.19608	0.0	0.0	0.0
12:00-12:30	2	0.09804	0.13725	0.23529	0.0	0.0	0.0
12:30-13:00	2	0.25490	0.11765	0.37255	0.0	0.0	0.0
13:00-13:30	2	0.21569	0.13725	0.35294	0.0	0.0	0.0
13:30-14:00	2	0.11765	0.15686	0.27451	0.0	0.0	0.0
14:00-14:30	2	0.09804	0.09804	0.19608	0.0	0.0	0.0
14:30-15:00	2	0.05882	0.19608	0.25490	0.0	0.0	0.0
15:00-15:30	2	0.15686	0.21569	0.37255	0.0	0.0	0.0
15:30-16:00	2	0.72549	0.09804	0.82353	0.0	0.0	0.0
16:00-16:30	2	0.15686	0.13725	0.29412	0.0	0.0	0.0
16:30-17:00	2	0.31373	0.17647	0.49020	0.0	0.0	0.0
17:00-17:30	2	0.37255	0.21569	0.58824	0.0	0.0	0.0
17:30-18:00	2	0.49020	0.41176	0.90196	0.0	0.0	0.0
18:00-18:30	2	0.43137	0.11765	0.54902	0.0	0.0	0.0
18:30-19:00	2	0.21569	0.27451	0.49020	0.0	0.0	0.0
19:00-19:30	2	0.25490	0.19608	0.45098	0.0	0.0	0.0
19:30-20:00	2	0.21569	0.07843	0.29412	0.0	0.0	0.0
20:00-20:30	2	0.15686	0.17647	0.33333	0.0	0.0	0.0
20:30-21:00	2	0.21569	0.03922	0.25490	0.0	0.0	0.0
21:00-21:30	2	0.19608	0.05882	0.25490	0.0	0.0	0.0
21:30-22:00	2	0.07843	0.03922	0.11765	0.0	0.0	0.0

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
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Peak Period For All Modes

In	15:30-16:00	0.73
Out	08:00-08:30	0.63
Total	17:30-18:00	0.90