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PROPOSED RESIDENTIAL DEVELOPMENT
65 & 67 MAYGROVE ROAD, LONDON, NW6 2EH

TRANSPORT ASSESSMENT

November 2012

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1.0 INTRODUCTION

1.1 REP Maygrove Road LLP are currently seeking planning permission for the redevelopment of land at 65 and 67 Maygrove Road, London, NW6 2EH in the London Borough of Camden to provide a residential development of 91 units with associated landscaping. The site location is shown in Figure 1.

1.2 The site is bounded to the south by Maygrove Road and to the north by Brassey Road and consists of two distinct elements;

1.3 65 Maygrove Road is a mid-20th Century building comprising three storeys (ground plus two upper storeys) located on the north side of the road. Pedestrian access is provided from Maygrove Road with disabled access provided by a recently built access ramp. The existing building comprises 2,543sqm of office accommodation accessed principally from a central entrance from Maygrove Road. The building was recently refurbished by the previous owner in an attempt to improve marketability of the space. This attempt failed and the building is now vacant.

1.4 No.67 Maygrove Road is a late 20th Century four storey building which is in office use at ground to second floor and has three residential flats at third floor. The office use in this building will shortly cease when the occupiers move to new premises elsewhere. The three flats are rented on short leases.

1.5 Access to the site is predominantly from Maygrove Road whilst Brassey Road provides access to the rear (north) of the site. To the rear of the site is a large open car park accessed from Brassey Road which nominally provides space for 37 cars. Figure 2 shows the site boundary while Figure 3 shows a variety of photographs of the site.

1.6 The proposed development will see the removal of the existing buildings from the site and their replacement with a residential block with associated landscaping. The development will provide 91 residential units and will be supplemented by 10 disabled car parking spaces, 5 motorcycle parking spaces, 2 car club spaces and 120 cycle parking spaces. Parking facilities will be provided at basement level, while due to the topography of the site, servicing will be carried out from Brassy Road at ground level. These proposed level layouts are shown in Figures 4 and 5 respectively.

1.7 As part of pre-application consultations for this scheme, and a previous version of this scheme, the local planning authority, the London Borough of Camden, raised a number of issues that they would require to be addressed as part of any planning submission. These included assessments of car and bicycle parking as well as details of servicing arrangements for the site. This transport assessment addresses these issues and is accompanied by a Draft Travel Plan.

2.0 POLICY ASSESSMENT

2.1 The accessibility of the site has a bearing on a range of policies set by the local planning authority. These include the relationship between new development and transport as set out in the London Borough of Camden's 'Core Strategy' and 'Development Policies 2010-2025' documents – part of the Local Development Framework which is used to assess planning applications. The local planning authority also assesses development proposals against policies set out in the Mayor of London's London Plan.

2.2 As part of pre-application consultation, the case planning officer has advised that the main policies against which the application would be assessed (in relation to highways and transport) are;

LDF Core Strategy

- CS1 Distribution of growth
- CS11 Promoting Sustainable and efficient travel
- CS13 Tackling climate change through promoting higher environmental standards

LDF Development Policies

- DP16 The Transport implications of development
- DP17 Walking, Cycling and public transport
- DP18 Parking standards and limiting the availability of car parking
- DP19 Managing the impact of parking
- DP20 Movement of Goods and Materials
- DP21 Development Connecting to the Highway Network

2.3 The LDF Core Strategy polices and LDF Development Policy DP16 relate in large part to locating development where its transport needs can be met and where it will have minimal impact on local highway demand and the environment. LDF Development Policy DP16 sets out that "*the Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links*"

2.4 In terms of guidelines which feed into the design and operation of the site, many of the LDF Development policies are more specific.

2.5 Policy DP17, as relevant to the development, states that "*development should make suitable provision for pedestrians, cyclists and public transport... Provision may include... high quality cycle parking*".

2.6 Policy DP 18 sets out permitted parking standards for new developments. The Policy states that "*the Council will seek to ensure that developments provide the minimum necessary car parking provision. 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. Development should comply with the Council's parking standards.... Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped".

2.7 The policy goes on to set out that "*for car free and car capped developments, the Council will:*
a) limit on-site car parking to:
- spaces designated for disabled people,
- any operational or servicing needs, and
- spaces designated for the occupiers of development specified as car capped;
b) not issue on-street parking permits; and
c) use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.
Developments will also be expected to meet the Council's minimum standards for cycle parking."

2.8 Policy DP19 builds on the Council's approach as set out in Policy DP18, by addressing the potential impacts of parking associated with development in terms of on-street parking conditions and wider environmental considerations.

2.9 Policy DP20 deals with the movement of goods and materials, which in relation to the proposed development will be largely limited to refuse collection arrangements along with occasional deliveries.

2.10 Policy DP21 sets out the Council's aims with reference to connecting development site to the local road network. In the case of the proposed development no new connections to the local road network will be created, rather existing access points will be retained.

2.11 In addition to policy set by the London Borough of Camden, this transport assessment has also considered a range of policy issues as detailed in the Mayor of London's 'London Plan' as well as guidance from Transport for London.

2.12 In line with guidance set out in 'Travel Planning for New Development in London' (Transport for London Feb 2011), residential developments of between 50 and 80 units are required to submit a Local Level Travel Plan as part of any planning submission. A Local Level Travel Plan accompanies this Transport Assessment.

3.0 ACCESSIBILITY ASSESSMENT

3.1 The key to the sustainability of the proposed development is its location within the wider local area both in terms of access to public transport but also in terms of access to local amenities. The development site is located within a residential area between Kilburn and West Hampstead and has good access to a range of public transport services. Public transport accessibility can be expressed quantitatively as a Public Transport Accessibility Level (PTAL) score. The PTAL system assesses all underground and rail services within 960m of the site, and all bus services accessible within 640m of the site.

Public Transport

3.2 Seven London bus routes, including 4 services which operate on a night bus / 24 hour basis, can be accessed from bus stops within the 640m PTAL prescribed walk distance of the site as summarised in Table 1.

Table 1. Local Bus Services

Access Point & Distance from Site	Route	Destinations	First & Last Services	Peak Hour Frequency*
West Hampstead Station (592m)	139	West Hampstead	24 Hour Service	8
		Waterloo	24 Hour Service	9
	328 / N28 / N31	Golders Green	24 Hour Service	9
		Chelsea Worlds End	24 Hour Service	9
	C11	Brent Cross	06:04 & 00:41	7
		Archway	05:48 & 00:13	7
Kilburn LUL Station (407m)	332	Paddington	05:39 & 00:16	6
		Brent Park Neasden	05:42 & 00:34	6
	16 / N16	Victoria	24 Hour Service	10
		Cricklewood Broadway	24 Hour Service	10
	189	Oxford Circus	24 Hour Service	9
		Brent Cross	24 Hour Service	7
	316	White City	05:17 & 00:06	7
		Cricklewood Broadway	05:44 & 00:36	7
	32 / N16	Edgware	24 Hour Service	8
		Kilburn Park	24 Hour Service	8

Source: Transport for London
* Number of services per direction during period 0815-0915

3.3 During the morning peak hour around 127 bus services arrive at, and leave from local bus stops. Appendix A presents extracts of local bus network maps.

3.4 In the case of London Underground services, Kilburn station is the only station to fall within the PTAL prescribed walking distance of 960m and provides access to Jubilee line services. Table 2 presents a summary of routes available from this station while Appendix A includes a map showing London Underground routes and stations.

Table 2. Local London Underground Services

Access Point & Distance from Site	Route	Destinations	First & Last Services	Peak Hour Frequency*
Kilburn (337m)	Jubilee Line	Towards Stanmore	05:52 & 00:50	28
		Towards Stratford	05:13 & 00:32	28

Source: Transport for London
* Number of services during period 0815-0915

3.5 Table 2 shows that during the daytime peak period there are around 56 underground departures per hour from Kilburn station.

3.6 National Rail services are available from Brondesbury and West Hampstead stations which are 521m and 756m walk distances respectively from the site.

3.7 Rail services from Brondesbury Station are operated by London Overground and serve destinations to Richmond, Clapham Junction and Stratford.

3.8 Two railway stations exist at West Hampstead with interchange facilities at street level. West Hampstead Station is operated by London Overground and offers the same service pattern and frequency as Brondesbury Station. West Hampstead Thameslink Station is operated by First Capital Connect with services to Bedford, Luton, Luton Airport Parkway, St Albans, St Pancras International, Wimbledon, Sutton, Sevenoaks, East Croydon, Gatwick Airport and Brighton. Full details of local rail services are shown in Table 3. An extract from the local rail network map is shown in Appendix A.

Table 3. Local Rail Services

Station & Distance from Site	Operator	Destinations	First & Last Services	Peak Hour Frequency*
Brondesbury	London Overground	Richmond	06:20 & 23:48	4
		Clapham Junction	06:38 & 23:18	4
		Stratford	06:06 & 23:32	8
West Hampstead	London Overground	Richmond	06:18 & 23:46	4
		Clapham Junction	06:36 & 22:16	4
		Stratford	06:08 & 23:34	8
West Hampstead Thameslink	First Capital Connect	St Albans, Luton	24 Hour Service	8
		St Pancras International	24 Hour Service	7
		Sutton	24 Hour Service	3
		Brighton	03:44 & 00:44	-

Source: Transport for London / Southern
* Number of services during period 0815-0915

3.9 Table 3 shows that during the daytime peak period there are around 34 unique departures per hour from local railway stations.

3.10 With 217 public transport services accessible within the PTAL walk distances, the site has been found to have a PTAL of 5 (approaching 6a). Full details of the PTAL calculation are shown in Appendix A.

Pedestrian and Cycle Access

3.11 The accessibility of a development site, in addition to the factors that contribute to a PTAL rating, also relates to pedestrian and cycle access as well as access by wheelchair users.

3.12 In terms of pedestrian facilities in the area, footways are generally of a high standard, are level, trip free and not subject to excessive ponding.

3.13 The footways at the junctions of Maygrove Road with Kilburn High Road, Maygrove Road with Iverson Road and Iverson Road with West End Lane and others in the area provide dropped kerbs / tactile paving. Signal junctions including pedestrian crossing facilities operate at the junctions of Maygrove Road with Kilburn High Road, and Iverson Road with West End Lane. Zebra crossing facilities operate at the junction of Maygrove Road with Iverson Road.

3.14 An audit of the local bus stops detailed in Table 1 found that they all feature: flags' identifying which bus routes call each stop, timetables for those routes, maps, shelters, seating and lighting.

3.15 All London buses are wheelchair accessible. Level access is available at Kilburn Underground station although there is a step between the platform and trains. Lift access is available at West Hampstead Thameslink station. There is no level access at Brondesbury London Overground stations.

3.16 There are a number of cycle routes in the immediate area with a suggested 'quiet / off road' cycle route taking in Maygrove Road, Iverson Road and part of West End Lane. Appendix A presents a map extract showing local cycle routes and cycle facilities.

Vehicle Access

3.17 Maygrove Road adjacent to the site it is formed of a 7.5m wide carriageway which provides a through traffic lane in each direction, permit holders parking spaces on the south side and a motorcycle parking bays on the north side. The remainder of the north side of Maygrove Road in the vicinity of the site features single yellow line regulations. Local on-street regulations operate from Monday to Friday 08:30 to 18:30. Footways either side of Maygrove Road are provided at widths of between 2.3m and 2.4m

3.18 Barlow Road and Brassey Road to the rear of the site, part of the West End Sidings Estate, form a clockwise one-way loop generally 6.0m wide but in places featuring width restrictions of 3.8m over distances of around 15.0m.

3.19 Maygrove Road, Barlow Road and Brassey Road feature speed humps / cushions and are subject to a 20mph speed limit.

3.20 The site is located in Controlled Parking Zone CA-Q with regulations applying from Monday to Friday from 08:30 to 18:30. The nearest Pay and Display bays (shared use with residents) are located on Maygrove Road to the east of the

site and charge £1.20 per hour with a maximum duration of stay of 2 hours during controlled periods.

3.21 In terms of Car Clubs, there are a 52 car club vehicles located within one mile of the site including location on Loveridge Road, Netherwood Street and Sumatra Road. Appendix A shows a map extract of the location of nearby car club vehicles.

3.22 In summary, the site benefit from good levels of public transport accessibility, good pedestrian, cycle and road links with the local and wider area, and established local car club operations.

4.0 TRIP GENERATION & IMPACT

4.1 This chapter assesses the traffic generation of the existing site's consented use as well as that relating to the proposed development.

4.2 To reflect the full potential consented use of the site, as could theoretically be achieved if the site were marketed successfully, multi-modal trip generation forecasts have been produced using the TravL database. The existing office accommodation for both 65 and 67 Maygrove Road totals 4,236sqm. In addition to this commercial land use 67 Maygrove Road provides 202sqm of residential accommodation.

4.3 Under the proposed scheme, the site would be redeveloped to provide 91 residential units.

4.4 Table 4 presents a summary of the vehicle trip generation forecast for the site's consented commercial and proposed residential uses based on TravL database information. The small element of existing residential use has been excluded from the calculations as flows are deemed to be insignificant. Full details of the trip generation assessment including summaries of the TravL sites used are presented in Appendix B.

Table 4. Vehicle Trip Generation

Hour Starting	Consented Commercial Land Use (Office Accommodation)				Proposed Site Use (91 Residential Units)			
	Car	M/C	B/C	Taxi	Car	M/C	B/C	Taxi
07:00	13	0	0	0	6	0	0	0
08:00	20	4	0	0	10	0	0	0
09:00	19	0	0	0	4	0	0	0
10:00	26	0	0	0	3	0	0	0
11:00	21	0	0	0	3	0	0	0
12:00	27	0	0	0	3	0	0	0
13:00	28	0	0	0	6	0	0	0
14:00	33	0	0	0	6	0	0	0
15:00	19	0	0	0	8	0	0	0
16:00	18	0	0	0	6	0	0	0
17:00	17	1	0	0	8	1	0	0
18:00	4	2	0	0	9	0	0	0
19:00					7	0	1	0
20:00					5	0	0	0
21:00					2	0	0	0
Daily Total	244	8	0	0	87	3	3	2
07:00-19:00	244	8	0	0	74	3	3	1

Source: TravL database

4.5 The results of the assessment suggest that the proposed residential development could lead to around 157 fewer vehicle trips per day compared to the existing site's consented use.

4.6 In terms of peak hours, the proposed residential development could generate 10 fewer vehicles during the AM peak hour (0800-0900) and 9 fewer vehicle trips during the PM peak hour (1600-1700).

4.7 This would have a negligible impact on existing local traffic flows at peak hours.

4.8 In terms of sustainable trip generation, the TravL database has been used to forecast sustainable trips for a range of modes, however it should be noted that TravL outputs for all public transport modes are consolidated with walk trips. In order to assess how the walk and public transport trips forecast to be generated by the proposed residential development by TravL would be assigned to different modes, data for the Fortune Green ward (in which the site is located) from the 2001 Census has been examined. Ward statistics from the census detail the mode of travel to and from work for people living and working in the area. While the census does not detail mode of travel for non-work trips, it is considered that the work trip data does give a good approximation of mode split for all trips made to and from the area based on available public transport service. Full details are presented in Appendix B.

4.9 Table 5 shows the trip generation forecast for sustainable trips to and from the existing and proposed developments based on the TravL database and Census mode splits.

Table 5. Walk and Public Transport Trips

Hour Starting	Consented Commercial Land Use (Office Accommodation)				Proposed Site Use (91 Residential Units)			
	Bus	Tube	Rail	Walk	Bus	Tube	Rail	Walk
07:00	6	27	8	6	3	13	4	3
08:00	14	65	20	14	4	17	5	4
09:00	16	73	22	15	2	10	3	2
10:00	3	14	4	3	1	6	2	1
11:00	2	10	3	2	1	6	2	1
12:00	18	81	25	17	1	6	2	1
13:00	18	82	25	17	3	12	4	2
14:00	3	16	5	3	3	12	4	3
15:00	6	27	8	6	3	13	4	3
16:00	3	15	5	3	2	10	3	2
17:00	17	78	24	16	4	17	5	3
18:00	6	28	9	6	3	15	5	3
19:00					3	12	4	3
20:00					2	11	3	2
21:00					2	8	2	2
Daily Total	112	515	159	106	36	168	52	35
07:00-19:00	112	515	159	106	30	137	42	28

Source: TravL / 2001 Census

4.10 The greatest level of impact on local public transport services would be experienced during the period 12:00-13:00 with 115 fewer bus, rail and underground passengers compared to consented use trip forecasts. This reflects the large numbers of trips made during this period as office workers take lunch or go about non-work trips. Over the whole day there would be 259 fewer public transport trips and 72 fewer walk trips.

4.11 In terms of the AM peak hour there would be 48 fewer passengers on the 56 local London Underground services, and 10 fewer passengers on the 127 bus services available from local bus stops.

Summary

4.12 In summary, during peak hours and over the whole day the proposed development is not expected to have any significant traffic or sustainable trip impact on existing local conditions.

5.0 PARKING & SERVICING

5.1 This chapter sets out the provision of on-site parking as well as detailing access and servicing arrangements.

Parking Provision

5.2 Parking policy in the London Borough of Camden is set out in 'Camden Development Policies 2010-2025', part of the Local Development Framework that was adopted in November 2010 and supersedes the previous statutory development document, the Unitary Development Plan. The issue of parking provision for new development relates to a number of factors including location, access to public transport and whether or not the site is in a controlled parking zone.

5.3 Policy DP18 - Parking Standards and Limiting the Availability of Car Parking, sets out Camden's current parking policy. This states that...

The Council will seek to ensure that developments provide the minimum necessary car parking provision. 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.

5.4 Policy DP18 goes on to state that...

Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'.

5.5 The proposed development site on Maygrove Road is not located within the 'Kilburn' town centre area as designated in the LDF although it is located in a controlled parking zone and has very good access to public transport.

5.6 In line with Policy DP18, pre-application advice from the planning authority in relation to a previous scheme for the same site advised that due to these reasons, a car-capped scheme would be appropriate. This would prevent residents from applying for on-street parking permits while limiting on-site parking provision to disabled and operational parking.

5.7 In terms of accessible parking, Camden's 'Development Policies 2010-2025' parking standards require a minimum of...

- *Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities.*
- *General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 10 units, 1*

space per 20 units or part thereof, with dimensions suitable for use by people with disabilities.

5.8 The London Plan requires that "*any development providing off street parking should provide at least two bays designated for Blue Badge holders*". For residential development it states that "*adequate parking spaces for disabled people must be provided, preferably on-site*".

5.9 It is proposed to provide 10 accessible parking spaces on the basis of one on-site disabled parking space per designated wheelchair unit. These spaces will be linked via a Section 106 legal agreement to blue badge holders within the designated wheelchair units.

5.10 In addition to accessible parking spaces the development will provide 2 low emission vehicles as a local car club for residents of the development with two dedicated spaces in the basement. The scheme, which will be managed by the on-site concierge /management office, will allow residents to pre book vehicles for a set period of time. All residents who wish to use the service will pay an annual membership and then a set charge for car hire and petrol costs. However membership will not be compulsory to residents and they may wish to join other car club schemes in the area. The spaces will not be available for private cars to park in at any time and strict enforcement will take place. The use of a car club using low emission vehicles will reduce the likelihood of residents seeking to secure parking in nearby car parks or reduce the likelihood of residents seeking to circumvent the on-street parking regime.

5.11 A single service parking space would also be provided within the basement for use by vehicles visiting the site in relation to the electricity substation.

5.12 The proposed basement parking layout is shown in Figure 4.

5.13 To comply with GLA / London Plan requirements all parking spaces within the basement car park will be supplemented by power points for the charging of electric vehicles.

5.14 The basement level car park will be accessed by car lift via an existing dropped kerb on the site's Maygrove Road frontage.

5.15 With regards cycle parking, Camden's 'Development Policies 2010-2025' parking standards requires...

- *Residents: 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability.*
- Visitors: from threshold of 20 units, 1 space per 10 units or part thereof.

While the London Plan (Revised Early Minor Alterations June 2012) requires...

- *1 cycle parking space per 1 or 2 bed unit*
- *2 cycle parking spaces per 3 or more bed unit*
- *1 cycle parking space per 40 dwellings for visitors*

5.16 On the basis of a 91 unit development comprising 73 one or two bedroom units and 18 three or four bedroom units, the development would require a minimum of 100 cycle parking spaces under Camden guidance, or 112 spaces under GLA guidance.

5.17 It is proposed to provide a total of 120 cycle parking spaces within secure cycle stores at basement level as shown in Figure 4. This level of provision is in excess of the above standards but in line with the Code for Sustainable Homes and the London Housing Design Guide.

5.18 Access to the basement level for cycles will be via the passenger lift able to accommodate bicycles.

Layout, Access and Servicing

5.19 Accessible car parking spaces within the basement parking area will be provided at dimensions of 2.4m x 4.8m with additional widths of 1.2m to aid wheelchair manoeuvring. Circulatory aisles will be provided at widths of no less than 6.0m. Car club parking spaces will be provided at dimensions of 2.4m x 4.8m.

5.20 Car access to the basement parking area will be provided by means of a car lift system from Maygrove Road. The car lift will be of dimensions 2.7m wide by 5.1m long. The location of the car lift access from Maygrove Road will correspond with the existing dropped kerb on the Maygrove Road frontage as shown in Figure 5.

5.21 A car lift system is considered acceptable as a means of access to the basement parking area due to the fact that the development will not generate high levels of car based trips or that parking spaces will not be subject to high levels of turnover.

5.22 As reported earlier in this document, the development is forecasts to generate a total of just 87 two way trips between 07:00 and 22:00. The peak period of car trip activity is forecast to be between 08:00 and 09:00 with 2 cars arriving and 8 cars departing. On average this would see the car lift being called into use once every 6 minutes. Given that a typical car lift system (e.g.: Wohr) can deliver 30 vehicle cycles per hour, it is highly unlikely that at any given time two cars would need to use the car lift simultaneously.

5.23 Despite this, provision will be made such that a car waiting to access the car lift at ground level can wait off of the public highway if the lift is in use. Figure 6 shows swept path analysis for large estate car leaving the car lift while another car is able to wait within the site (and wholly off of the public highway) to enter the lift. Similarly a suitable located holding area will also be provided within the basement area such that a vehicle waiting to leave the basement does not obstruct a vehicle arriving in the basement by lift – thus minimising any delay at street level for arriving vehicles.

5.24 In terms of management, by default the car lift would positioned at street level so that any arriving car has the minimum waiting time before accessing the

system. A small and unobtrusive traffic light system would be incorporated in the design to aid drivers in using the car lift – the default signal at street level would be 'green' indicting the car lift is ready to accept a vehicle from street level. A similar signal would be provided at basement level.

5.25 A series of basement swept path analyses have been carried out to demonstrate that a large car can access and egress the car lift and parking spaces. These are shown in Figures 7 and 8. It should be noted that the swept path analysis has been carried out with a large car of dimensions 5.1m x 1.9m. By default, smaller cars will be able to access and egress the site with greater ease.

5.26 In line with previous discussions with officers from the London Borough of Camden, all refuse servicing will be carried out from the rear of the site via Brassey Road, rather than from Maygrove Road. This is due to the fact that Brassey Street is not as heavily trafficked as Maygrove Road, and that a refuse vehicle stopping on Maygrove Road would restrict the flow of through traffic.

5.27 It is anticipated that refuse and recycling will be collected on a weekly basis. On the specified collection day the facilities management staff will transfer bins from the basement level refuse store to the temporary refuse store at second floor level (due to the topography of the site) at the rear of the site. The temporary refuse store is shown in Figure 9.

5.28 Refuse vehicles, which currently collect refuse from other properties on Brassey Road, would stop on Brassey Rod adjacent to the temporary refuse store as they do for existing neighbouring residential properties. Bins would then be wheeled from the temporary refuse store area to the waiting refuse vehicle. Upon completion of collection, the refuse vehicle would leave via Brassey Road.

5.29 The distance between the holding area and the collection vehicle will be less than 10 metres. The paths between the container and collection vehicles will be a minimum 2 metres in width, free from kerbs or steps and have a smooth, hard wearing surface capable of withstanding the loading imposed by a fully loaded wheeled container.

5.30 As part of this assessment 'vehicle to vehicle' and 'vehicle to pedestrian' visibility splays have been assessed at the car lift access point on Maygrove. 'Vehicle to vehicle' sightlines as set out in 'Manual for Streets' based on posted speed limits in the area of 20mph, require sightlines of 25m from a 2.4m setback. 'Vehicle to pedestrian' sightlines are plotted from a point 2.4m setback from the back of the footway, 2.4m either side of a 1.8m wide vehicle. Figures 10 and 11 show that these sightlines can be achieved.

6.0 SUMMARY & CONCLUSIONS

6.1 The development site is located in an area of very good public transport accessibility with a wide range of local bus, underground and rail connections. In addition, the local pedestrian environment is good with level footways and sufficient pedestrian crossing facilities to aid movement between the site and local public transport access points.

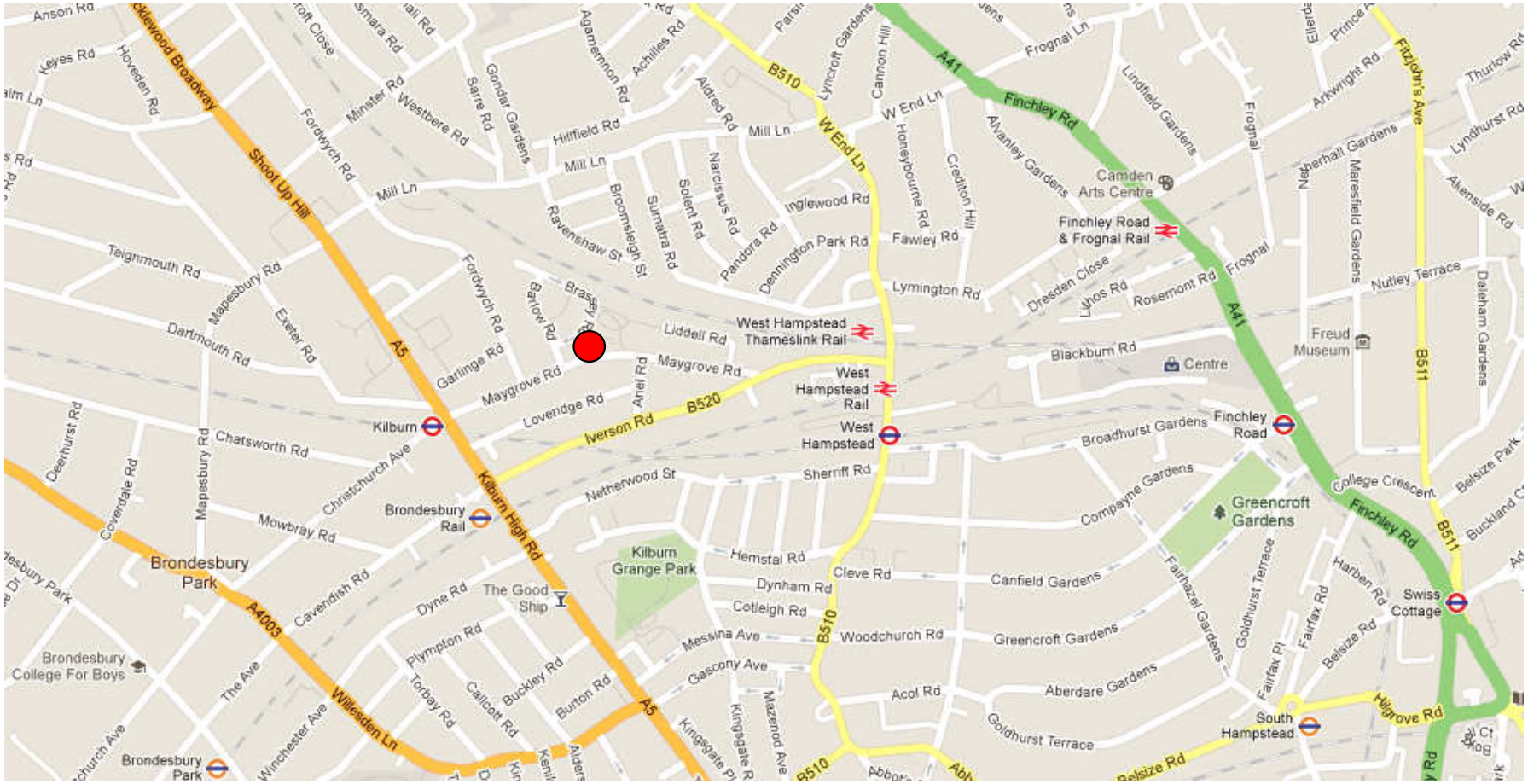
6.2 The development has been shown to have no impact on local traffic levels. It is also considered that sustainable trip generation would not have an impact on local public transport service provision.

6.3 On-site parking provision for disabled drivers, cycles and car-club vehicle will be made in line or in excess of current parking standards and design guidelines.

6.4 Refuse servicing of the site will be carried out from Brassey Road at the rear of the site to avoid causing congestion on Maygrove Road.

6.5 A Travel Plan will be implemented to promote the use of sustainable modes of transport.

Figures



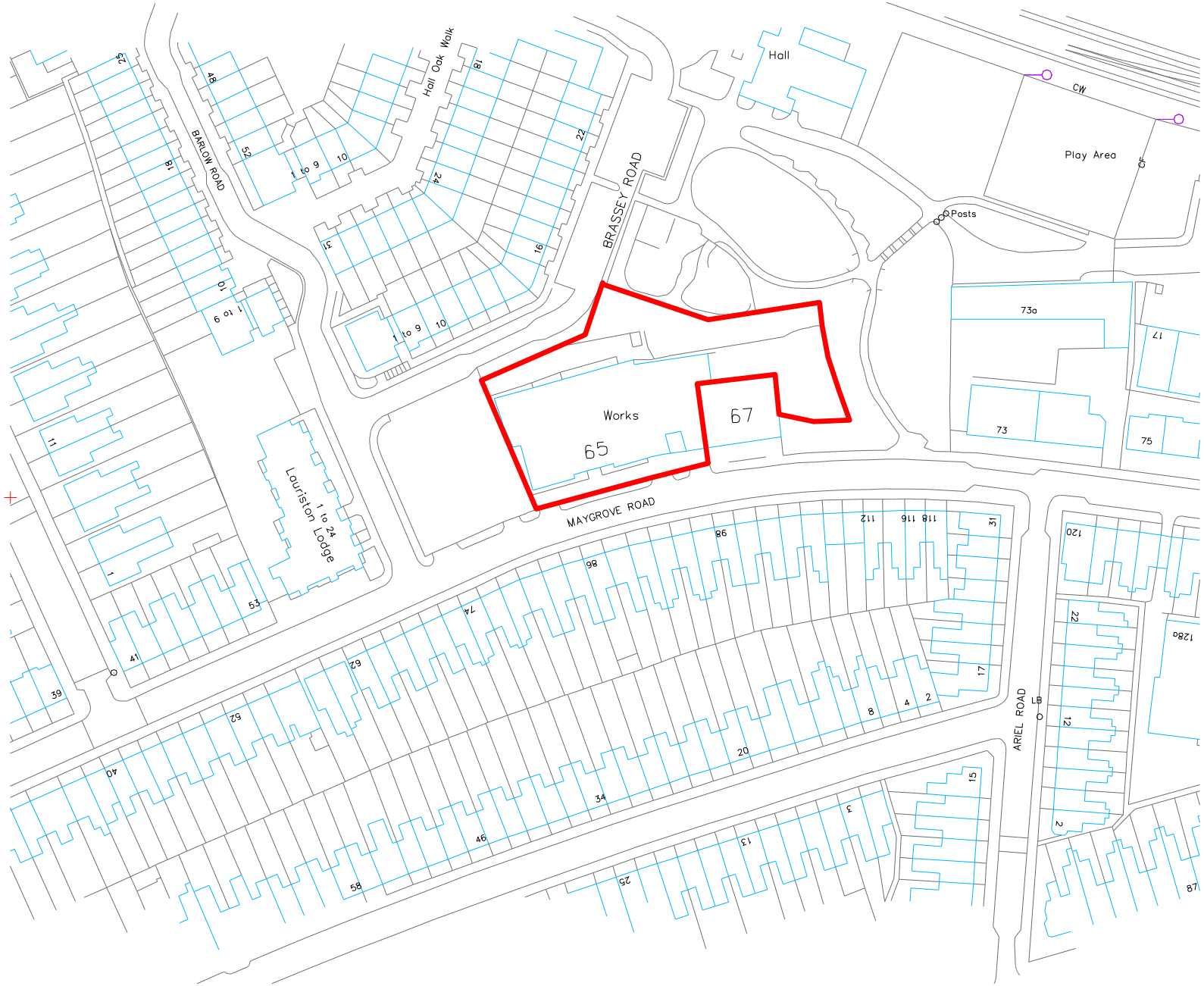
Site Location

Date: 31/10/12
Scale: NTS
Source: Google

N

P869. No. 65 & 67 Maygrove Road, London, NW6 2EH
Figure 1. Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
The Mission Hall, Walkers Place, Putney, London, SW15 1PP
Tel: 020 8780 0426 Fax 020 8780 0428 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 31/10/12
Scale: NTS
Source: OS

N

P869. No. 65 & 67 Maygrove Road, London, NW6 2EH
Figure 2. Site Context and Boundary

PAUL MEW ASSOCIATES
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Maygrove Road Frontage

Rear Site Access (Brassey Road)

Date: 31/10/12
Scale: NTS
Source: OS

N

P869. No. 65 & 67 Maygrove Road, London, NW6 2EH
Figure 3. Site Photographs

PAUL MEW ASSOCIATES
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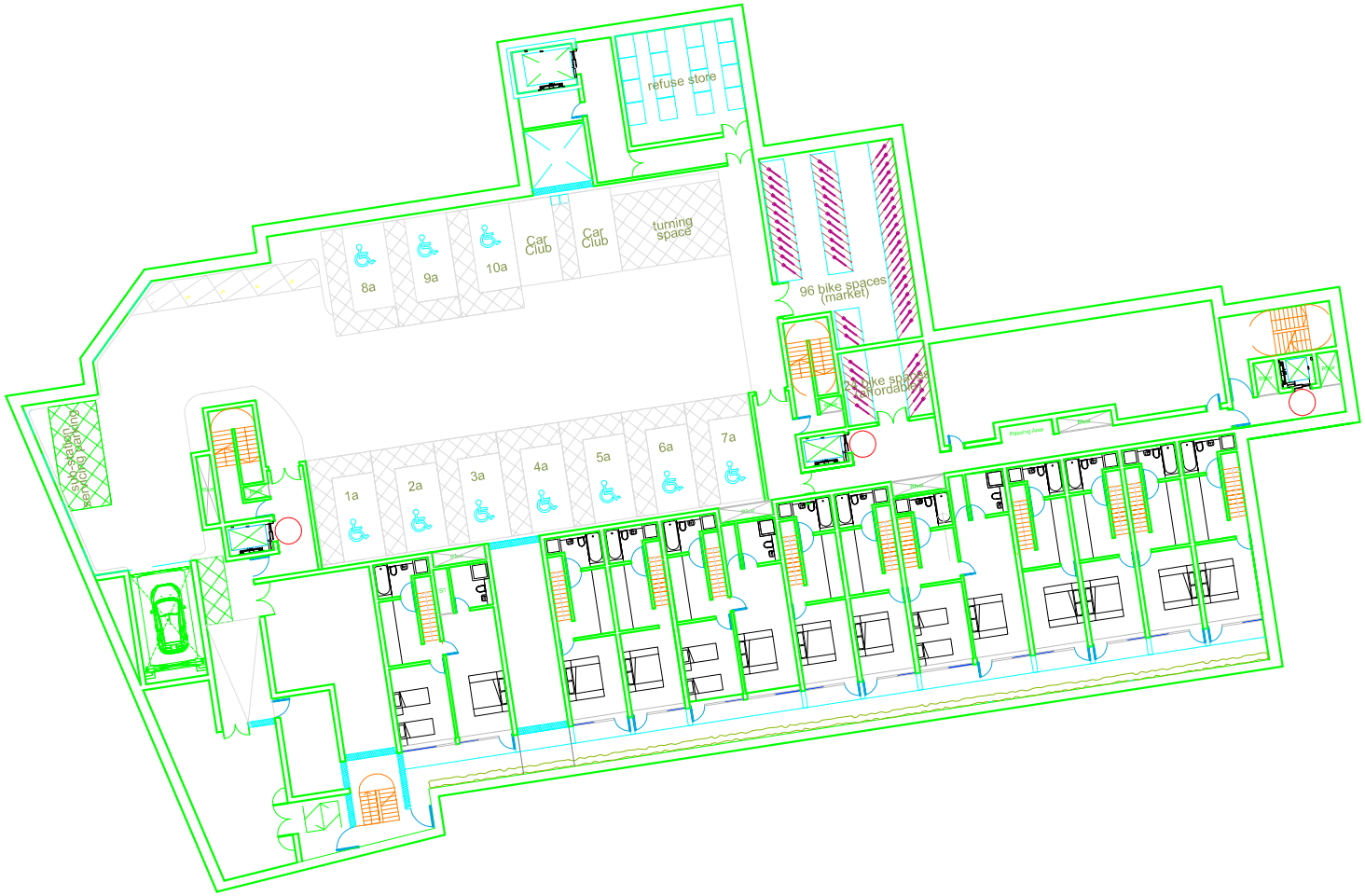

Date: 31/10/12
Scale: 1:400@A4
Source: Hopkins Architects

N

P869: 65 & 67 MAYGROVE ROAD.

Figure 4. Proposed Basement Level

PAUL MEW ASSOCIATES
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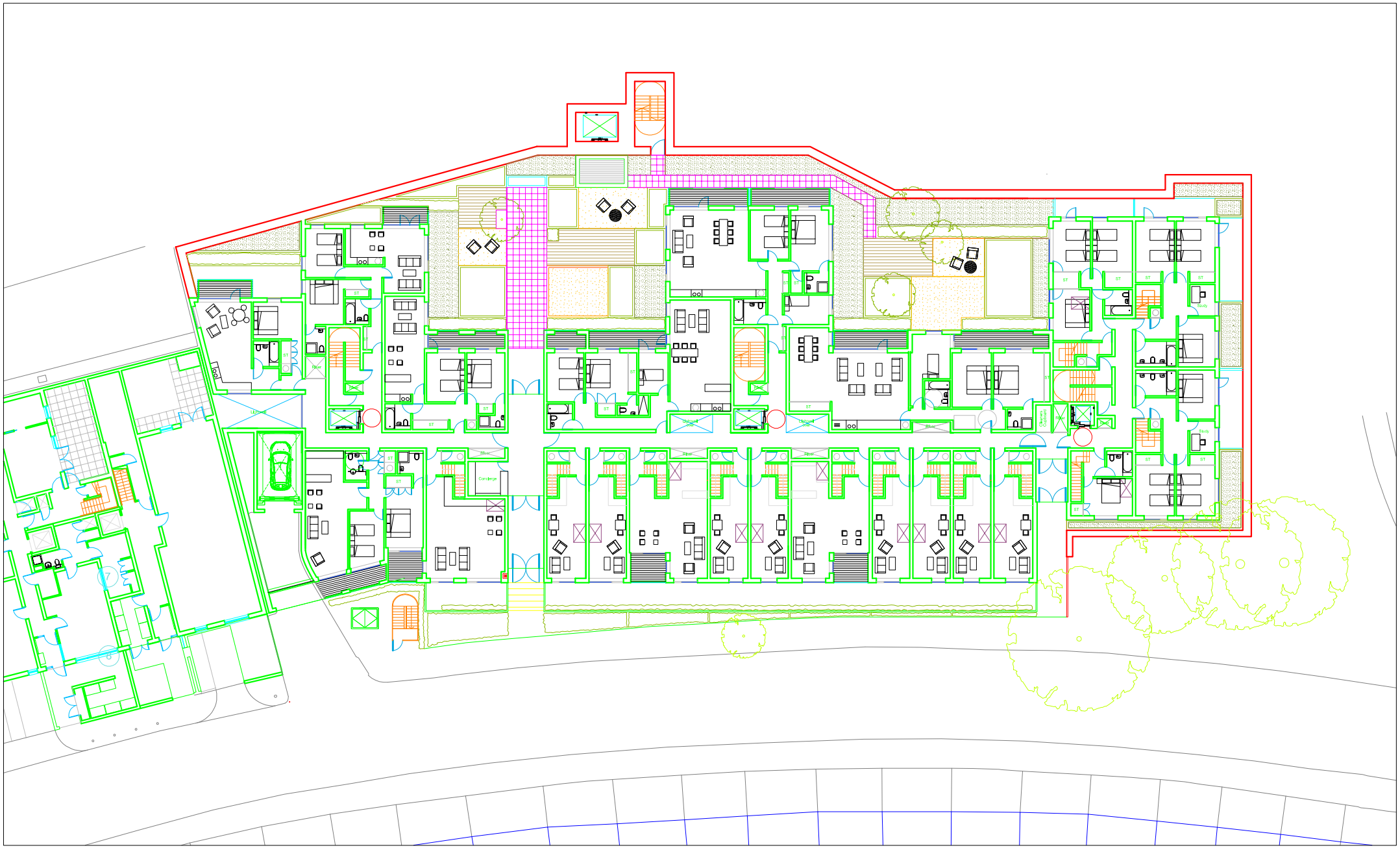

Date: 31/10/12
Scale: 1:400@A4
Source: Hopkins Architects

N

P869: 65 7 67 MAYGROVE ROAD.

Figure 5. Proposed Ground Floor Level

PAUL MEW ASSOCIATES
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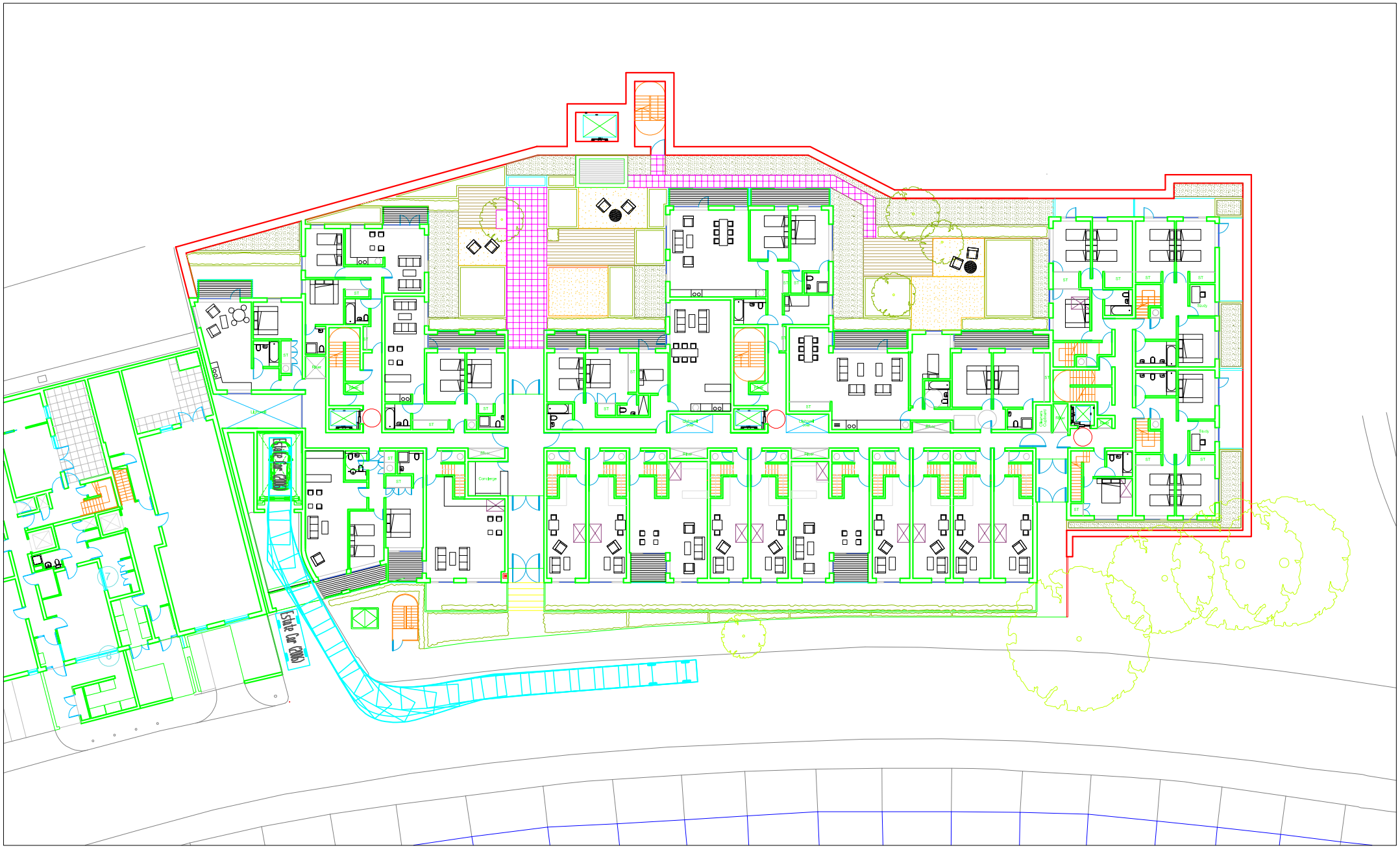

Date: 31/10/12
Scale: 1:400@A4
Source: Hopkins Architects

N

P869: 65 & 67 MAYGROVE ROAD.

Figure 6. Swept Path Analysis: Large Estate Car Egressing Vehicle Lift with Large Estate Car Waiting to Access Lift

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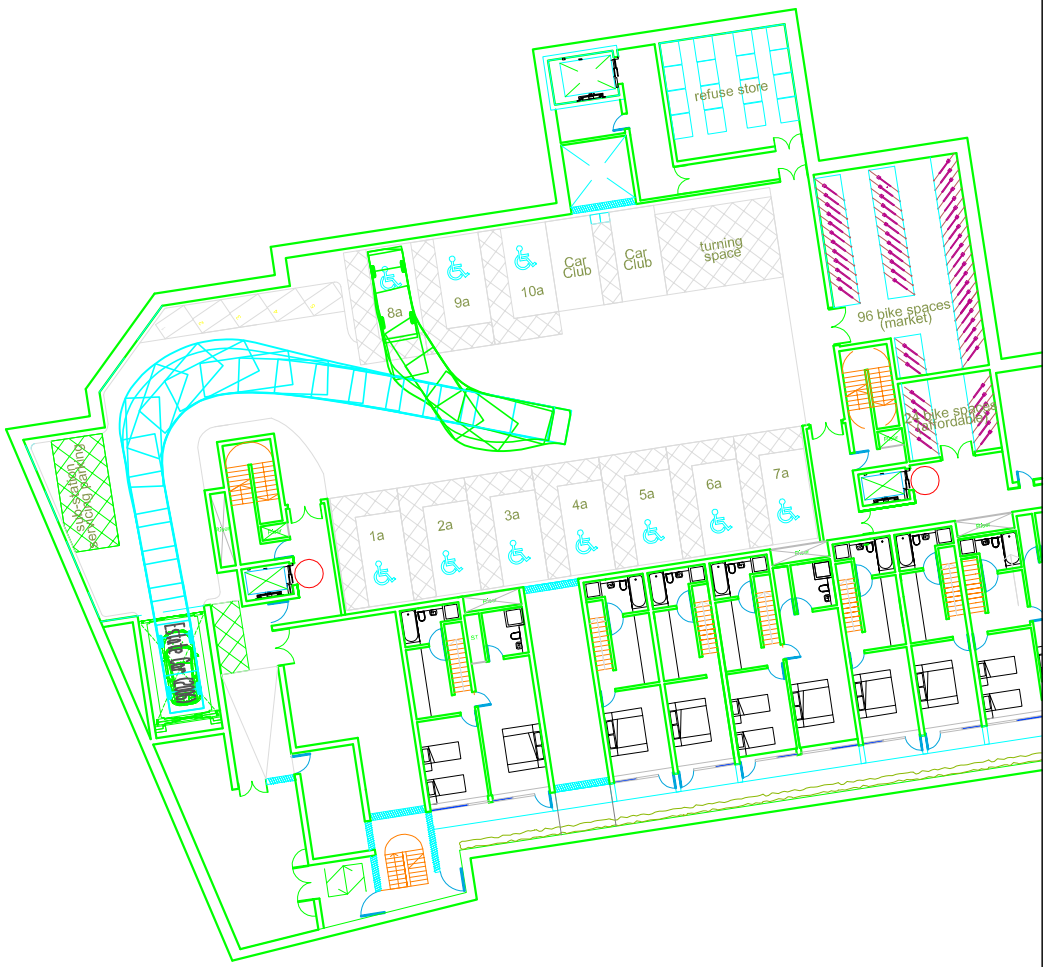

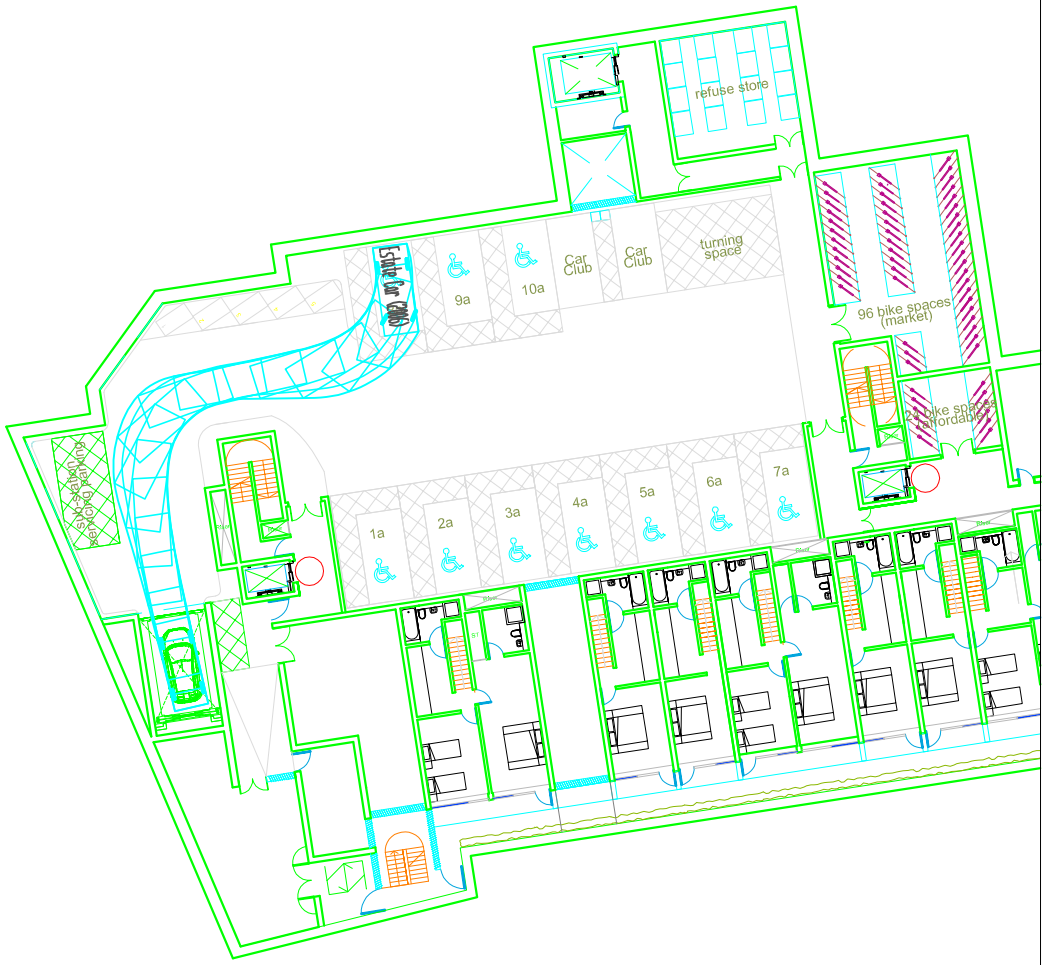

Date: 31/10/12
Scale: 1:400@A4
Source: Hopkins Architects

N

P869: 65 & 67 MAYGROVE ROAD.

Figure 7. Swept Path Analysis: Large Estate Car - Parking Space 8

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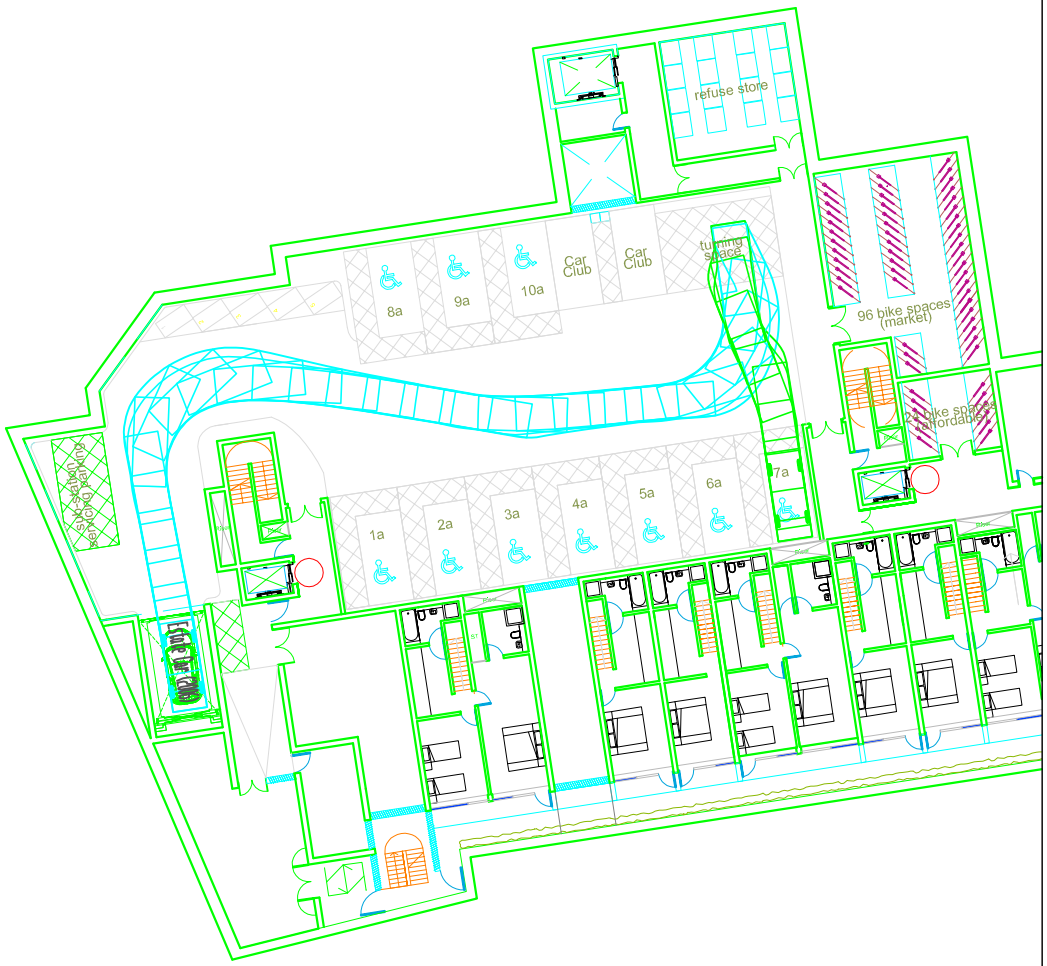

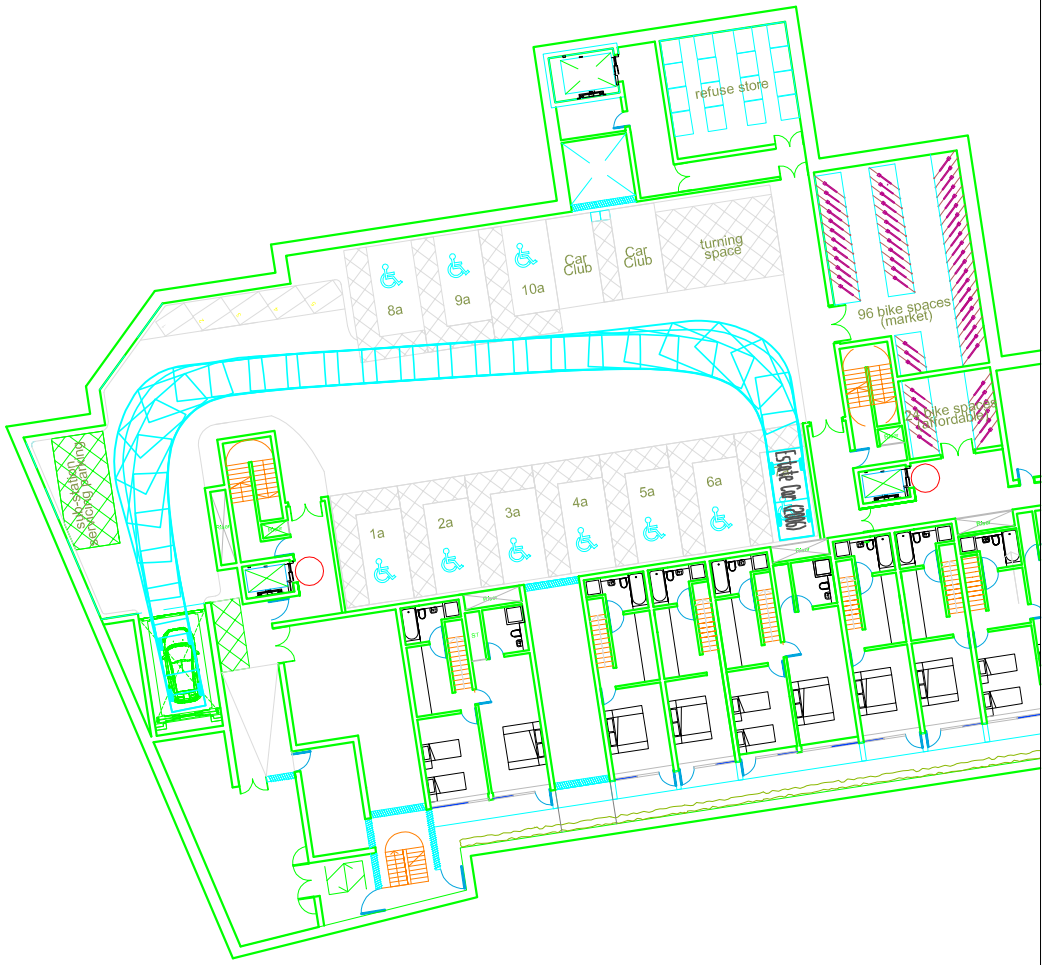

Date: 31/10/12
Scale: 1:400@A4
Source: Hopkins Architects

N

P869: 65 & 67 MAYGROVE ROAD.

Figure 8. Swept Path Analysis: Large Estate Car - Parking Space 7

PAUL MEW ASSOCIATES
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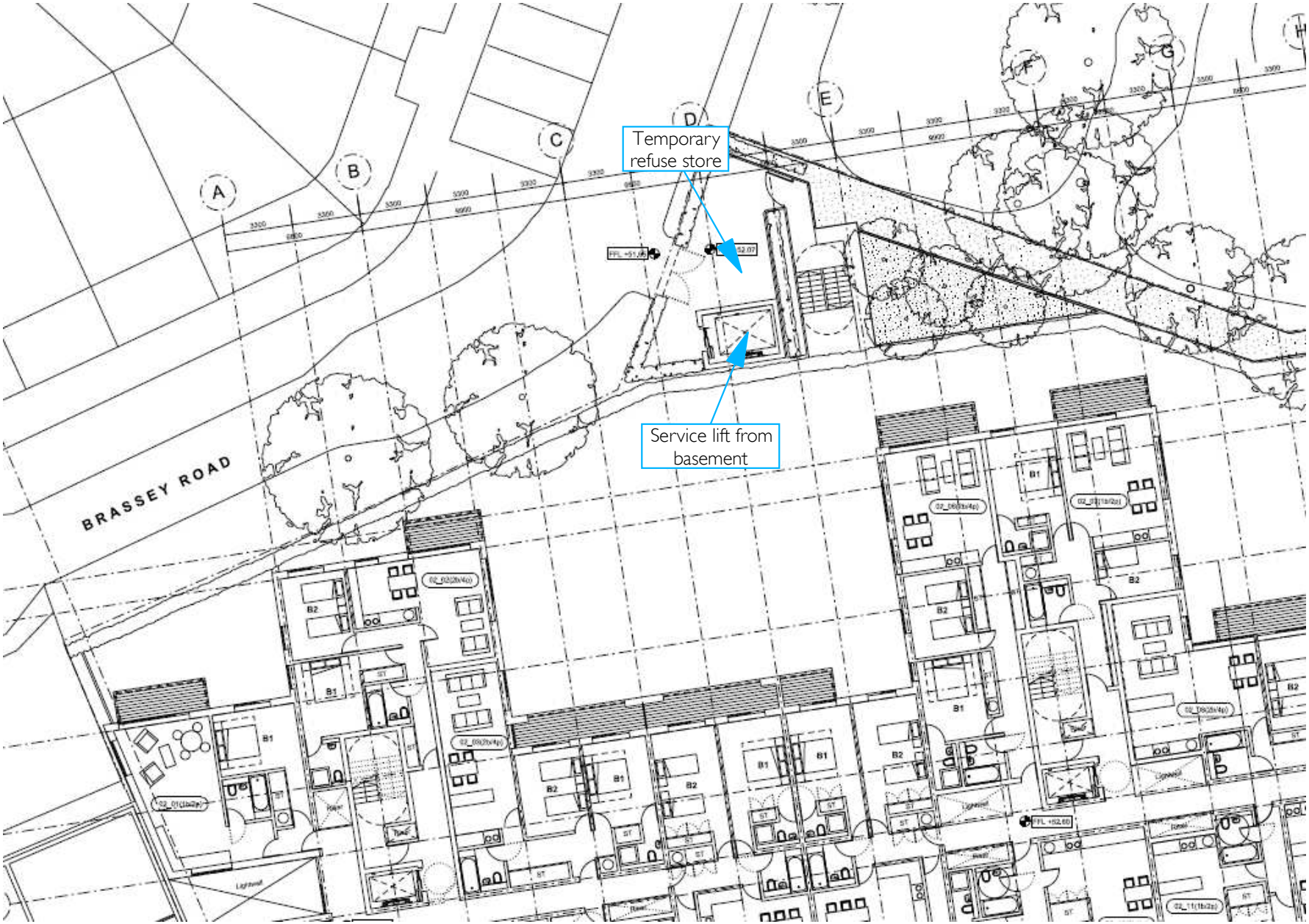

Date: 31/10/12
Scale: NTS
Source: Hopkins Architects

P869. No. 65 & 67 Maygrove Road, London, NW6 2EH
Figure 9. Temporary Refuse Store (2nd Floor / Brassey Road Level)

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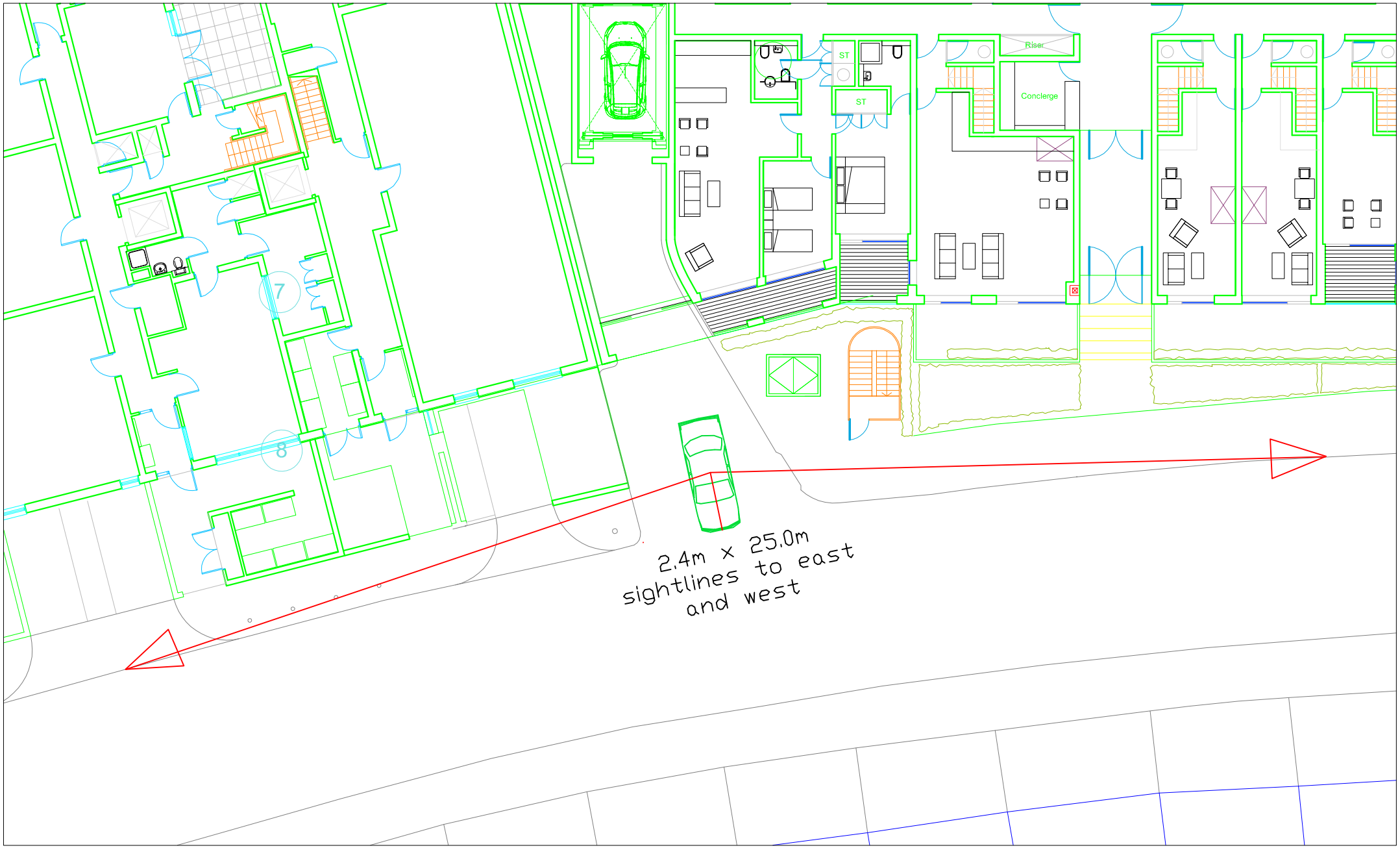

Date: 31/10/12
Scale: 1:200@A4
Source: Hopkins Architects

N

P869: 65 & 67 MAYGROVE ROAD.

Figure 10. Vehicle to Vehicle Sightlines

PAUL MEW ASSOCIATES
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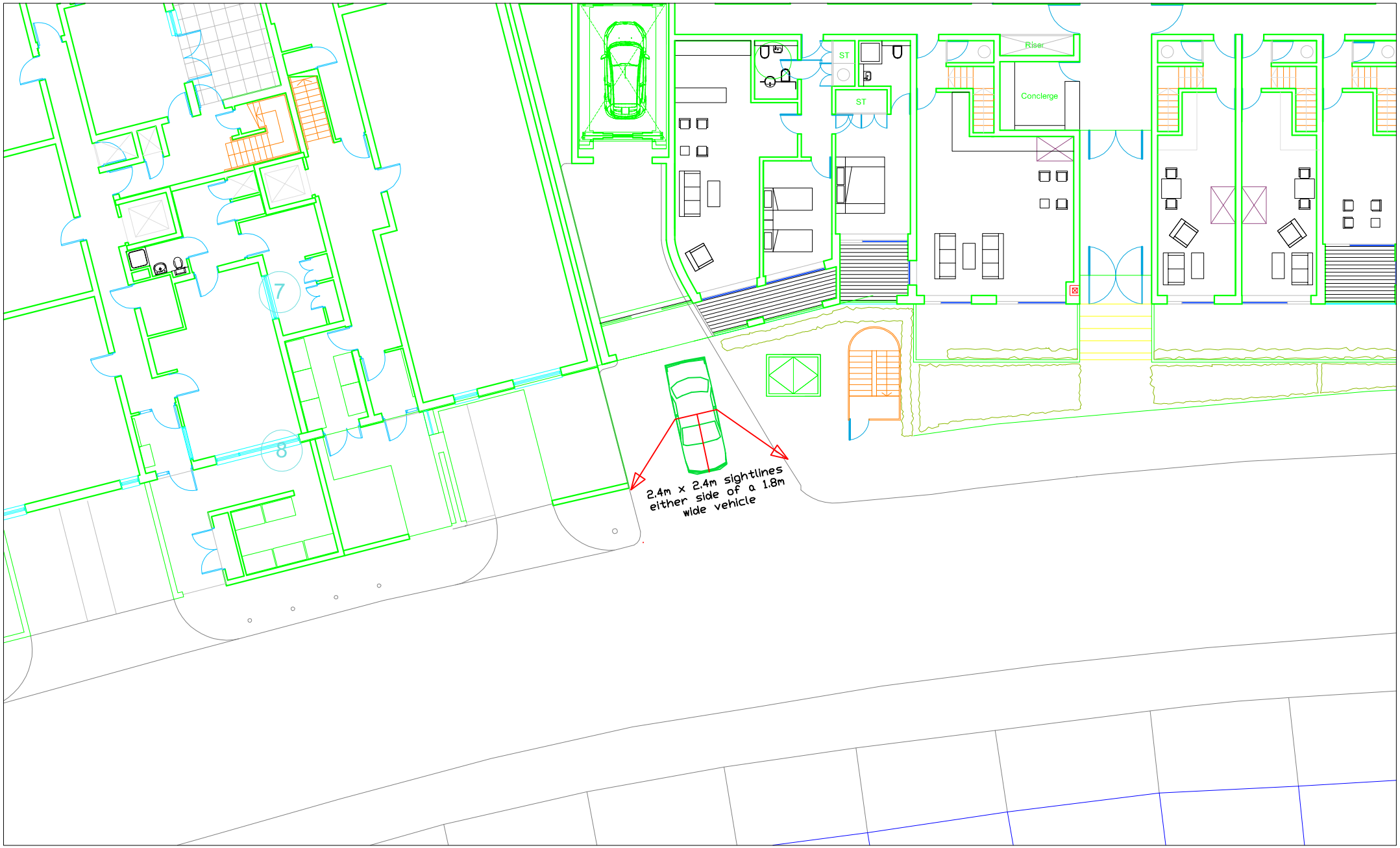

Date: 31/10/12
Scale: 1:200@A4
Source: Hopkins Architects

N

P869: 65 & 67 MAYGROVE ROAD.

Figure 11. Vehicle to Pedestrian Sightlines

PAUL MEW ASSOCIATES
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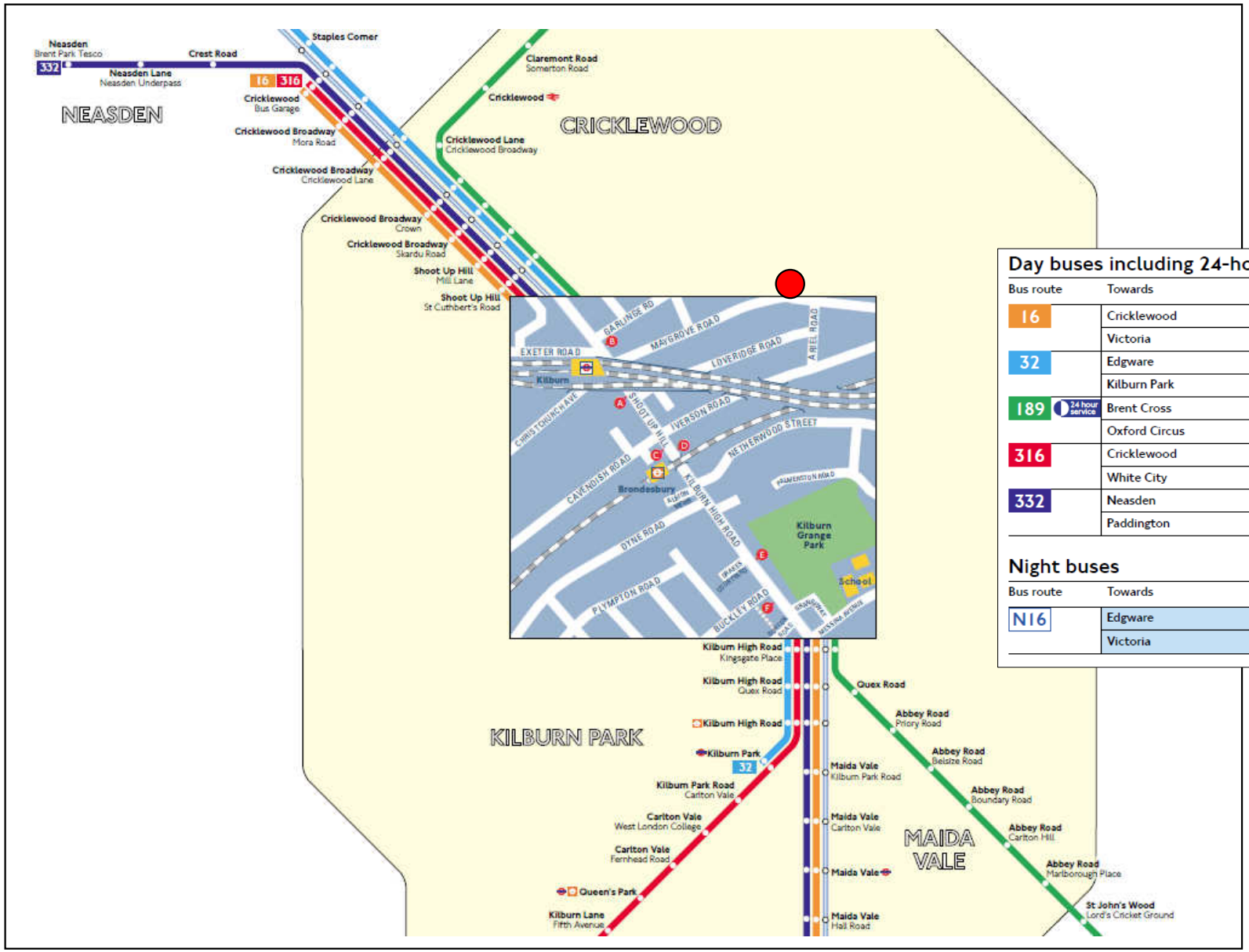
Appendix A

Accessibility Assessment



Day buses including 24-hour services

Bus route	Towards	Bus stops
16	Cricklewood	A C F
	Victoria	B D E
32	Edgware	A C F
	Kilburn Park	B D E
189 (24 hour service)	Brent Cross	A C F
	Oxford Circus	B D E
316	Cricklewood	A C F
	White City	B D E
332	Neasden	A C F
	Paddington	B D E

Night buses

Bus route	Towards	Bus stops
N16	Edgware	A C F
	Victoria	B D E

Site Location

Date: 31/10/12
Scale: NTS
Source: TfL

P869. No. 65 & 67 Maygrove Road, London, NW6 2EH
Appendix A. Bus Routes & Stops - Kilburn

PAUL MEW ASSOCIATES
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Tel: 020 8780 0426 Fax 020 8780 0428 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Bus route	Towards	Bus stops
139 (24 hour service)	Waterloo	B D G T V W
189 (24 hour service)	Brent Cross	H L
	Oxford Circus	G K
328	Chelsea	B D L T V W
	Golders Green	A J K M N P R
C11	Archway	C T V W
	Brent Cross	A E N P R

Site Location

Date: 31/10/12
Scale: NTS
Source: TfL

N

P869. No. 65 & 67 Maygrove Road, London, NW6 2EH
Appendix A. Bus Routes & Stops - West Hamstead

PAUL MEW ASSOCIATES
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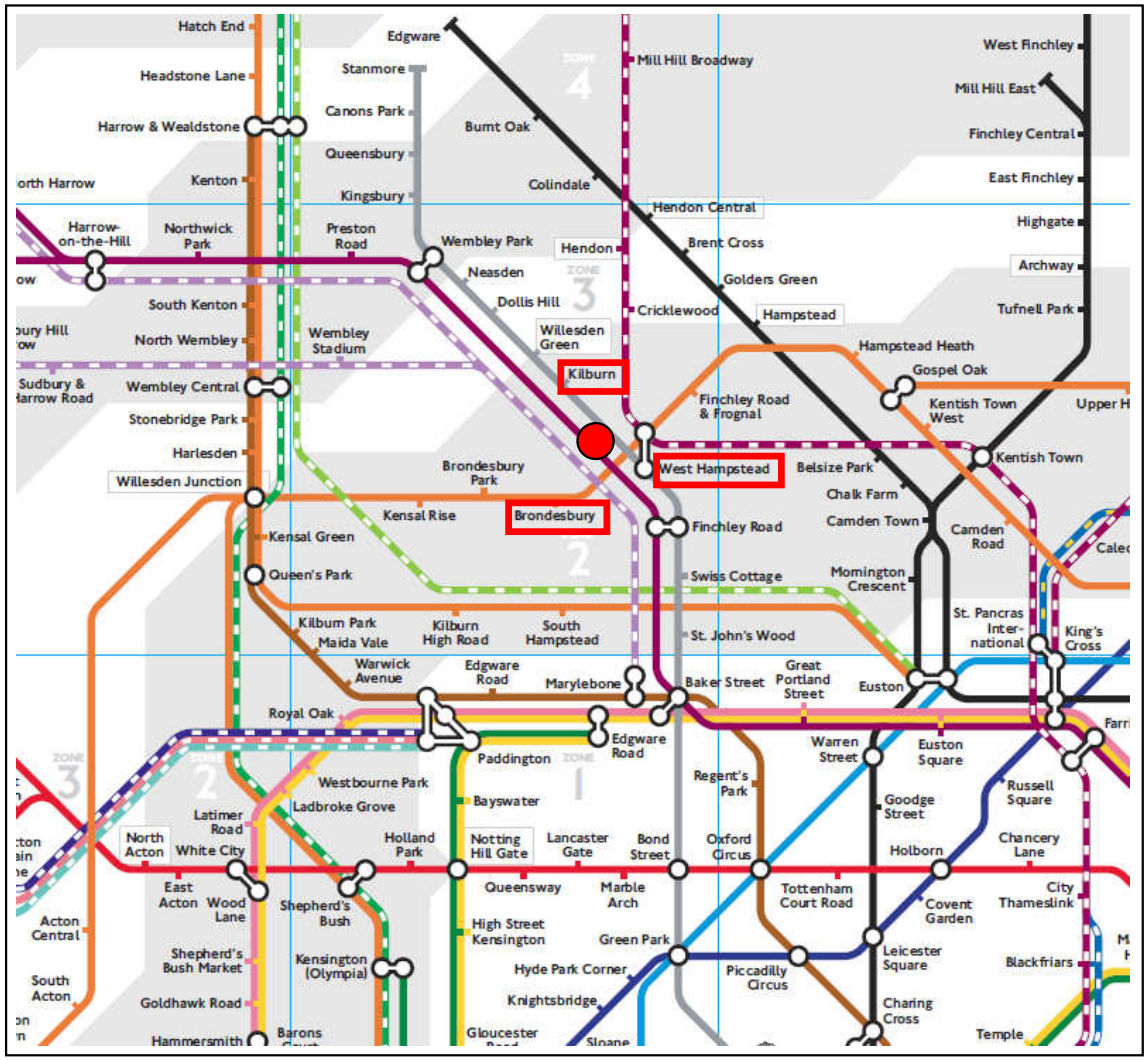
Tel: 020 8780 0426 Fax 020 8780 0428 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Bakerloo
Central
Circle
District
Hammersmith & City
Jubilee
Metropolitan
Northern
Piccadilly
Victoria
Waterloo & City

Docklands Light Railway
London Overground
London Tramlink

Chiltern Railways
c2c
First Capital Connect
First Great Western
Heathrow Connect
Heathrow Express
London Midland
National Express East Anglia
Southern
Southeastern
Southeastern high speed
South West Trains

Date: 31/10/12
Scale: NTS
Source: TfL

N

P869. No. 65 & 67 Maygrove Road, London, NW6 2EH
Appendix A. Local London Underground & Rail Network

PAUL MEW ASSOCIATES
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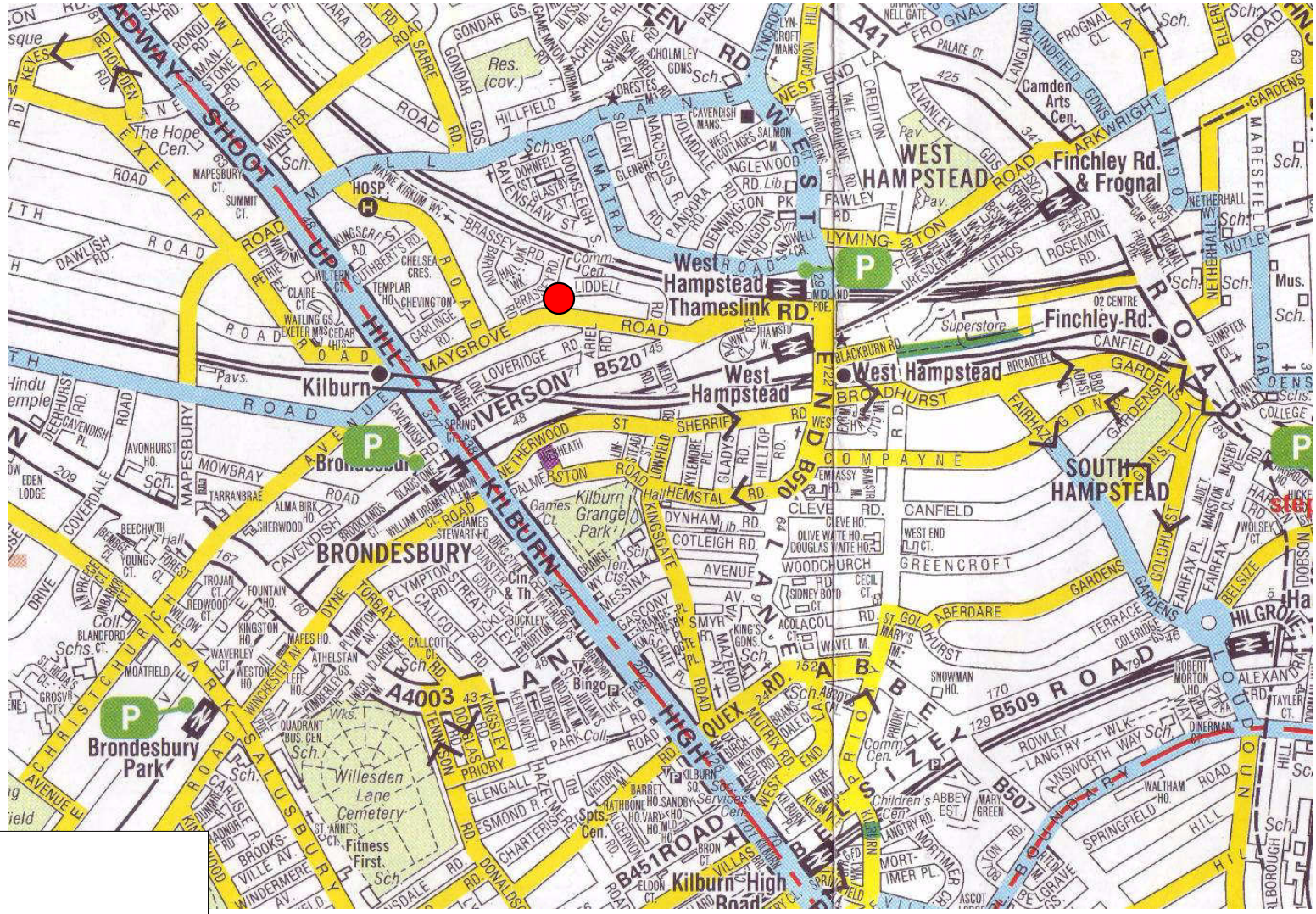
Tel: 020 8780 0426 Fax 020 8780 0428 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



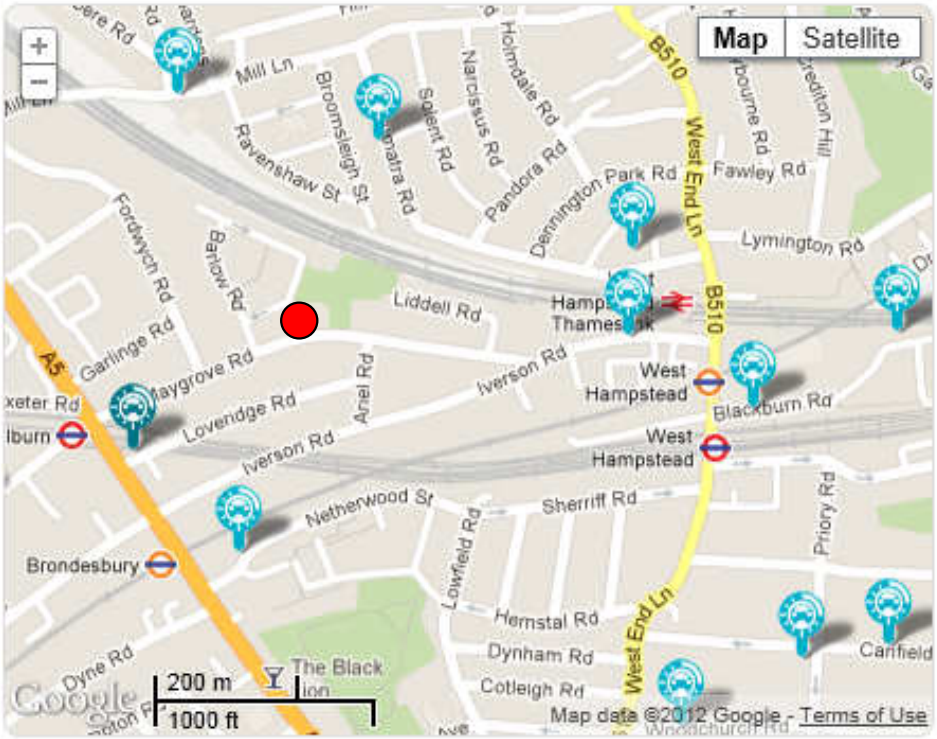
Date: 31/10/12
Scale: NTS
Source: TfL

N

P869. No. 65 & 67 Maygrove Road, London, NW6 2EH
Appendix A. Local Cycle and Pedestrian Routes

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
The Mission Hall, Walkers Place, Putney, London, SW15 1PP
Tel: 020 8780 0426 Fax 020 8780 0428 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

52 car locations found within 1 mile of nw6 2eh.



Site Location

UK regions | Search results

Car locations nearby

Loveridge Road, London
Distance: 0.1 miles

Netherwood St, Brondesbury
Distance: 0.2 miles

Sumatra Road, London
Distance: 0.2 miles

Mill Ln, West Hampstead
Distance: 0.2 miles

Christchurch Ave N, Kilburn
Distance: 0.3 miles

Date: 31/10/12
Scale: NTS
Source: Car Plus

N

P869. No. 65 & 67 Maygrove Road, London, NW6 2EH
Appendix A. Local London Car Club Vehicles

PAUL MEW ASSOCIATES
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Appendix A

PTAL Calculation

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	WEST HAMPSTEAD STATION	C11	599.46	7.5	0.5	7.49	6	13.49	2.22	1.11
BUS	WEST HAMPSTEAD STATION	139	599.46	7.5	0.5	7.49	6	13.49	2.22	1.11
BUS	WEST HAMPSTEAD STATION	328	599.46	9	0.5	7.49	5.33	12.83	2.34	1.17
BUS	KILBURN LUL STATION	316	398.82	6.5	0.5	4.99	6.62	11.6	2.59	1.29
BUS	KILBURN LUL STATION	332	398.82	5.5	0.5	4.99	7.45	12.44	2.41	1.21
BUS	KILBURN LUL STATION	189	398.82	6.5	0.5	4.99	6.62	11.6	2.59	1.29
BUS	KILBURN LUL STATION	32	398.82	7.5	0.5	4.99	6	10.99	2.73	1.37
BUS	KILBURN LUL STATION	16	398.82	9	1	4.99	5.33	10.32	2.91	2.91
LU LRT	Kilburn	Jubilee Line Stratford to Stanmore	329.56	17.8	1	4.12	2.44	6.55	4.58	4.58
LU LRT	Kilburn	Jubilee Line Willesden Green to Stratford	329.56	4.4	0.5	4.12	7.57	11.69	2.57	1.28
LU LRT	Kilburn	Jubilee Line Stratford to Wembley Park	329.56	4.4	0.5	4.12	7.57	11.69	2.57	1.28
NATIONAL_RAIL	BRONDESBURY	RICHMOND to STRATFORD	521.12	4	1	6.51	8.25	14.76	2.03	2.03
NATIONAL_RAIL	BRONDESBURY	CLAPHAM JUNCTION to STRATFORD	521.12	2	0.5	6.51	15.75	22.26	1.35	0.67
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	ST ALBANS BR to WEST NORWOOD BR	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	WIMBLEDON BR to BEDFORD MIDLAND	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	ST ALBANS BR to MOORGATE	756.26	0.67	0.5	9.45	45.53	54.98	0.55	0.27
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	MOORGATE to LUTON	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	MOORGATE to ST ALBANS BR	756.26	1	0.5	9.45	30.75	40.2	0.75	0.37
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	MOORGATE to LUTON	756.26	0.67	0.5	9.45	45.53	54.98	0.55	0.27
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	WIMBLEDON BR to LUTON	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	ST ALBANS BR to SUTTON (SURREY)	756.26	0.67	0.5	9.45	45.53	54.98	0.55	0.27
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	WIMBLEDON BR to ST ALBANS BR	756.26	1.33	0.5	9.45	23.31	32.76	0.92	0.46
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	LUTON to MOORGATE	756.26	0.67	0.5	9.45	45.53	54.98	0.55	0.27
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	LUTON to MOORGATE	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	BEDFORD MIDLAND to MOORGATE	756.26	1	0.5	9.45	30.75	40.2	0.75	0.37
NATIONAL_RAIL	WEST HAMPSTEAD THAMESLINK	SELHURST to ST ALBANS BR	756.26	0.33	0.5	9.45	91.66	101.11	0.3	0.15

Total AI for this POI is 24.48

PTAL Rating is 5.

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: 524932, 184779

PTAL Range of Index	Description	
1a (Low)	0.01 – 2.50	Very poor
1b	2.51 – 5.00	Very poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 – 40.00	Excellent
6b (High)	40.01 +	Excellent

Appendix B

Trip Generation Assessment

Appendix B
Trip Generation Assessment - Existing Office Scheme

Existing Office 4236 sqm

TravL Sites

Name	Adhsel Centre	Highbury House Communications	Gordon House Business Centre	Average
Address	55 Philbeach Gardens	1 - 3 Highbury Station Road	6 Lissenden Gardens	
Postcode	SW5 9DW	N1 1SE	NW5 1LX	
Survey Date	05/03/2001	23/04/2001	13/01/1999	
PTAL	6	6	5	
GFA (sqm)	498	1000	731	
No. Parking Spaces	12	4		

Car Trips

Hour Starting	Trip Rates / 100sqm GFA								Existing Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30											
07:30-08:00			0.30	0.00			0.30	0.00	13	0	13
08:00-08:30	0.20	0.00	0.20	0.00			0.20	0.00	8	0	8
08:30-09:00	0.00	0.00	0.10	0.00	0.410	0.274	0.17	0.09	7	4	11
09:00-09:30	0.20	0.00	0.10	0.00	0.547	0.274	0.28	0.09	12	4	16
09:30-10:00	0.00	0.20	0.00	0.00	0.000	0.000	0.00	0.07	0	3	3
10:00-10:30	0.20	0.00	0.00	0.00	0.000	0.137	0.07	0.05	3	2	5
10:30-11:00	0.00	0.00	0.00	0.00	1.094	0.410	0.36	0.14	15	6	21
11:00-11:30	0.00	0.00	0.00	0.00	0.274	0.547	0.09	0.18	4	8	12
11:30-12:00	0.00	0.00	0.10	0.00	0.274	0.274	0.12	0.09	5	4	9
12:00-12:30	0.00	0.20	0.00	0.10	0.137	0.274	0.05	0.19	2	8	10
12:30-13:00	0.40	0.00	0.00	0.00	0.410	0.410	0.27	0.14	11	6	17
13:00-13:30	0.00	0.20	0.00	0.00	0.410	0.547	0.14	0.25	6	11	16
13:30-14:00	0.00	0.00	0.00	0.00	0.410	0.410	0.14	0.14	6	6	12
14:00-14:30	0.20	0.00	0.00	0.00	0.274	0.547	0.16	0.18	7	8	14
14:30-15:00	0.80	0.00	0.00	0.10	0.274	0.137	0.36	0.08	15	3	19
15:00-15:30	0.00	1.00	0.00	0.00	0.000	0.000	0.00	0.33	0	14	14
15:30-16:00	0.00	0.00	0.10	0.00	0.137	0.137	0.08	0.05	3	2	5
16:00-16:30	0.00	0.00	0.00	0.00	0.410	0.274	0.14	0.09	6	4	10
16:30-17:00	0.20	0.00	0.00	0.10	0.000	0.274	0.07	0.12	3	5	8
17:00-17:30	0.00	0.20	0.00	0.10	0.137	0.137	0.05	0.15	2	6	8
17:30-18:00	0.00	0.20	0.00	0.30	0.000	0.137	0.00	0.21	0	9	9
18:00-18:30			0.00	0.20	0.000	0.000	0.00	0.10	0	4	4
18:30-19:00											
Total	2.21	2.01	0.90	0.90	5.20	5.20	3.04	2.74	129	116	244

Motorcycle Trips

Hour Starting	Trip Rates / 100sqm GFA								Existing Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30											
07:30-08:00			0.00	0.00			0.00	0.00	0	0	0
08:00-08:30	0.00	0.00	0.20	0.00			0.10	0.00	4	0	4
08:30-09:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
09:00-09:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
09:30-10:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
10:00-10:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
10:30-11:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
11:00-11:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
11:30-12:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
12:00-12:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
12:30-13:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
13:00-13:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
13:30-14:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
14:00-14:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
14:30-15:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
15:00-15:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
15:30-16:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
16:00-16:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
16:30-17:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
17:00-17:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
17:30-18:00	0.00	0.00	0.00	0.10	0.000	0.000	0.00	0.03	0	1	1
18:00-18:30			0.00	0.10	0.000	0.000	0.00	0.05	0	2	2
18:30-19:00											
Total	0.00	0.00	0.20	0.20	0.00	0.00	0.10	0.08	4	4	8

Taxi Trips

Hour Starting	Trip Rates / 100sqm GFA								Existing Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30											
07:30-08:00			0.00	0.00			0.00	0.00	0	0	0
08:00-08:30	0.00	0.00	0.00	0.00			0.00	0.00	0	0	0
08:30-09:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
09:00-09:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
09:30-10:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
10:00-10:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
10:30-11:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
11:00-11:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
11:30-12:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
12:00-12:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
12:30-13:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
13:00-13:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
13:30-14:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
14:00-14:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
14:30-15:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
15:00-15:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
15:30-16:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
16:00-16:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
16:30-17:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
17:00-17:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
17:30-18:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
18:00-18:30			0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
18:30-19:00											
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

Pedal Cycle Trips

Hour Starting	Trip Rates / 100sqm GFA								Existing Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30											
07:30-08:00			0.00	0.00			0.00	0.00	0	0	0
08:00-08:30	0.00	0.00	0.00	0.00			0.00	0.00	0	0	0
08:30-09:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
09:00-09:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
09:30-10:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
10:00-10:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
10:30-11:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
11:00-11:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
11:30-12:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
12:00-12:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
12:30-13:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
13:00-13:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
13:30-14:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
14:00-14:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
14:30-15:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
15:00-15:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
15:30-16:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
16:00-16:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
16:30-17:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
17:00-17:30	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
17:30-18:00	0.00	0.00	0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
18:00-18:30			0.00	0.00	0.000	0.000	0.00	0.00	0	0	0
18:30-19:00											
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0

Walk & Public Transport Trips

Hour Starting	Trip Rates / 100sqm GFA								Existing Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30											
07:30-08:00			1.10	0.00			1.10	0.00	47	0	47
08:00-08:30	0.40	0.00	2.60	0.30			1.50	0.15	64	6	70
08:30-09:00	0.60	0.00	2.00	0.20	0.274	0.000	0.96	0.07	41	3	43
09:00-09:30	0.60	0.00	2.90	0.30	0.274	0.000	1.26	0.10	53	4	58
09:30-10:00	1.00	0.80	1.90	0.30	0.547	0.274	1.15	0.46	49	19	68
10:00-10:30	0.20	0.00	0.40	0.60	0.000	0.000	0.20	0.20	8	8	17
10:30-11:00	0.00	0.00	0.30	0.20	0.000	0.000	0.10	0.07	4	3	7
11:00-11:30	0.20	0.00	0.20	0.10	0.137	0.000	0.18	0.03	8	1	9
11:30-12:00	0.00	0.00	0.20	0.20	0.000	0.137	0.07	0.11	3	5	8
12:00-12:30	1.00	1.41	0.30	1.70	0.137	0.000	0.48	1.04	20	44	64
12:30-13:00	0.00	0.40	1.90	3.10	0.000	0.000	0.63	1.17	27	49	76
13:00-13:30	1.00	0.00	2.10	2.40	0.000	0.000	1.03	0.80	44	34	78
13:30-14:00	0.00	0.20	3.40	0.70	0.137	0.137	1.18	0.35	50	15	65
14:00-14:30	0.20	0.00	0.90	0.00	0.000	0.137	0.37	0.05	16	2	17
14:30-15:00	0.00	0.00	0.40	0.30	0.000	0.000	0.13	0.10	6	4	10
15:00-15:30	0.00	0.20	0.90	0.30	0.137	0.137	0.35	0.21	15	9	24
15:30-16:00	0.00	0.60	0.50	0.40	0.137	0.000	0.21	0.33	9	14	23
16:00-16:30	0.00	0.00	0.40	0.60	0.000	0.137	0.13	0.25	6	10	16
16:30-17:00	0.00	0.20	0.20	0.30	0.000	0.000	0.07	0.17	3	7	10
17:00-17:30	0.00	0.40	0.00	1.90	0.000	0.274	0.00	0.86	0	36	36
17:30-18:00	0.00	0.60	0.00	5.80	0.000	0.547	0.00	2.32	0	98	98
18:00-18:30			0.00	2.00	0.000	0.274	0.00	1.14	0	48	48
18:30-19:00											
Total	5.22	4.82	22.60	21.70	1.78	2.05	11.10	9.95	470	422	892

2001 Census - Method of Travel to Work - Daytime & Resident Population (UV37 & UV39)

Walk & Public Transport	Fortune Green Ward Walk & Public Transport No.	 %
Underground / DLR	2713	58%
Train	836	18%
Bus, minibus or coach	588	13%
On foot	561	12%
Total	4698	100%

Walk & Public Transport Trips by Mode

Hour	Bus		Underground / DLR		Rail		Walk		All	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00-07:30	0	0	0	0	0	0	0	0	0	0
07:30-08:00	6	0	27	0	8	0	6	0	47	0
08:00-08:30	8	1	37	4	11	1	8	1	64	6
08:30-09:00	5	0	23	2	7	1	5	0	41	3
09:00-09:30	7	1	31	2	9	1	6	1	53	4
09:30-10:00	6	2	28	11	9	3	6	2	49	19
10:00-10:30	1	1	5	5	2	2	1	1	8	8
10:30-11:00	1	0	2	2	1	1	1	0	4	3
11:00-11:30	1	0	4	1	1	0	1	0	8	1
11:30-12:00	0	1	2	3	1	1	0	1	3	5
12:00-12:30	3	5	12	25	4	8	2	5	20	44
12:30-13:00	3	6	15	29	5	9	3	6	27	49
13:00-13:30	5	4	25	20	8	6	5	4	44	34
13:30-14:00	6	2	29	8	9	3	6	2	50	15
14:00-14:30	2	0	9	1	3	0	2	0	16	2
14:30-15:00	1	1	3	2	1	1	1	1	6	4
15:00-15:30	2	1	8	5	3	2	2	1	15	9
15:30-16:00	1	2	5	8	2	3	1	2	9	14
16:00-16:30	1	1	3	6	1	2	1	1	6	10
16:30-17:00	0	1	2	4	1	1	0	1	3	7
17:00-17:30	0	5	0	21	0	6	0	4	0	36
17:30-18:00	0	12	0	57	0	17	0	12	0	98
18:00-18:30	0	6	0	28	0	9	0	6	0	48
18:30-19:00	0	0	0	0	0	0	0	0	0	0
Total	59	53	272	243	84	75	56	50	470	422

Appendix B
Trip Generation Assessment - Proposed Residential Scheme

Proposed Scheme 91 Units

TravL Sites

Name	Discovery Dock	Coopers Court	St George Wharf (Afford' & Private)	Average
Address	3 South Quay, Marsh Wall	Church Road	Wandsworth Rd	
Postcode	E14 9SJ	W3 8PN	SW8 2LR	
Survey Date	04/06/2008	22/09/2005	24/05/2006	
PTAL	4	5	6	
No. Units	192	77	291	
No. Parking Spaces	180	77	226	
Parking Spaces / Unit	0.94	1.00	0.78	

Car Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.01	0.01	0.00	0.09	0.00	0.00	0.00	0.03	0	3	3
07:30-08:00	0.00	0.00	0.00	0.08	0.00	0.01	0.00	0.03	0	3	3
08:00-08:30	0.00	0.02	0.01	0.08	0.00	0.01	0.00	0.03	0	3	3
08:30-09:00	0.06	0.00	0.00	0.16	0.00	0.01	0.02	0.06	2	5	7
09:00-09:30	0.01	0.01	0.03	0.01	0.00	0.01	0.01	0.01	1	1	2
09:30-10:00	0.02	0.01	0.03	0.03	0.00	0.00	0.02	0.01	1	1	2
10:00-10:30	0.02	0.00	0.03	0.01	0.00	0.00	0.01	0.00	1	0	2
10:30-11:00	0.01	0.02	0.03	0.00	0.00	0.00	0.01	0.01	1	0	2
11:00-11:30	0.01	0.01	0.00	0.03	0.00	0.00	0.00	0.01	0	1	1
11:30-12:00	0.00	0.01	0.03	0.04	0.00	0.00	0.01	0.02	1	1	2
12:00-12:30	0.00	0.01	0.01	0.00	0.00	0.01	0.01	0.01	0	1	1
12:30-13:00	0.01	0.02	0.04	0.00	0.00	0.00	0.02	0.01	1	1	2
13:00-13:30	0.00	0.01	0.03	0.03	0.00	0.00	0.01	0.01	1	1	2
13:30-14:00	0.02	0.01	0.04	0.06	0.00	0.02	0.02	0.03	2	3	4
14:00-14:30	0.01	0.02	0.04	0.05	0.00	0.00	0.02	0.02	1	2	3
14:30-15:00	0.00	0.00	0.05	0.03	0.00	0.00	0.02	0.01	2	1	2
15:00-15:30	0.01	0.01	0.06	0.04	0.00	0.00	0.03	0.02	2	1	4
15:30-16:00	0.02	0.02	0.08	0.04	0.00	0.00	0.03	0.02	3	2	5
16:00-16:30	0.02	0.01	0.05	0.04	0.01	0.00	0.03	0.01	2	1	4
16:30-17:00	0.01	0.00	0.03	0.04	0.01	0.00	0.01	0.01	1	1	2
17:00-17:30	0.01	0.01	0.05	0.05	0.01	0.00	0.02	0.02	2	2	4
17:30-18:00	0.01	0.01	0.08	0.04	0.00	0.00	0.03	0.01	3	1	4
18:00-18:30	0.01	0.02	0.08	0.05	0.02	0.00	0.03	0.03	3	2	5
18:30-19:00	0.01	0.02	0.05	0.03	0.01	0.01	0.02	0.02	2	2	4
19:00-19:30	0.00	0.01	0.04	0.03	0.01	0.00	0.02	0.01	2	1	3
19:30-20:00	0.01	0.01	0.09	0.03	0.00	0.00	0.03	0.01	3	1	4
20:00-20:30	0.01	0.01	0.06	0.00	0.01	0.00	0.03	0.00	3	0	3
20:30-21:00	0.00	0.02	0.03	0.01	0.00	0.00	0.01	0.01	1	1	2
21:00-21:30	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0	0	1
21:30-22:00	0.00	0.00	0.03	0.01	0.00	0.00	0.01	0.01	1	0	1
Total	0.24	0.24	1.09	1.10	0.11	0.09	0.48	0.48	44	44	87

Motorcycle Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
07:30-08:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
08:00-08:30	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0	0	0
08:30-09:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
09:00-09:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
09:30-10:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:00-10:30	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0	0	0
10:30-11:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:00-11:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:30-12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
12:00-12:30	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0	0	0
12:30-13:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
13:00-13:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
13:30-14:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:00-14:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:30-15:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
15:00-15:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
15:30-16:00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0	0	0
16:00-16:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
16:30-17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:00-17:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:30-18:00	0.00	0.00	0.04	0.00	0.00	0.00	0.01	0.00	1	0	1
18:00-18:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
18:30-19:00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0	0	0
19:00-19:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
19:30-20:00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
20:00-20:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
20:30-21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:00-21:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:30-22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Total	0.01	0.00	0.06	0.04	0.00	0.00	0.02	0.01	2	1	3

Taxi Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
07:30-08:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
08:00-08:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
08:30-09:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
09:00-09:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
09:30-10:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:00-10:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:30-11:00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:00-11:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:30-12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
12:00-12:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
12:30-13:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
13:00-13:30	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0
13:30-14:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:00-14:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:30-15:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
15:00-15:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
15:30-16:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
16:00-16:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
16:30-17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:00-17:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:30-18:00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0	0	0
18:00-18:30	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0	0	0
18:30-19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
19:00-19:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
19:30-20:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
20:00-20:30	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0
20:30-21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:00-21:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:30-22:00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0
Total	0.01	0.01	0.00	0.00	0.02	0.02	0.01	0.01	1	1	2

Pedal Cycle Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
07:30-08:00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0	0	0
08:00-08:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
08:30-09:00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0	0	0
09:00-09:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
09:30-10:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:00-10:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
10:30-11:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:00-11:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
11:30-12:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
12:00-12:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
12:30-13:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
13:00-13:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
13:30-14:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:00-14:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
14:30-15:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
15:00-15:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
15:30-16:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
16:00-16:30	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0
16:30-17:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:00-17:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
17:30-18:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
18:00-18:30	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0	0	0
18:30-19:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
19:00-19:30	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0
19:30-20:00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
20:00-20:30	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
20:30-21:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:00-21:30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
21:30-22:00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Total	0.01	0.01	0.00	0.00	0.04	0.05	0.02	0.02	2	2	3

Walk & Public Transport Trips

Hour Starting	Trip Rates / Unit								Proposed Scheme Forecast		
	arr*	dep*	arr	dep	arr	dep	arr	dep	arr	dep	two-way
07:00-07:30	0.06	0.10	0.00	0.10	0.01	0.04	0.00	0.07	0	6	7
07:30-08:00	0.06	0.24	0.00	0.13	0.04	0.16	0.02	0.15	2	13	15
08:00-08:30	0.05	0.28	0.00	0.12	0.03	0.16	0.02	0.14	1	13	14
08:30-09:00	0.13	0.35	0.00	0.17	0.04	0.13	0.02	0.15	2	13	15
09:00-09:30	0.04	0.23	0.03	0.01	0.05	0.10	0.04	0.06	4	5	9
09:30-10:00	0.05	0.09	0.03	0.05	0.02	0.08	0.02	0.07	2	6	8
10:00-10:30	0.07	0.13	0.03	0.05	0.02	0.03	0.03	0.04	2	4	6
10:30-11:00	0.09	0.14	0.03	0.03	0.03	0.03	0.03	0.03	3	2	5
11:00-11:30	0.04	0.09	0.00	0.04	0.03	0.04	0.02	0.04	1	4	5
11:30-12:00	0.08	0.08	0.03	0.03	0.03	0.04	0.03	0.04	3	3	6
12:00-12:30	0.08	0.14	0.00	0.03	0.04	0.04	0.02	0.04	2	3	5
12:30-13:00	0.18	0.14	0.04	0.01	0.04	0.02	0.04	0.02	4	2	5
13:00-13:30	0.15	0.18	0.09	0.03	0.06	0.06	0.07	0.04	7	4	11
13:30-14:00	0.17	0.17	0.04	0.04	0.08	0.06	0.06	0.05	5	5	10
14:00-14:30	0.07	0.09	0.08	0.05	0.05	0.03	0.07	0.04	6	4	10
14:30-15:00	0.04	0.07	0.08	0.12	0.02	0.04	0.05	0.08	4	7	12
15:00-15:30	0.12	0.05	0.06	0.05	0.05	0.04	0.06	0.04	5	4	10
15:30-16:00	0.07	0.09	0.14	0.04	0.05	0.04	0.10	0.04	9	3	12
16:00-16:30	0.14	0.10	0.05	0.09	0.07	0.01	0.06	0.05	5	5	10
16:30-17:00	0.05	0.02	0.04	0.04	0.05	0.03	0.05	0.03	4	3	7
17:00-17:30	0.09	0.07	0.08	0.06	0.06	0.04	0.07	0.05	6	5	11
17:30-18:00	0.12	0.06	0.18	0.04	0.10	0.06	0.14	0.05	13	5	18
18:00-18:30	0.28	0.13	0.13	0.04	0.07	0.06	0.10	0.05	9	5	14
18:30-19:00	0.20	0.10	0.10	0.03	0.11	0.04	0.11	0.03	10	3	12
19:00-19:30	0.23	0.06	0.08	0.03	0.12	0.06	0.10	0.04	9	4	13
19:30-20:00	0.22	0.08	0.05	0.04	0.07	0.04	0.06	0.04	5	3	9
20:00-20:30	0.23	0.07	0.06	0.05	0.08	0.04	0.07	0.05	7	4	11
20:30-21:00	0.08	0.01	0.04	0.04	0.06	0.03	0.05	0.03	5	3	8
21:00-21:30	0.09	0.01	0.03	0.01	0.06	0.01	0.04	0.01	4	1	5
21:30-22:00	0.03	0.03	0.08	0.06	0.04	0.01	0.06	0.04	5	3	9
Total	3.32	3.43	1.58	1.62	1.59	1.59	1.59	1.61	144	146	291

* walk only

2001 Census - Method of Travel to Work - Daytime & Resident Population (UV37 & UV39)

Walk & Public Transport	Fortune Green Ward	
	Walk & Public Transport	
	No.	%
Underground / DLR	2713	58%
Train	836	18%
Bus, minibus or coach	588	13%
On foot	561	12%
Total	4698	100%

Walk & Public Transport Trips by Mode

Hour	Bus		Rail		Underground / DLR		Walk		All	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00-07:30	0	1	0	1	0	4	0	1	0	6
07:30-08:00	0	2	0	2	1	8	0	2	2	13
08:00-08:30	0	2	0	2	1	7	0	1	1	13
08:30-09:00	0	2	0	2	1	8	0	2	2	13
09:00-09:30	0	1	1	1	2	3	0	1	4	5
09:30-10:00	0	1	0	1	1	4	0	1	2	6
10:00-10:30	0	0	0	1	1	2	0	0	2	4
10:30-11:00	0	0	0	0	2	1	0	0	3	2
11:00-11:30	0	0	0	1	1	2	0	0	1	4
11:30-12:00	0	0	0	1	1	2	0	0	3	3
12:00-12:30	0	0	0	1	1	2	0	0	2	3
12:30-13:00	0	0	1	0	2	1	0	0	4	2
13:00-13:30	1	0	1	1	4	2	1	0	7	4
13:30-14:00	1	1	1	1	3	3	1	1	5	5
14:00-14:30	1	0	1	1	3	2	1	0	6	4
14:30-15:00	1	1	1	1	3	4	1	1	4	7
15:00-15:30	1	1	1	1	3	2	1	0	5	4
15:30-16:00	1	0	2	1	5	2	1	0	9	3
16:00-16:30	1	1	1	1	3	3	1	1	5	5
16:30-17:00	1	0	1	1	2	2	1	0	4	3
17:00-17:30	1	1	1	1	4	3	1	1	6	5
17:30-18:00	2	1	2	1	7	3	2	1	13	5
18:00-18:30	1	1	2	1	5	3	1	1	9	5
18:30-19:00	1	0	2	1	6	2	1	0	10	3
19:00-19:30	1	0	2	1	5	2	1	0	9	4
19:30-20:00	1	0	1	1	3	2	1	0	5	3
20:00-20:30	1	1	1	1	4	3	1	1	7	4
20:30-21:00	1	0	1	1	3	2	1	0	5	3
21:00-21:30	1	0	1	0	2	1	0	0	4	1
21:30-22:00	1	0	1	1	3	2	1	0	5	3
Total	18	18	26	26	83	84	17	17	144	146