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REP MAYGROVE ROAD DEVELOPMENTS

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

TRANSPORT ASSESSMENT

December 2011

## Contents

- 1.0 INTRODUCTION
- 2.0 POLICY ASSESSMENT
- 3.0 ACCESSIBILITY ASSESSMENT
- 4.0 TRIP GENERATION & IMPACT
- 5.0 PARKING & SERVICING
- 6.0 SUMMARY & CONCLUSIONS

## Figures

- 1 Site Location
- 2 Site Context & Boundary
- 3 Site Photographs
- 4 Proposed First Floor Level Layout
- 5 Proposed Ground Level Layout
- 6 Proposed Basement Level Layout
- 7-11 Basement Level Swept Path Analysis
- 12 First Floor Level Disabled Parking Swept Path Analysis
- 13 Brassey Road Refuse Collection Arrangements
- 14 Maygrove Road Access Sightlines
- 15 Brassey Road Access Sightlines

## Appendices

- A Accessibility Assessment
- B Trip Generation Assessment

## 1.0 INTRODUCTION

- 1.1 REP Maygrove Road Developments are currently seeking planning permission for the redevelopment of land at 65 Maygrove Road, London, NW6 2EH in the London Borough of Camden to provide a residential development of 68 units with associated parking and 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; the main site area, located to the east of 59 Maygrove Road, contains a commercial three storey building which has been vacant for a number of years and has been unsuccessfully marketed in this period. The commercial building has a total floor area of 28,000sqft and is supplemented by on-site parking for 37 cars.
- 1.3 The second element consists of a parcel of land to the east of the main site that was used as a car park by the London Borough of Camden although it is now in the ownership of REP Maygrove Road Developments. This land fronts onto Peace Park to the east. There is an existing 4-5 storey building (67 Maygrove Road) located directly to the east of 65 Maygrove Road. This building contains predominantly commercial uses with residential use on the upper floor. Access to the site is predominantly from Maygrove Road whilst Brassey Road provides access to the rear (north) of the site. Figure 2 shows the site boundary while Figure 3 shows a variety of photographs of the site.
- 1.4 The proposed development will see the removal of the existing buildings from the site and their replacement with two residential blocks with associated parking and landscaping. An affordable block will provide 12 residential units and will be supplemented by 2 disabled car parking spaces and 26 cycle parking spaces. A market block will provide 56 residential units and will be supplemented by 28 car parking spaces, 4 disabled parking spaces and 86 cycle parking spaces. Due to the topography of the site, car and cycle parking is variously provided over 3 levels; first floor level, ground level and basement level. These proposed level layouts are shown in Figures 4, 5 and 6 respectively.
- 1.5 As part of pre-application consultations the local planning authority, the London Borough of Camden, have raised a number of issues they would like to see addressed as part of any planning submission. These include 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

- CSI Distribution of growth
- CSI 1 Promoting Sustainable and efficient travel
- CSI3 Tackling climate change through promoting higher environmental standards

### LDF Development Policies

- DPI6 The Transport implications of development
- DPI7 Walking, Cycling and public transport
- DPI8 Parking standards and limiting the availability of car parking
- DPI9 Managing the impact of parking
- DP20 Movement of Goods and Materials
- DP21 Development Connecting to the Highway Network

2.3 The LDF Core Strategy policies and LDF Development Policy DPI6 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 DPI6 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 DPI7, 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           | 05:37 & 00:16         | 6                    |
|                                   |                 | Brent Park Neasden   | 05:40 & 00:34         | 6                    |
|                                   | 16 / N16        | Victoria             | 24 Hour Service       | 8                    |
|                                   |                 | Cricklewood Broadway | 24 Hour Service       | 8                    |
|                                   | 189             | Marble Arch          | 24 Hour Service       | 7                    |
|                                   |                 | Brent Cross          | 24 Hour Service       | 7                    |
|                                   | 316             | White City           | 05:17 & 00:06         | 7                    |
|                                   |                 | Cricklewood Broadway | 05:44 & 00:36         | 7                    |

Source: Transport for London

\* Number of services per direction during period 0815-0915

3.3 During the morning peak hour around 105 bus services arrive at, and leave from local bus stops. Appendix A presents an extract of the local bus network map.

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  | 05:54 & 00:50         | 17                   |
|                                   |              | Towards Stratford | 05:12 & 00:31         | 15                   |

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 32 underground departures per hour from Kilburn station.
- 3.6 National Rail services are available from Brondesbury and West Hampstead stations which are 529m and 800m 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 & 23:18         | 4                    |
|                              |                       | Clapham Junction          | 06:38 & 22:08         | 8                    |
|                              |                       | Stratford                 | 06:06 & 23:24         | 7                    |
| West Hampstead               | London Overground     | Richmond                  | 06:18 & 23:16         | 4                    |
|                              |                       | Clapham Junction          | 06:36 & 22:06         | 8                    |
|                              |                       | Stratford                 | 06:08 & 23:26         | 7                    |
| West Hampstead Thameslink    | First Capital Connect | St Albans, Luton, Bedford | 04:01 & 02:41         | 6                    |
|                              |                       | St Pancras International  | 24 Hour Service       | 7                    |
|                              |                       | Sutton                    | 05:46 & 21:56         | 3                    |
|                              |                       | Brighton                  | 04:44 & 21:44         | -                    |

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 35 unique departures per hour from local railway stations.
- 3.10 With 172 public transport services accessible within the PTAL walk distances, the site has been found to have a PTAL of 5.



## **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
  - shelter
  - seating
  - 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. There is no level access at Brondesbury or West Hampstead stations. Lift access is soon to be available at West Hampstead Thameslink station as part of station update works.
- 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 66 car club vehicles located within one mile of the site including location on Loveridge Road, Netherwood Street and St Cuthberts Street. 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 As previously detailed, the existing commercial building is vacant having been unsuccessfully marketed as office accommodation. 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 has a total floor area of 28,000sqft (2,600sqm).
- 4.3 Under the proposed scheme, the site would be redeveloped to provide 68 residential units.
- 4.4 Table 4 presents a summary of the vehicle trip generation forecast for the site's consented use based on TravL database information. 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 Site Use<br>(Office Accommodation) |     |     |      | Proposed Site Use<br>(68 Residential Units) |     |     |      |
|---------------|--|-----|-----|------|---|-----|-----|------|
|               | Car  | M/C | B/C | Taxi | Car   | M/C | B/C | Taxi |
| 07:00         | 8  | 0   | 0   | 0    | 4   | 0   | 0   | 0    |
| 08:00         | 12   | 3   | 0   | 0    | 8   | 0   | 0   | 0    |
| 09:00         | 11   | 0   | 0   | 0    | 3   | 0   | 0   | 0    |
| 10:00         | 16   | 0   | 0   | 0    | 2   | 0   | 0   | 0    |
| 11:00         | 13   | 0   | 0   | 0    | 2   | 0   | 0   | 0    |
| 12:00         | 17   | 0   | 0   | 0    | 2   | 0   | 0   | 0    |
| 13:00         | 17   | 0   | 0   | 0    | 5   | 0   | 0   | 0    |
| 14:00         | 20   | 0   | 0   | 0    | 4   | 0   | 0   | 0    |
| 15:00         | 12   | 0   | 0   | 0    | 6   | 0   | 0   | 0    |
| 16:00         | 11   | 0   | 0   | 0    | 5   | 0   | 0   | 0    |
| 17:00         | 11   | 1   | 0   | 0    | 6   | 1   | 0   | 0    |
| 18:00         | 3  | 1   | 0   | 0    | 7   | 0   | 0   | 0    |
| 19:00         |  |     |     |      | 5   | 0   | 0   | 0    |
| 20:00         |  |     |     |      | 3   | 0   | 0   | 0    |
| 21:00         |  |     |     |      | 2   | 0   | 0   | 0    |
| Daily Total   |  |     |     |      | 65  | 2   | 2   | 1    |
| 07:00-19:00   | 150  | 5   | 0   | 0    | 55  | 2   | 2   | 1    |

Source: TravL database

- 4.5 The results of the assessment suggest that the proposed residential development could lead to around 85 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 4 fewer vehicles during the AM peak hour (0800-0900) and 5 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 Site Use<br>(Office Accommodation) |      |      |      | Proposed Site Use<br>(68 Residential Units) |      |      |      |
|---------------|--|------|------|------|---|------|------|------|
|               | Bus  | Tube | Rail | Walk | Bus   | Tube | Rail | Walk |
| 07:00         | 4  | 17   | 5    | 3    | 2   | 9    | 3    | 2    |
| 08:00         | 9  | 40   | 12   | 8    | 3   | 13   | 4    | 3    |
| 09:00         | 10   | 45   | 14   | 9    | 2   | 7    | 2    | 1    |
| 10:00         | 2  | 9    | 3    | 2    | 1   | 5    | 1    | 1    |
| 11:00         | 1  | 6    | 2    | 1    | 1   | 5    | 1    | 1    |
| 12:00         | 11   | 50   | 15   | 10   | 1   | 4    | 1    | 1    |
| 13:00         | 11   | 50   | 16   | 10   | 2   | 9    | 3    | 2    |
| 14:00         | 2  | 10   | 3    | 2    | 2   | 9    | 3    | 2    |
| 15:00         | 4  | 17   | 5    | 3    | 2   | 9    | 3    | 2    |
| 16:00         | 2  | 9    | 3    | 2    | 2   | 8    | 2    | 2    |
| 17:00         | 10   | 48   | 15   | 10   | 3   | 12   | 4    | 3    |
| 18:00         | 4  | 17   | 5    | 4    | 2   | 11   | 3    | 2    |
| 19:00         |  |      |      |      | 2   | 9    | 3    | 2    |
| 20:00         |  |      |      |      | 2   | 8    | 2    | 2    |
| 21:00         |  |      |      |      | 1   | 6    | 2    | 1    |
| Daily Total   |  |      |      |      | 27  | 125  | 39   | 26   |
| 07:00-19:00   | 69   | 316  | 97   | 65   | 22  | 102  | 31   | 21   |

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 69 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 291 fewer public transport trips and 39 fewer walk trips.

- 4.11 The greatest reduction during peak hours on a single mode would be seen during the PM peak hour (17:00-18:00) with 35 fewer passengers on local London Underground services. If all of these Underground trips pass through Kilburn station, total passenger numbers at Kilburn Station during the PM peak would fall by 0.6%. (Source: TfL 2010 data PM Peak Hour Flow: 5,498).
- 4.12 The 6 fewer passengers forecast to use local buses would have a negligible level of impact on the 105 bus services available from local bus stops during the AM peak hour.
- 4.13 The residential TravL database sites used have also been examined with regard to taxi trips. This suggests that over the average day the site could generate 26 taxis trips. However it should be noted that the taxi output from TravL details the number of passengers arriving / leaving by taxi, rather than the number of taxis (vehicles) calling at the development. Full details are presented in Appendix B.

### **Summary**

- 4.14 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 for cars, disabled drivers and cycles, 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 DPI8 - 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 The proposed development site on Maygrove Road is not located within the 'Kilburn' town centre area as designated in the LDF. It is located in a controlled parking zone and has good access to public transport, although there are few local amenities within the immediate area of the site.

- 5.5 Policy DPI8 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'.*

- 5.6 To determine what level of parking provision could be provided in line with the Council's parking standards, the relevant guidance has been examined. According to the parking standards the site is located in a 'Low Parking Provision Area' where developments are permitted to provide 0.5 parking spaces per residential unit. With regards the affordable block where 12 units are proposed

this would equate to 6 spaces, and in relation to the market block of 56 units, 28 spaces would be permitted.

- 5.7 However, as part of pre-application discussions with officers from the London Borough of Camden, it has been suggested that there is scope for the 'like for like' replacement of the site's existing parking provision. Site surveys have revealed that the rear section of the site, which was formerly used as a car park for staff of the London Borough of Camden, is able to accommodate around 37 cars.
- 5.8 On a London wide policy basis, The GLA's 'London Plan' (July 2011) states that for 1 and 2 bedroom residential units, less than one parking space per unit should be provided. For 3 bedroom units the London Plan advises a maximum of 1 to 1.5 spaces, and for 4 or more bedroom units; a maximum of 1.5 to 2 spaces. The London Plan advice goes on to state that "*all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.*" Based on The London Plan guidance, the scheme would be permitted to provide up to 73 on-site parking spaces but should aim for less than 68.
- 5.9 In terms of accessible parking, Camden's 'Development Policies 2010-2025' parking standards requires...
- *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.*
- 5.10 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*".
- 5.11 With regards the affordable block it is proposed to only provide 2 disabled parking spaces at first floor level. No general parking provision will be made for the affordable unit block. In relation to the market unit block it is proposed to provided 28 parking spaces – a figure in line with the 0.5 space per unit permissible provision. In addition a total of 4 disabled parking spaces will also be provided to serve the market block.
- 5.12 In total 34 parking spaces (including 6 disabled parking spaces) will be provided. This total level of provision is therefore less than the existing level of parking provision of 37 spaces.

- 5.13 To comply 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, while the 2 affordable unit disabled parking spaces at first floor level will be accessed via Brassey Street to the rear of the site.
- 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 Plans requires...
- *1 cycle parking space per 1 or 2 bed unit*
  - *2 cycle parking spaces per 3 or more bed unit*
- 5.16 On this basis, the development would require a minimum of 75 cycle parking spaces under Camden guidance, or 79 spaces under GLA guidance.
- 5.17 It is proposed to provide a total of 112 cycle parking spaces within two separate and secure cycle stores at ground level to the rear of the site. The affordable unit store will provide 26 spaces while the market unit store will provide 86 spaces. These cycle parking facilities are shown in Figure 5.
- 5.18 It is also proposed that within the basement 11 motorcycle parking spaces will be provided.

### **Layout, Access and Servicing**

- 5.19 Car parking spaces within the basement parking area will be provided at dimensions of 2.4m x 4.8m. Accessible parking spaces will be provided with additional widths of 1.2m to aid wheelchair manoeuvring. Circulatory aisles will be provided at widths of no less than 6.0m. Motorcycle parking space will be provided at 0.9m x 1.8m.
- 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 2.6m wide by 5.9m 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 3.



- 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 65 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 6 cars departing. On average this would see the car lift being called into use once every 7.5 minutes. Given that a typical car lift system (e.g.: Woehr) can deliver 30 vehicles 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. 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. Ground level and basement holding areas are shown in Figures 5 and 6 respectively.
- 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.
- 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 to 11. Figure 12 shows swept path analysis for the 2 affordable unit disabled parking spaces at ground level. 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 more ease.
- 5.26 Following 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

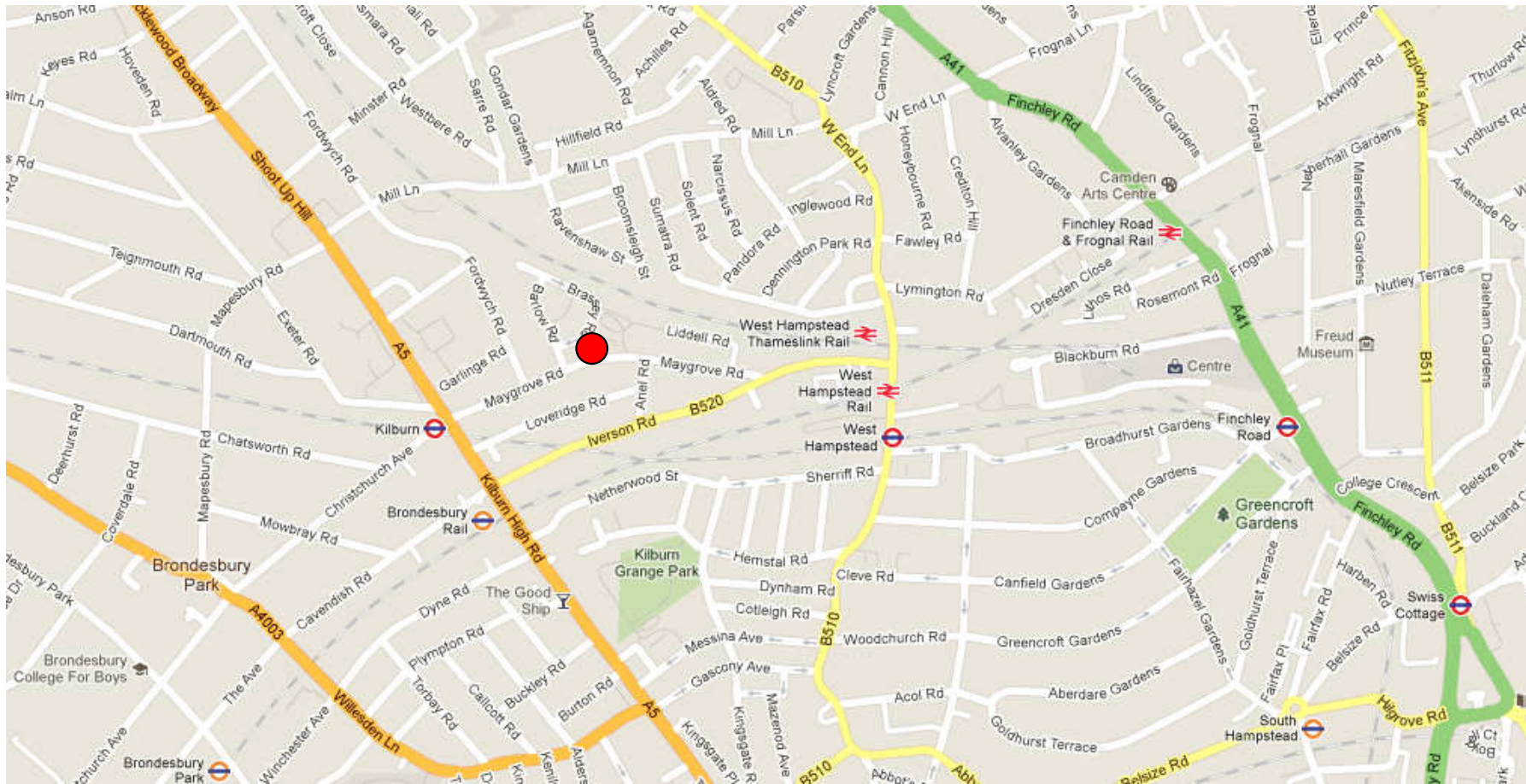
the market unit basement level refuse store, and the affordable unit ground level refuse store, to the temporary refuse store at first floor level at the rear of the site. The temporary refuse store is shown in Figure 4.

- 5.28 Refuse vehicles, which currently collect refuse from other properties on Brassey Road, would pull to a service bay to be created on Brassey Road adjacent to the temporary refuse store. Bins would then be wheel from the temporary refuse store are to the waiting refuse vehicle. Upon completion of collection, the refuse vehicle would leave via Brassey Road. Figure 13 shows refuse collection arrangements.
- 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 The service bay to be created on Brassey Road adjacent to the site will required the relocation of two existing on-street parking bays. These changes will form part of the highway works to be covered by the Section 106 agreement to be signed in respect of the development.
- 5.31 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 Road and the accessible unit access route on Brassey Road.
- 5.32 '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 14 and 15 show that these sightlines can be achieved from both site vehicle access points.

## 6.0 SUMMARY & CONCLUSIONS

- 6.1 The development site is located in an area of 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 cars, disabled drivers, cycles and motorcycles will be made in line with 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

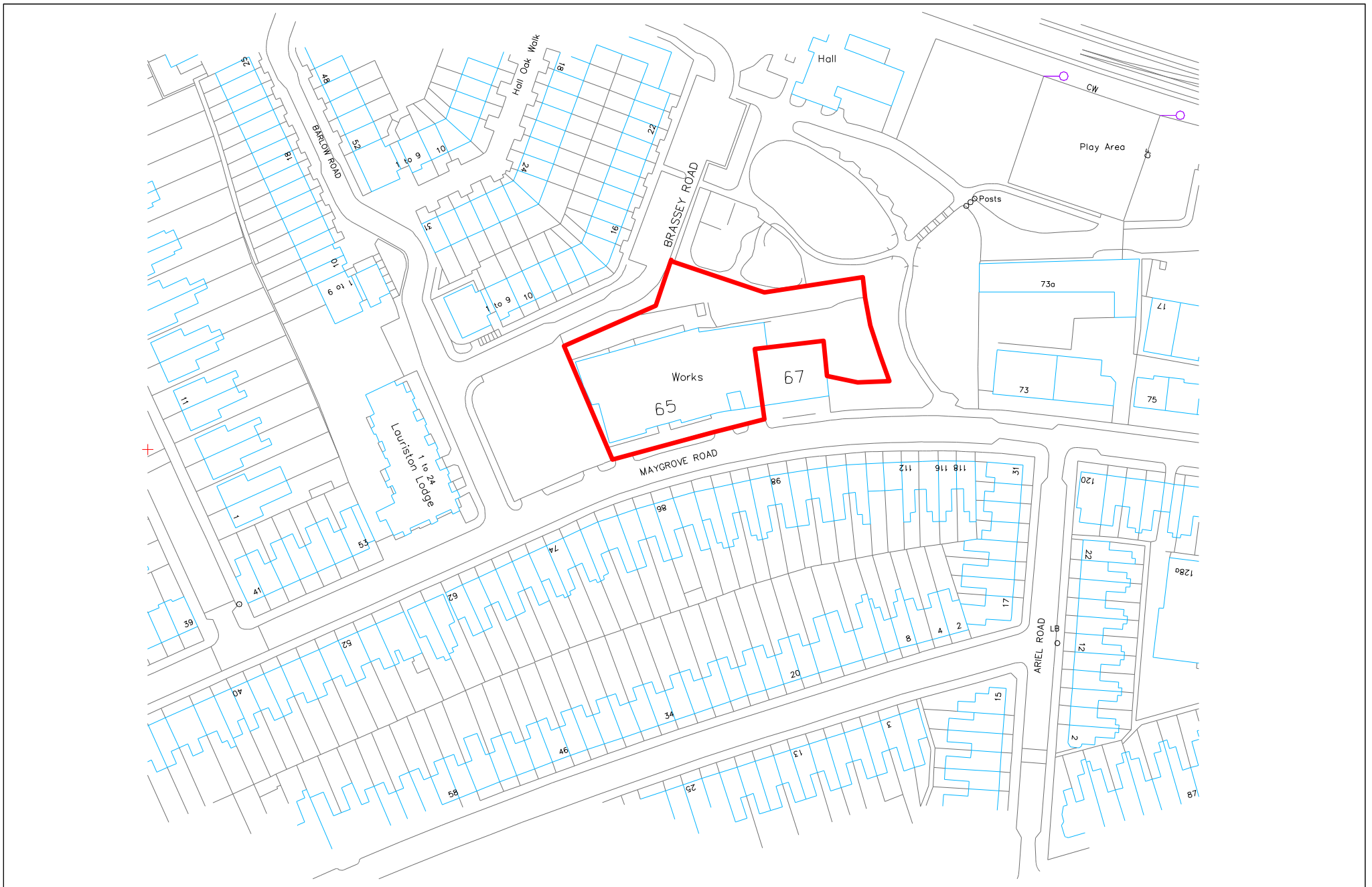
Date: 01/12/11  
 Scale: NTS  
 Source: Google



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

  
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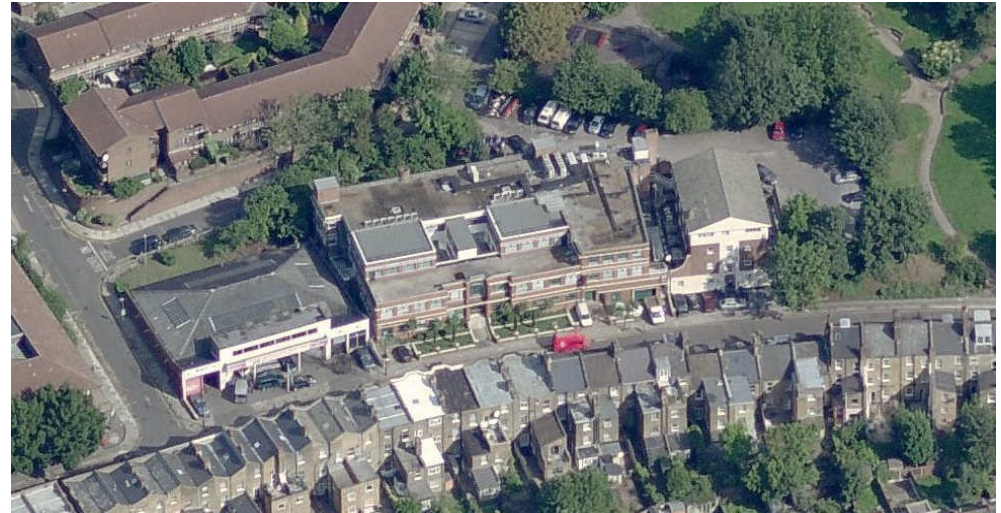
Date: 01/12/11  
 Scale: NTS  
 Source: OS



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

  
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Maygrove Road Frontage



Rear Site Access

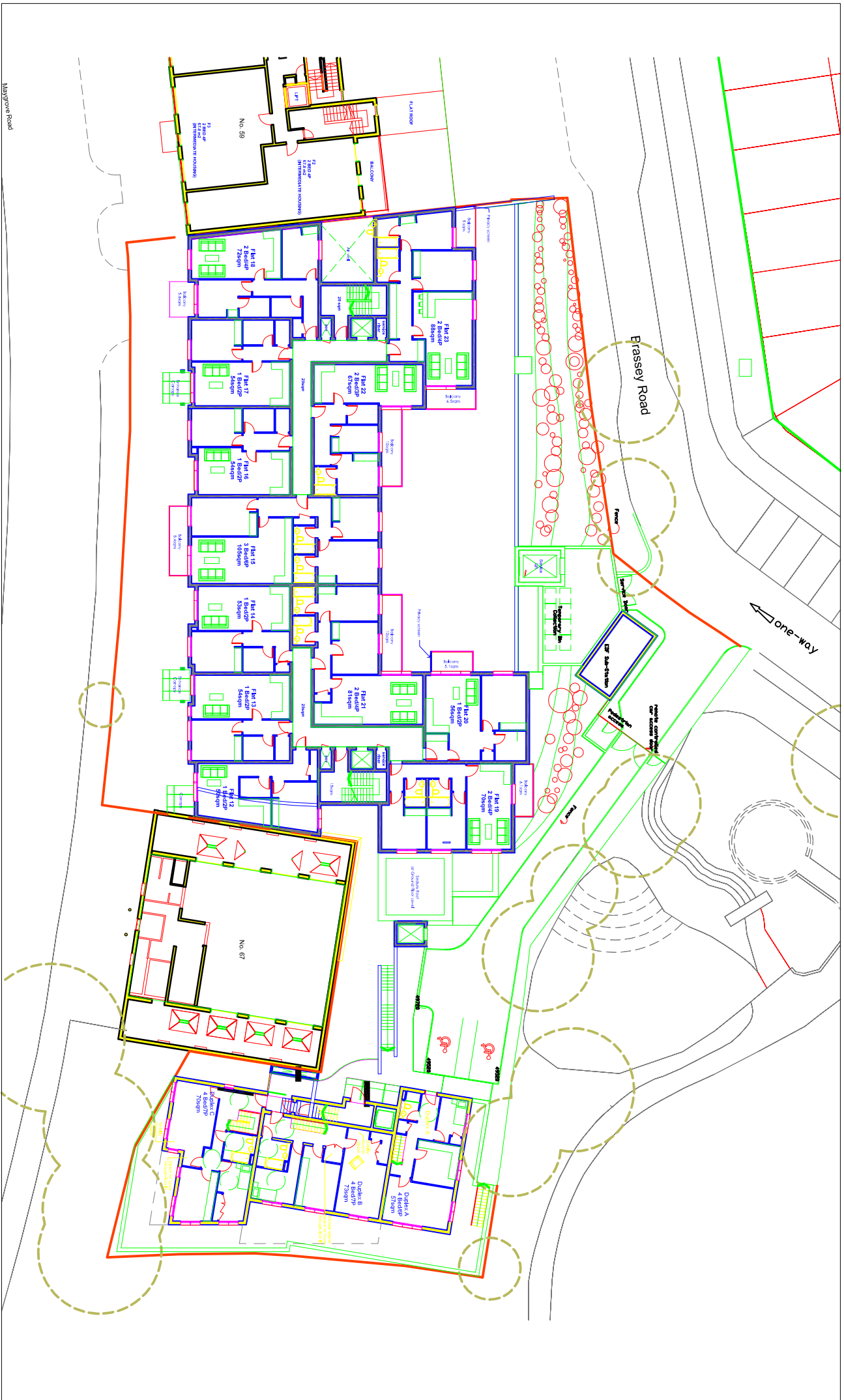
Date: 01/12/11  
Scale: NTS  
Source: OS



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

  
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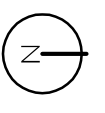


Maygrove Road

Brassey Road

one-way

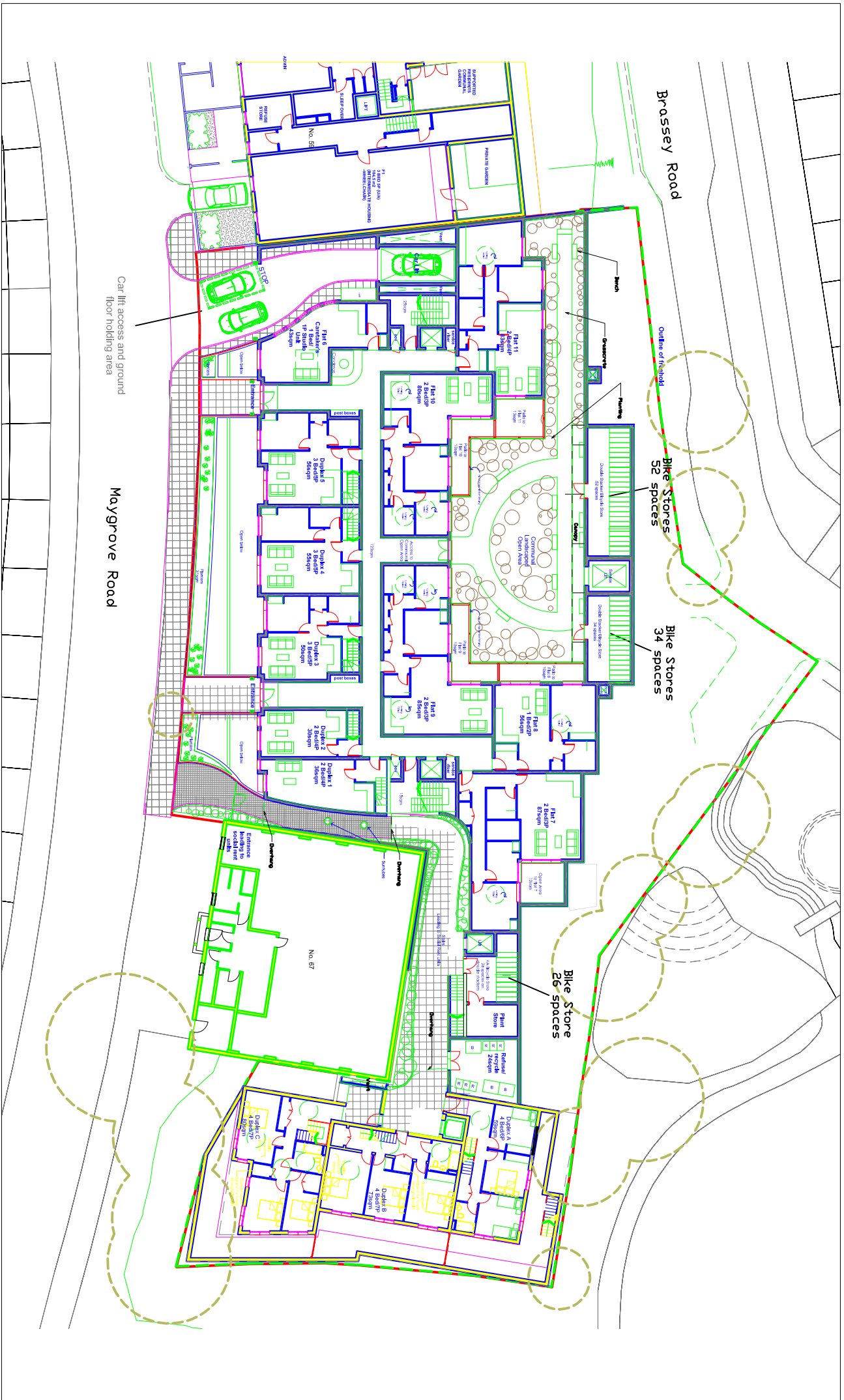
Date: 13/12/11  
 Scale: 1:400@A4  
 Source: Smith Lam Architects



P869: 65 MAYGROVE ROAD.  
 Figure 4. Proposed First Floor Level

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Brassey Road

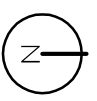
Car lift access and ground floor holding area  
Maygrove Road

Outline of threshold  
Bike Stores  
32 spaces

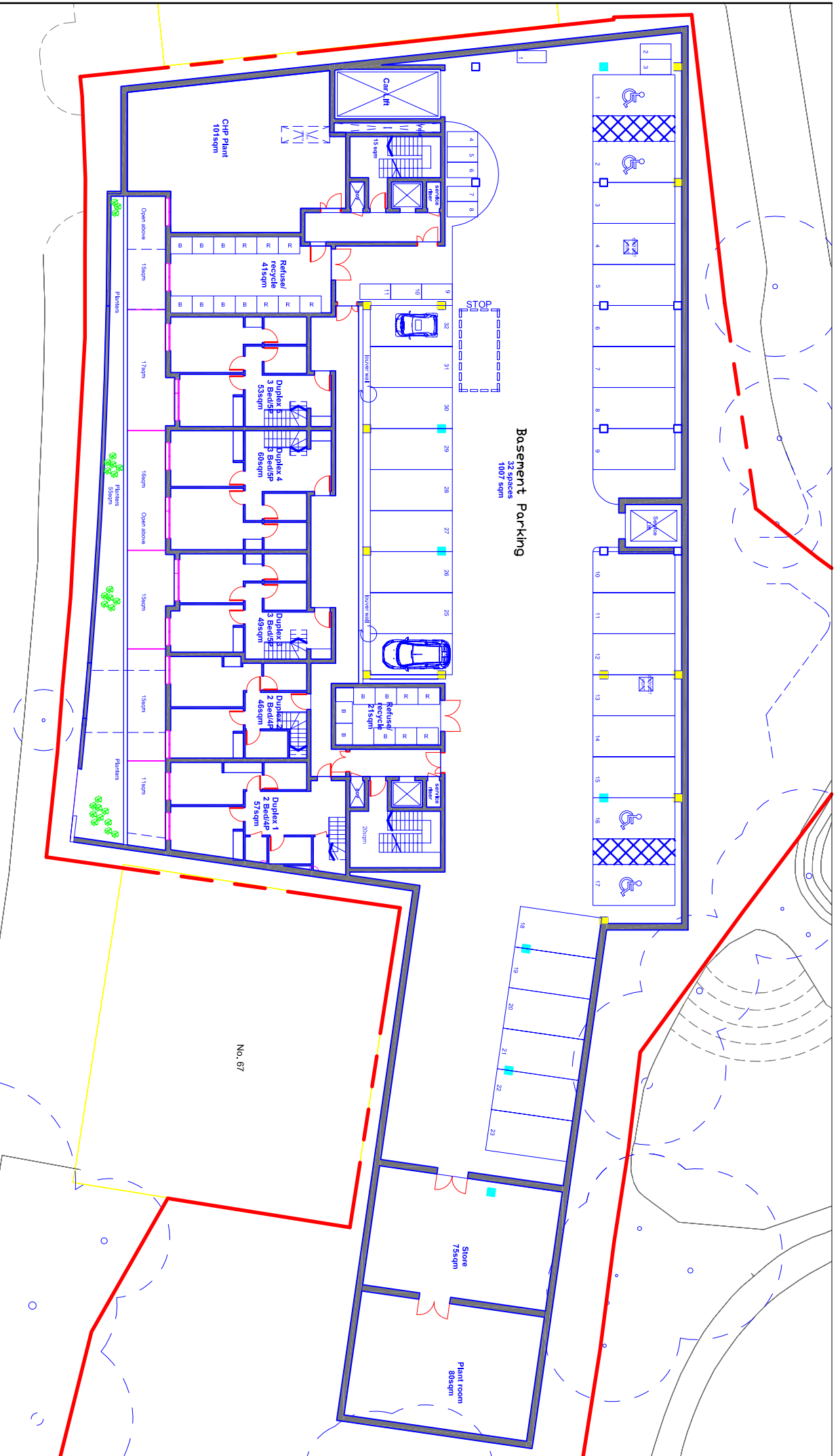
Bike Stores  
34 spaces

Bike Store  
26 spaces

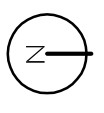
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Source: Smith Lam Architects



P869: 65 MAYGROVE ROAD.  
Figure 5. Proposed Ground Floor Level

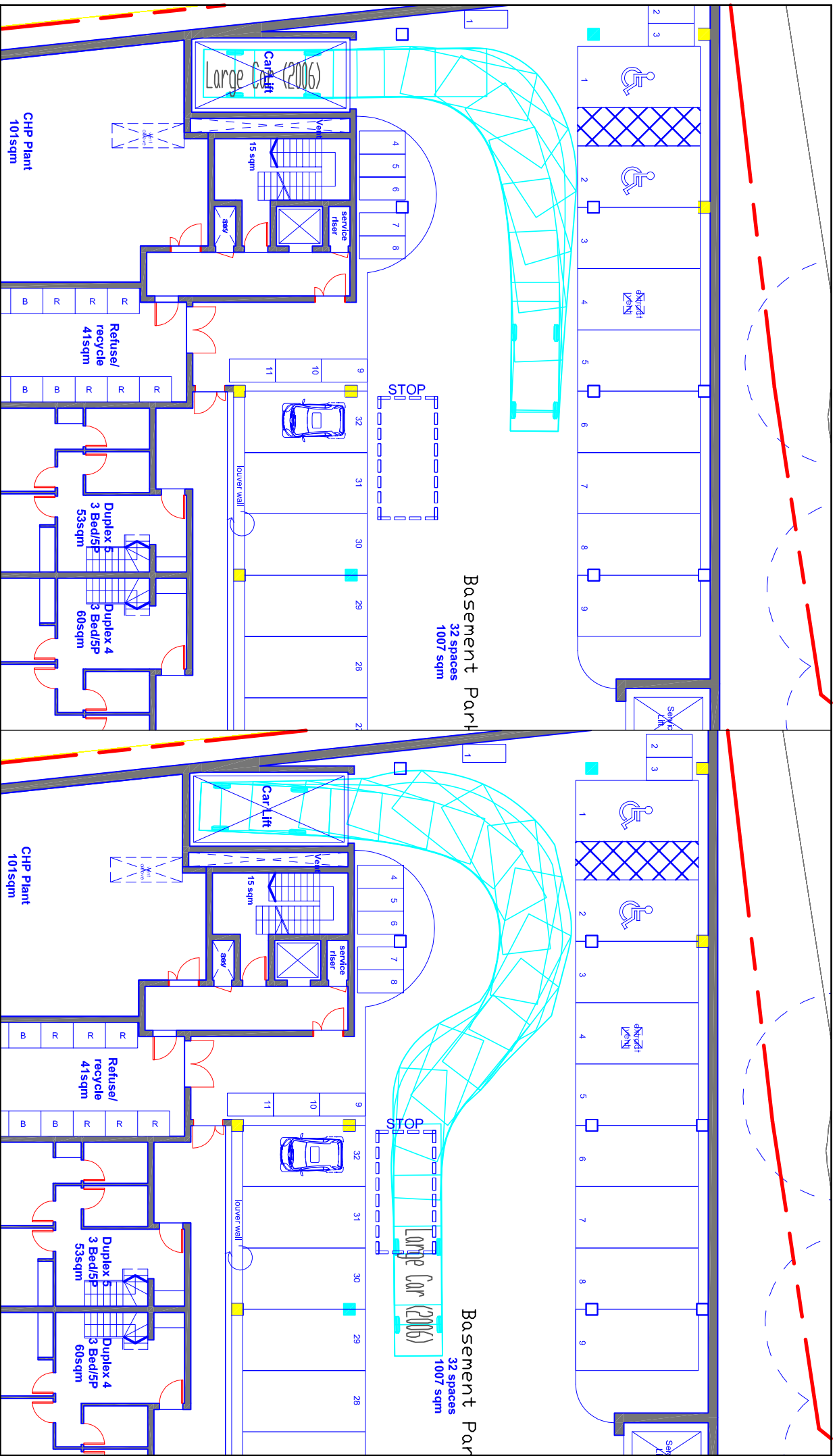


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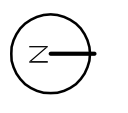


P869: 65 MAYGROVE ROAD.  
 Figure 6. Proposed Basement Layout

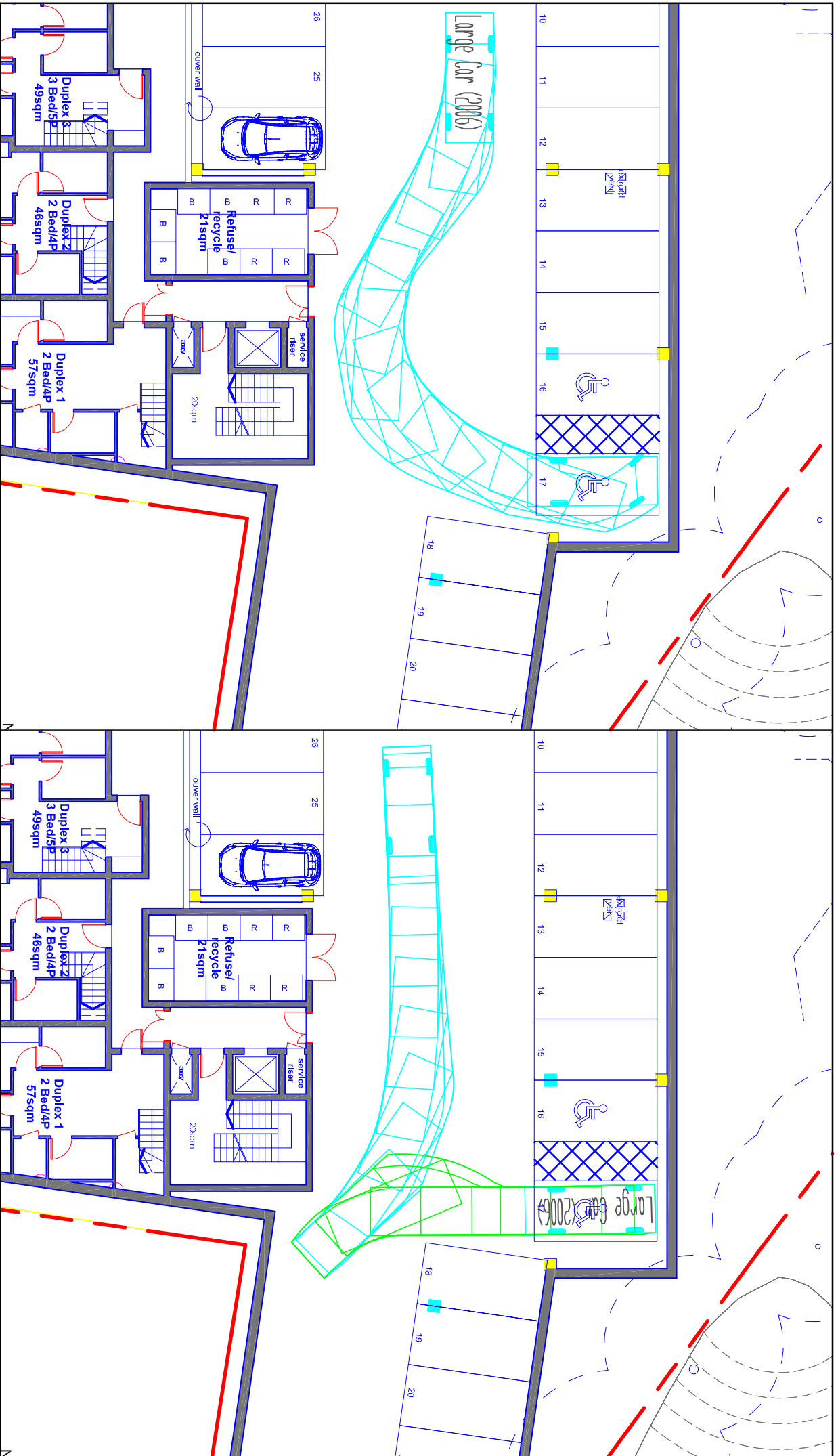
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Date: 13/12/11  
 Scale: 1:200@A4  
 Source: Smith Lam Architect



P869: 65 MAYGROVE ROAD.  
 Figure 7. Swept Path Analysis - Large Car (5.1m x 1.9m)  
 Car Lift: Exiting (Left) Entering (Right)



Date: 13/12/11

Scale: 1:200@A4

Source: Smith Lam Architect



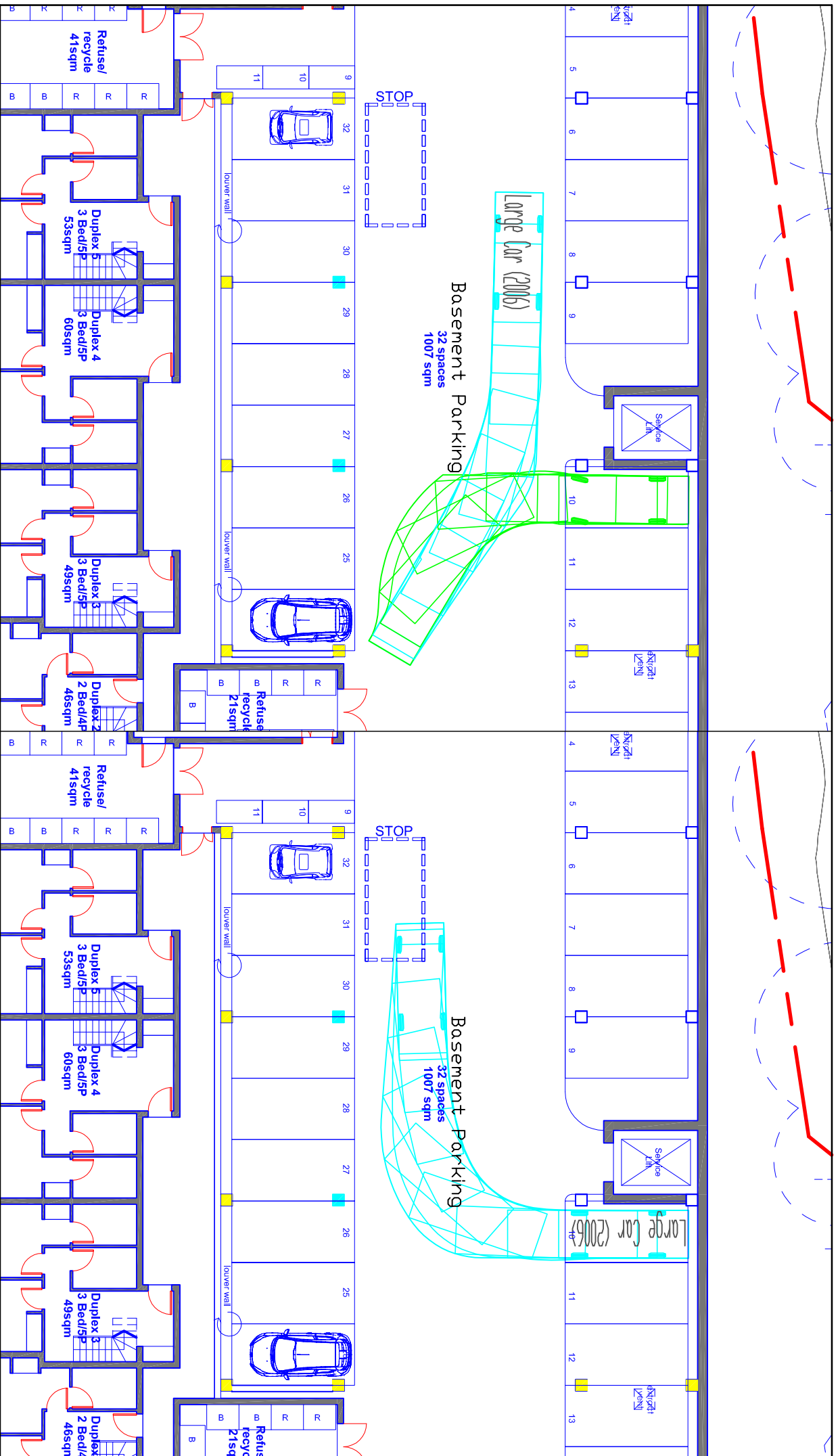
**P869: 65 MAYGROVE ROAD.**

Figure 8. Swept Path Analysis - Large Car (5.1m x 1.9m)

Bay 17: Entering (Left) Exiting (Right)



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Date: 13/12/11

Scale: 1:200@A4

Source: Smith Lam Architect



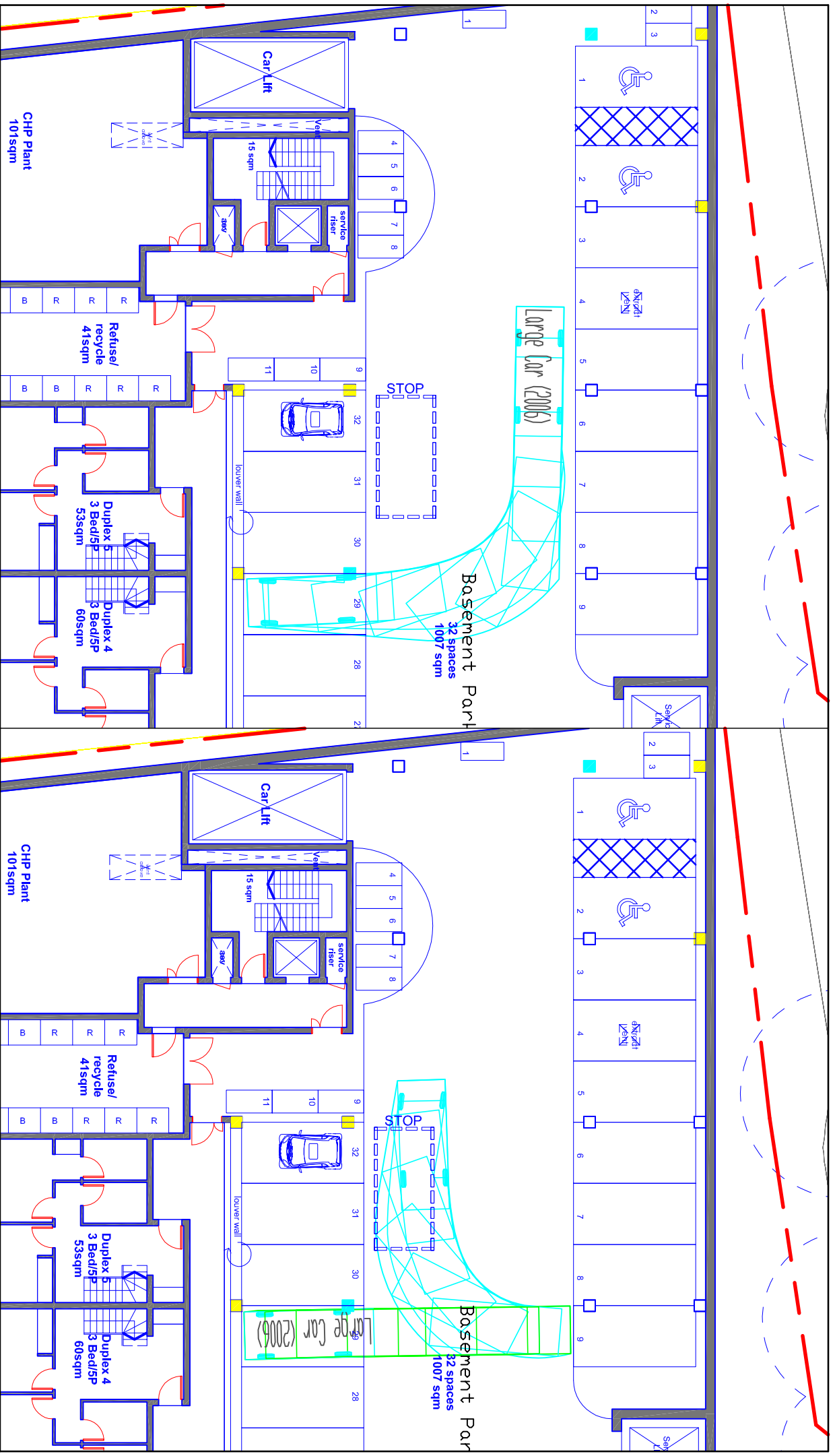
P869: 65 MAYGROVE ROAD.

Figure 9. Swept Path Analysis - Large Car (5.1m x 1.9m)

Bay 10: Entering (left) Exiting (Right)



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Date: 13/12/11

Scale: 1:200@A4

Source: Smith Lam Architect



P869: 65 MAYGROVE ROAD.

Figure 10. Swept Path Analysis - Large Car (5.1m x 1.9m)

Bay 29: Entering (Left) Exiting (Right)



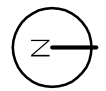
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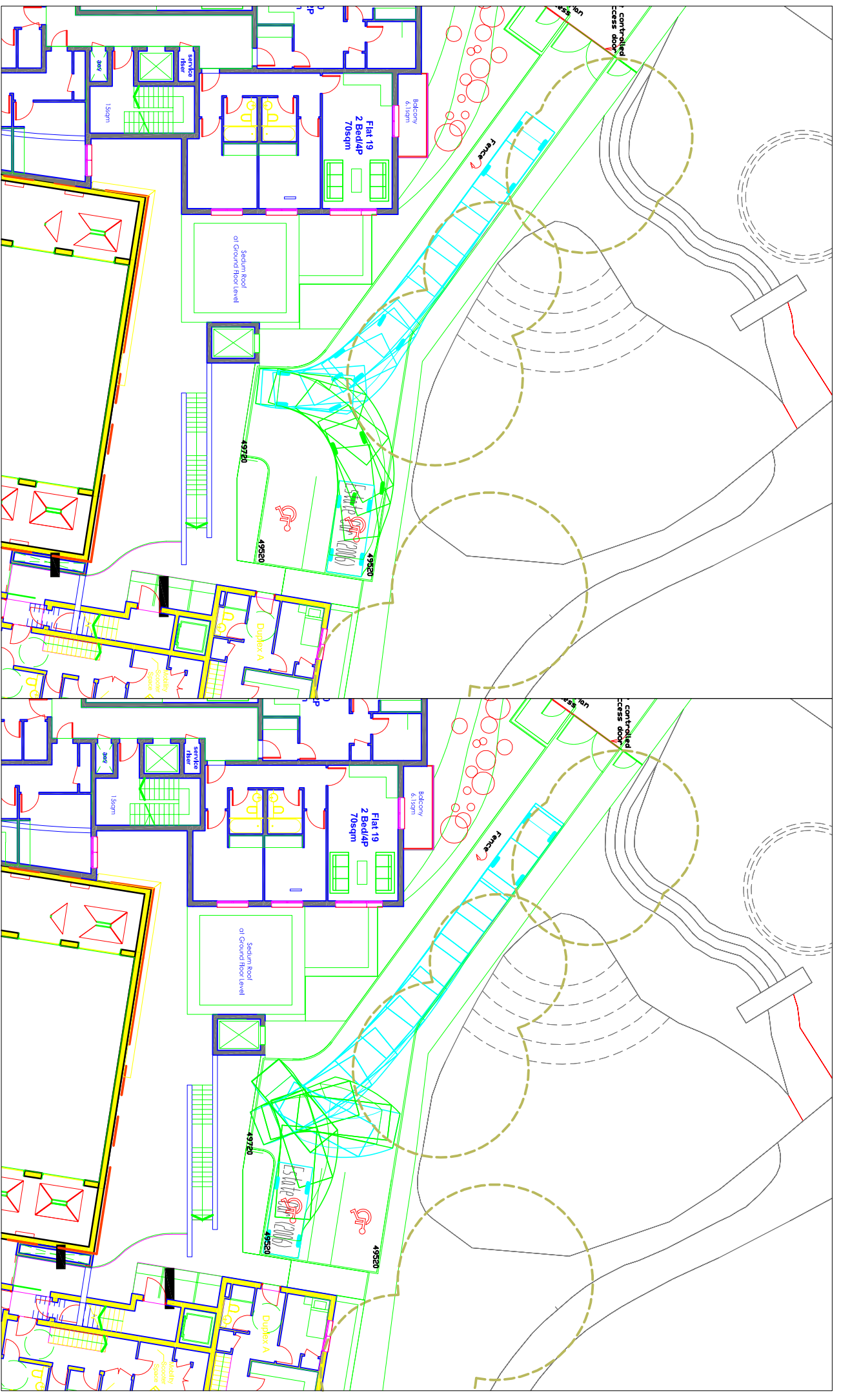


**Basement Parking**  
32 spaces  
1007 sqm

Date: 09/12/11  
Scale: 1:200@A4  
Source: Smith Lam Architect



P869: 65 MAYGROVE ROAD.  
Figure 11. Swept Path Analysis - Large Car (5.1m x 1.9m)  
Exiting Bay 22



Date: 13/12/11

Scale: 1:2500@A4

Source: Smith Lam Architects



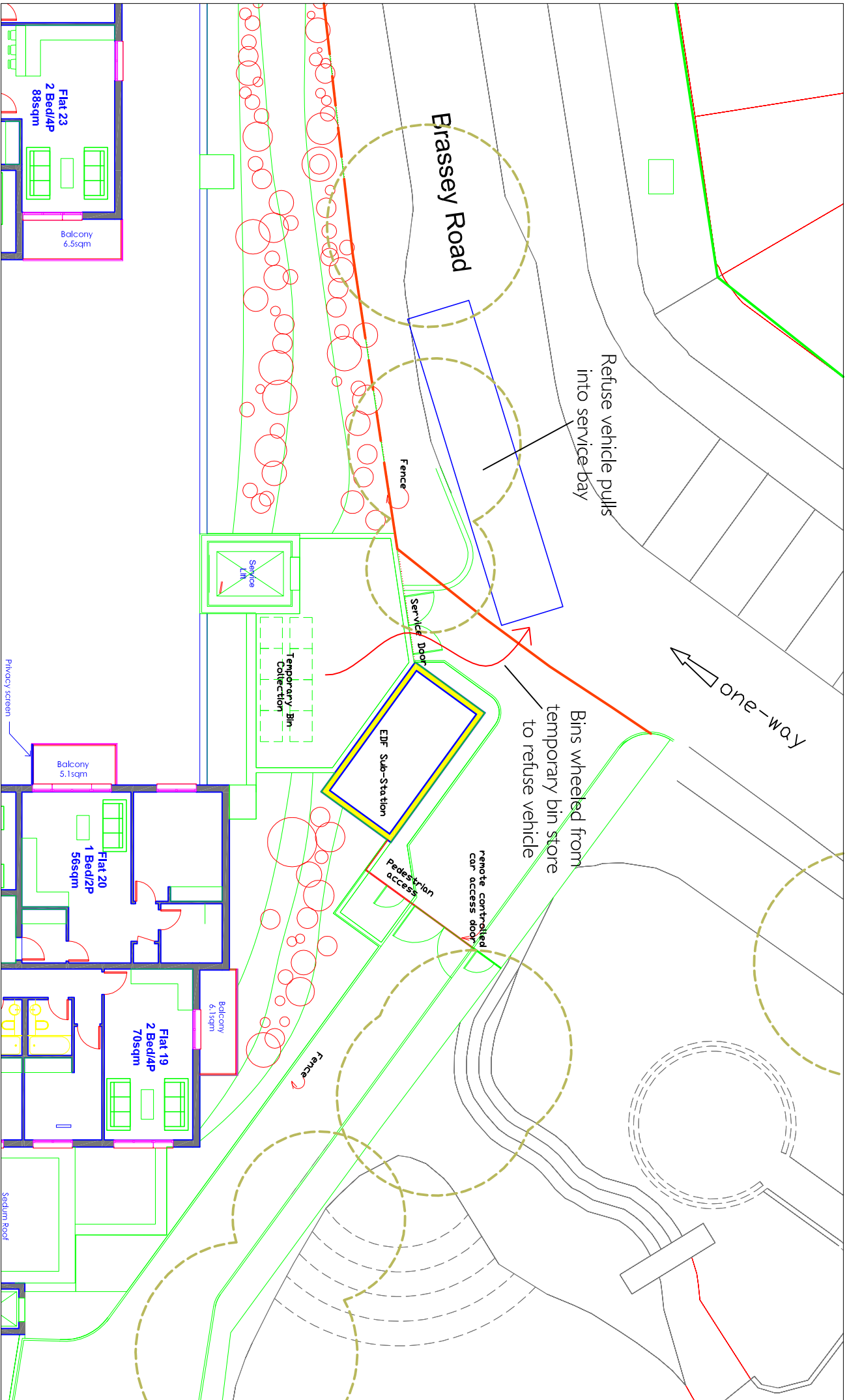
P869: 65 MAYGROVE ROAD.

Figure 12. Swept Path Analysis - Estate Car  
Exiting Both First Floor Level Disabled Parking Bays



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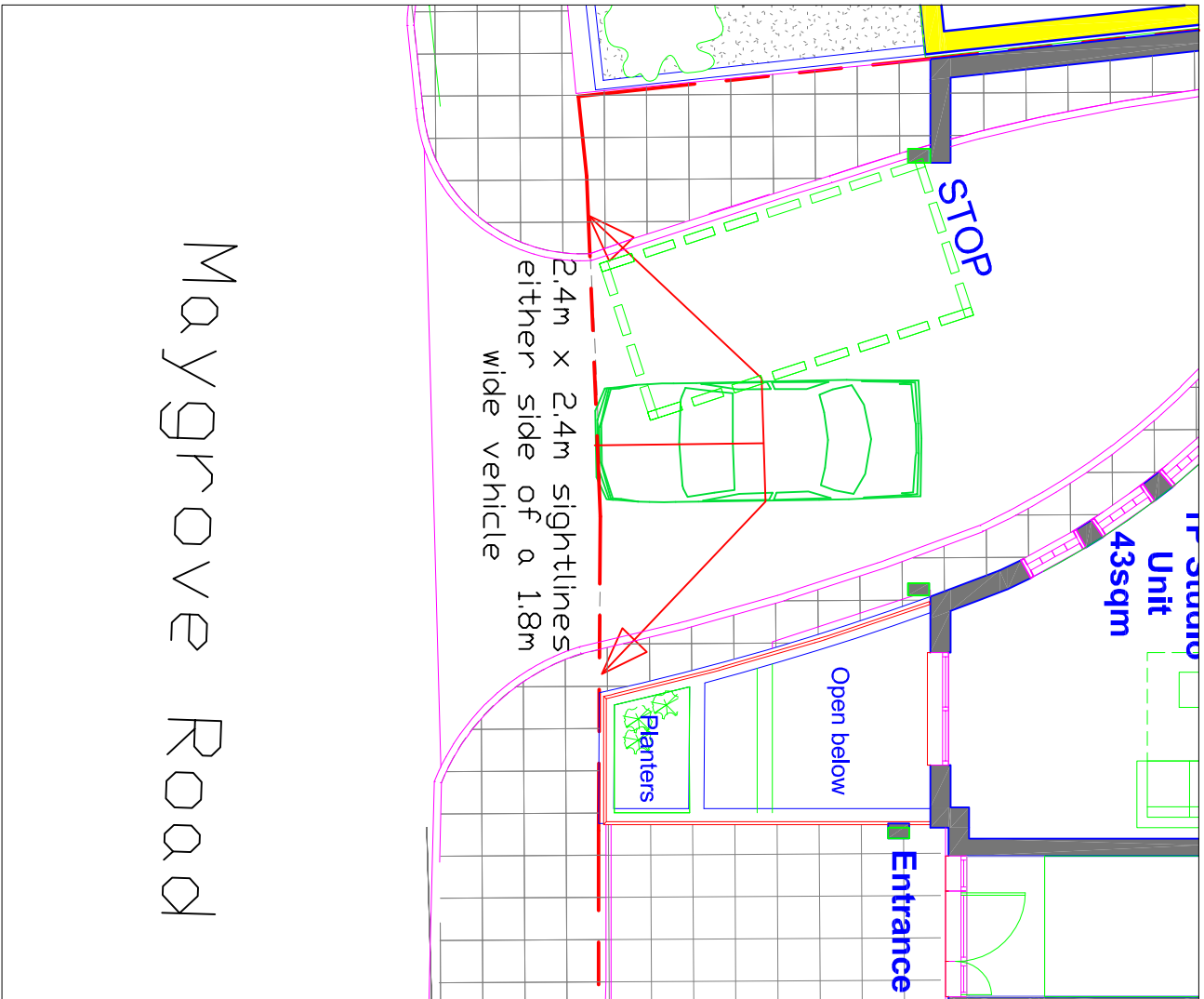




Date: 13/12/11  
 Scale: 1:2500@A4  
 Source: Smith Lam Architects



P869: 65 MAYGROVE ROAD.  
 Figure 13. Brassey Road Refuse Collection Arrangements



# MAYGROVE ROAD



Date: 13/12/11

Scale: 1:100@A4 / 1:250@A4

Source: Smith Lam Architects

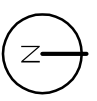


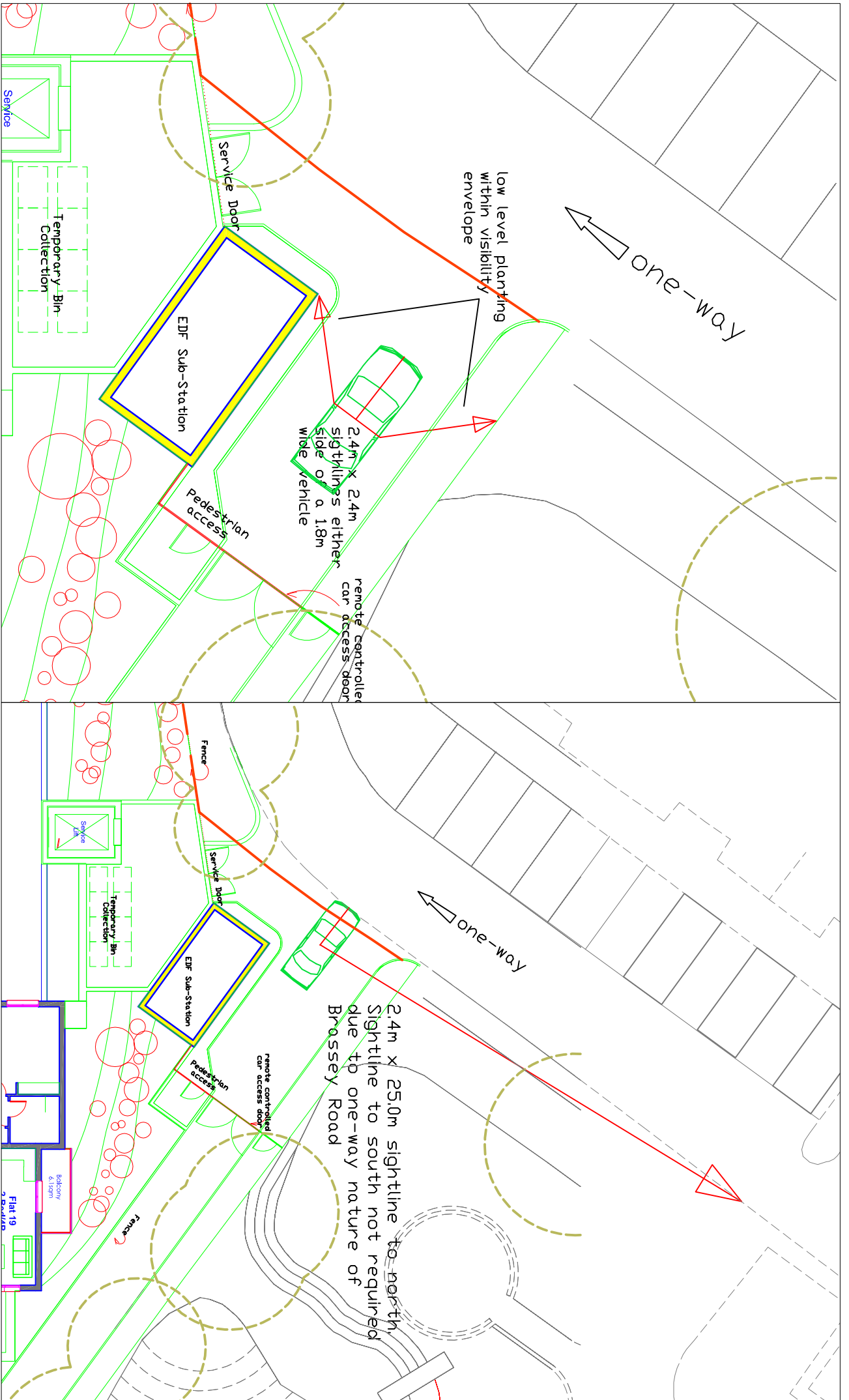
Figure 14. Maygrove Road Access: Vehicle to Pedestrian Sightline (Left)

Vehicle to Vehicle Sightlines (Right)

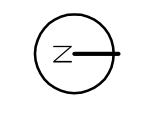
P869: 65 MAYGROVE ROAD.



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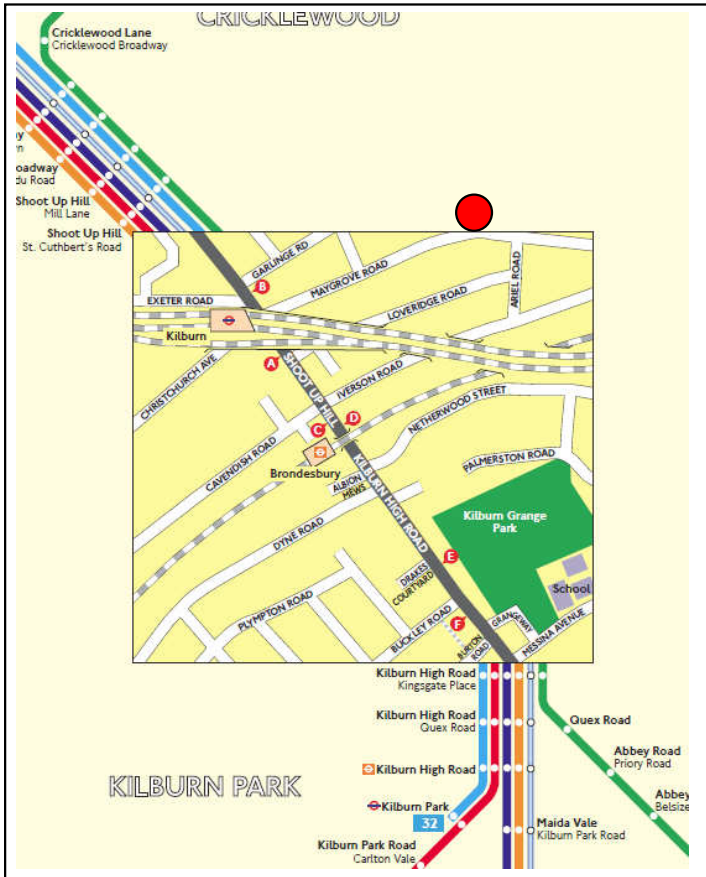
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 Source: Smith Lam Architects



P869: 65 MAYGROVE ROAD.  
 Figure 15. Brassey Road Access: Vehicle to Pedestrian Sightline (Left)  
 Vehicle to Vehicle Sightlines (Right)

## Appendix A

### Accessibility Assessment

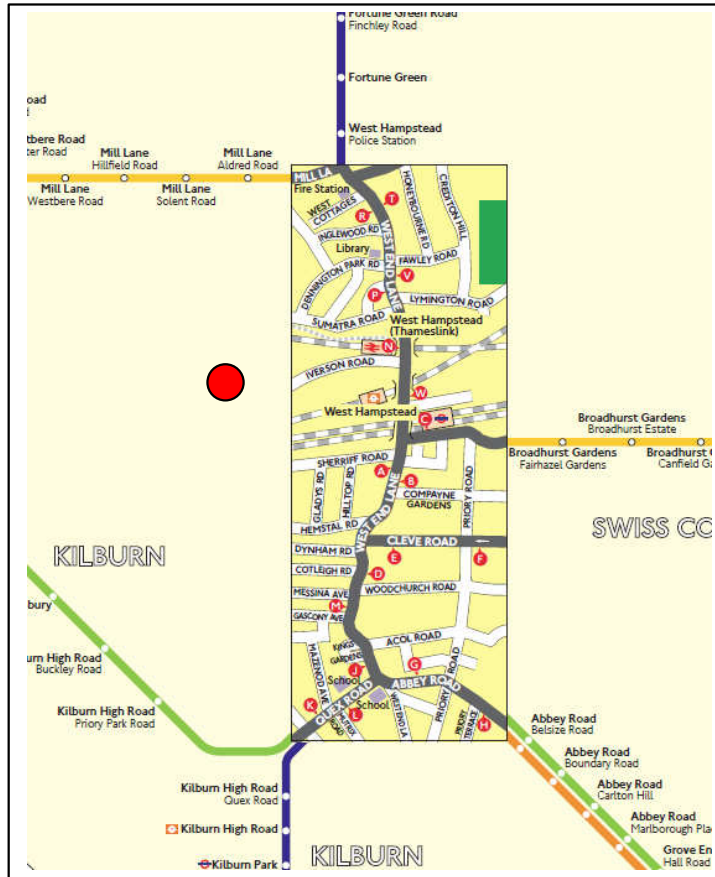


Brondesbury Bus Map Extract

| 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 <small>24 hour service</small> | Brent Cross  | A C F     |
|                                    | Marble Arch  | 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     |



West Hampstead Bus Map Extract

| Bus route                          | Towards       | Bus stops     |
|------------------------------------|---------------|---------------|
| 139 <small>24 hour service</small> | Waterloo      | B D L T V W   |
|                                    | Brent Cross   | H L           |
| 189 <small>24 hour service</small> | Marble Arch   | G K           |
|                                    | Chelsea       | B D L T V W   |
| 328                                | Golders Green | A J K M N P R |
|                                    | Archway       | C T V W       |
| C11                                | Brent Cross   | A E F N P R   |

Site Location



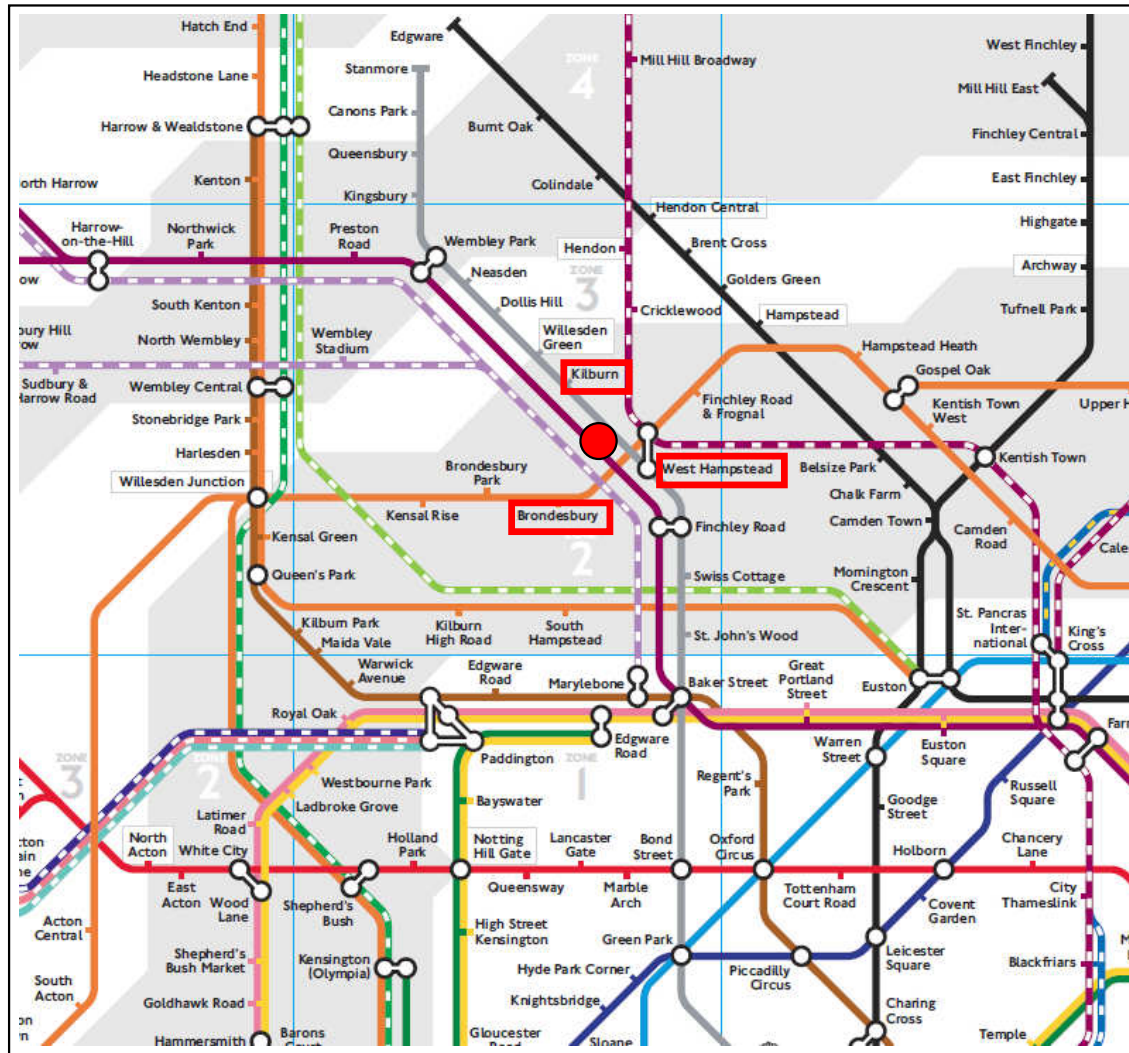
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P869. No.65 Maygrove Road,  
London, NW6 2EH  
Appendix A. Local Bus  
Routes & Stops

Date: 01/12/11  
Scale: NTS  
Source: TfL





- 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

● Site Location

Date: 01/12/11  
 Scale: NTS  
 Source: TfL

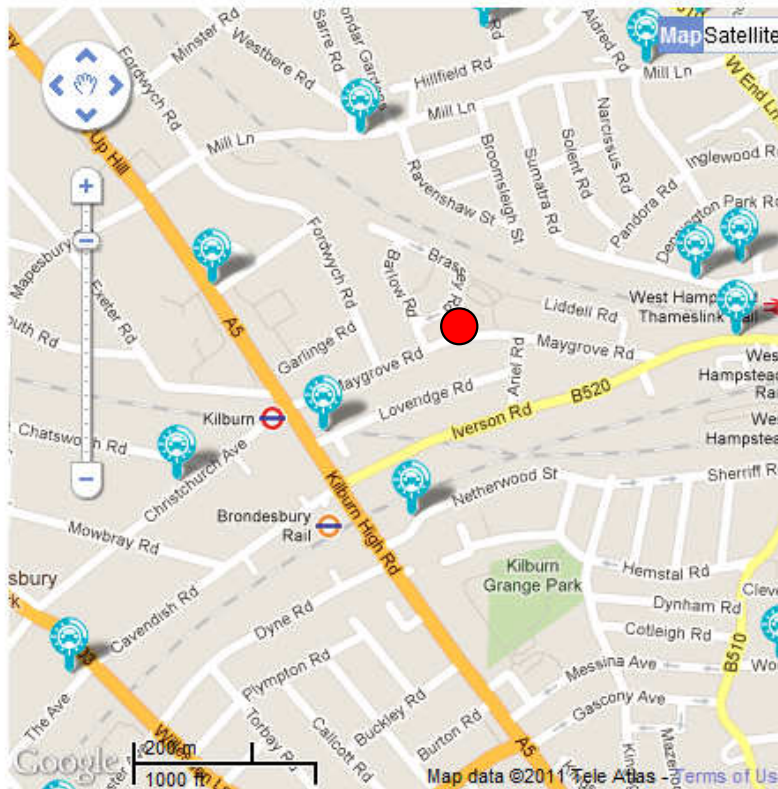


P869. No.65 Maygrove Road, London, NW6 2EH  
 Appendix A. Local London Underground & Rail Network

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## Find a Car Club Car



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

● Site Location

### Car locations nearby

**Loveridge Road** London

Distance: 0.1 miles

**Netherwood Street**  
Brondesbury

Distance: 0.2 miles

**St Cuthberts Street**

Distance: 0.2 miles

**Mill Lane** West Hampstead

Distance: 0.2 miles

**Sumatra Road**

Distance: 0.3 miles

**Christchurch Ave - Kilburn**  
Brent

Distance: 0.3 miles

[Back to list of UK regions](#)

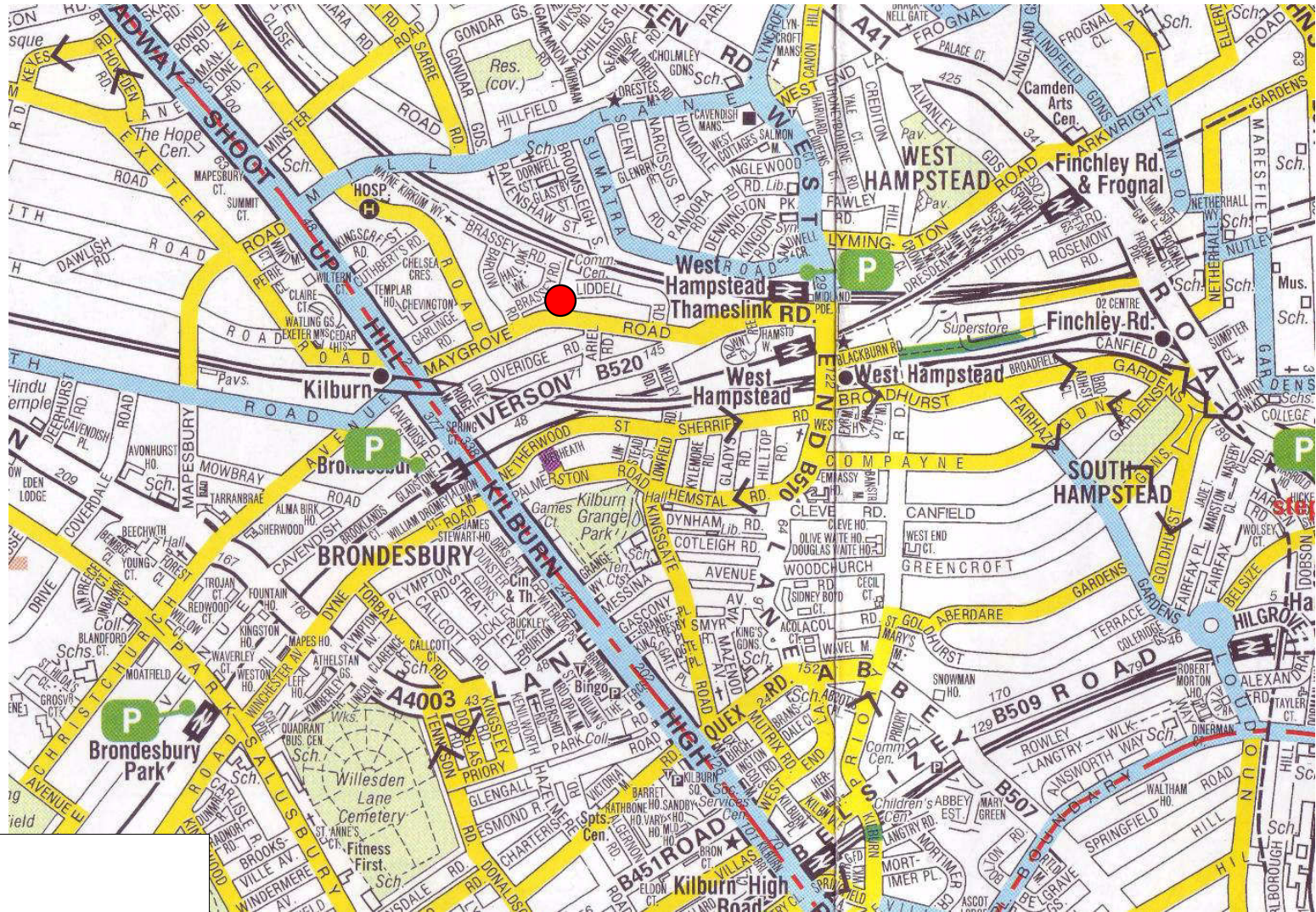
Date: 01/12/11  
Scale: NTS  
Source: Car Plus



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

  
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- Site Location
- Signed routes
- Recommended by other cyclists
- Shared routes with pedestrians

Date: 01/12/11  
 Scale: NTS  
 Source: TfL



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

  
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# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20110811133746  
Description 20110811133746  
Run by user PTAL web application  
Date and time 08/11/2011 13:37

## 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: 524939, 184794

| <b>Mode</b> | <b>Stop</b> | <b>Route</b> | <b>Distance<br/>(metres)</b> | <b>Frequency<br/>(vph)</b> | <b>Weight</b> | <b>Walk<br/>time<br/>(mins)</b> | <b>SWT<br/>(mins)</b> | <b>TAT<br/>(mins)</b> | <b>EDF</b> | <b>AI</b> |
|-------------|-------------|--------------|------------------------------|----------------------------|---------------|---------------------------------|-----------------------|-----------------------|------------|-----------|
|-------------|-------------|--------------|------------------------------|----------------------------|---------------|---------------------------------|-----------------------|-----------------------|------------|-----------|

|               |                        |   |        |      |     |      |      |       |      |      |
|---------------|------------------------|---|--------|------|-----|------|------|-------|------|------|
| BUS           | WEST HAMPSTEAD STATION | 139                                       | 591.29 | 7.5  | 0.5 | 7.39 | 6.0  | 13.39 | 2.24 | 1.12 |
| BUS           | WEST HAMPSTEAD STATION | 328                                       | 591.29 | 10.0 | 0.5 | 7.39 | 5.0  | 12.39 | 2.42 | 1.21 |
| BUS           | WEST HAMPSTEAD STATION | C11                                       | 591.29 | 7.5  | 0.5 | 7.39 | 6.0  | 13.39 | 2.24 | 1.12 |
| BUS           | KILBURN LUL STATION    | 332                                       | 407.21 | 6.0  | 0.5 | 5.09 | 7.0  | 12.09 | 2.48 | 1.24 |
| BUS           | KILBURN LUL STATION    | 16  | 407.21 | 10.0 | 1.0 | 5.09 | 5.0  | 10.09 | 2.97 | 2.97 |
| BUS           | KILBURN LUL STATION    | 32  | 407.21 | 7.5  | 0.5 | 5.09 | 6.0  | 11.09 | 2.71 | 1.35 |
| BUS           | KILBURN LUL STATION    | 189                                       | 407.21 | 7.5  | 0.5 | 5.09 | 6.0  | 11.09 | 2.71 | 1.35 |
| BUS           | KILBURN LUL STATION    | 316                                       | 407.21 | 7.5  | 0.5 | 5.09 | 6.0  | 11.09 | 2.71 | 1.35 |
| LU LRT        | Kilburn                | Jubilee Line Stratford to Stanmore        | 337.12 | 17.8 | 1.0 | 4.21 | 2.44 | 6.65  | 4.51 | 4.51 |
| LU LRT        | Kilburn                | Jubilee Line Willesden Green to Stratford | 337.12 | 4.4  | 0.5 | 4.21 | 7.57 | 11.78 | 2.55 | 1.27 |
| LU LRT        | Kilburn                | Jubilee Line Stratford to Wembley Park    | 337.12 | 4.4  | 0.5 | 4.21 | 7.57 | 11.78 | 2.55 | 1.27 |
| NATIONAL_RAIL | BRONDESBURY            | RICHMOND to STRATFORD                     | 529.46 | 4.0  | 1.0 | 6.62 | 8.25 | 14.87 | 2.02 | 2.02 |

|               |                                 |  |        |      |     |       |       |        |      |      |
|---------------|---------------------------------|--|--------|------|-----|-------|-------|--------|------|------|
| NATIONAL_RAIL | BRONDESBURY                     | CLAPHAM<br>JUNCTION to<br>STRATFORD      | 529.46 | 2.0  | 0.5 | 6.62  | 15.75 | 22.37  | 1.34 | 0.67 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | ST ALBANS<br>BR to WEST<br>NORWOOD BR    | 800.65 | 0.33 | 0.5 | 10.01 | 91.66 | 101.67 | 0.3  | 0.15 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | WIMBLEDON<br>BR to<br>BEDFORD<br>MIDLAND | 800.65 | 0.33 | 0.5 | 10.01 | 91.66 | 101.67 | 0.3  | 0.15 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | ST ALBANS<br>BR to<br>MOORGATE           | 800.65 | 0.67 | 0.5 | 10.01 | 45.53 | 55.53  | 0.54 | 0.27 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | MOORGATE to<br>LUTON                     | 800.65 | 0.33 | 0.5 | 10.01 | 91.66 | 101.67 | 0.3  | 0.15 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | MOORGATE to<br>ST ALBANS BR              | 800.65 | 1.0  | 0.5 | 10.01 | 30.75 | 40.76  | 0.74 | 0.37 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | MOORGATE to<br>LUTON                     | 800.65 | 0.67 | 0.5 | 10.01 | 45.53 | 55.53  | 0.54 | 0.27 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | WIMBLEDON<br>BR to LUTON                 | 800.65 | 0.33 | 0.5 | 10.01 | 91.66 | 101.67 | 0.3  | 0.15 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | ST ALBANS<br>BR to SUTTON<br>(SURREY)    | 800.65 | 0.67 | 0.5 | 10.01 | 45.53 | 55.53  | 0.54 | 0.27 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | WIMBLEDON<br>BR to ST<br>ALBANS BR       | 800.65 | 1.33 | 0.5 | 10.01 | 23.31 | 33.31  | 0.9  | 0.45 |

|               |                                 |                                   |        |      |     |       |       |        |      |      |
|---------------|---------------------------------|-----------------------------------|--------|------|-----|-------|-------|--------|------|------|
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | LUTON to<br>MOORGATE              | 800.65 | 0.67 | 0.5 | 10.01 | 45.53 | 55.53  | 0.54 | 0.27 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | LUTON to<br>MOORGATE              | 800.65 | 0.33 | 0.5 | 10.01 | 91.66 | 101.67 | 0.3  | 0.15 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | BEDFORD<br>MIDLAND to<br>MOORGATE | 800.65 | 1.0  | 0.5 | 10.01 | 30.75 | 40.76  | 0.74 | 0.37 |
| NATIONAL_RAIL | WEST<br>HAMPSTEAD<br>THAMESLINK | SELHURST to<br>ST ALBANS BR       | 800.65 | 0.33 | 0.5 | 10.01 | 91.66 | 101.67 | 0.3  | 0.15 |

Total AI for this POI is 24.62.

PTAL Rating is 5.

## Appendix B

### Trip Generation Assessment

**Appendix B**  
**Trip Generation Assessment - Existing Office Scheme**

Existing Office                      2600            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              | NI 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        | 8                        | 0         | 8          |  |
| 08:00-08:30   | 0.20                    | 0.00        | 0.20        | 0.00        |             |             | 0.20        | 0.00        | 5                        | 0         | 5          |  |
| 08:30-09:00   | 0.00                    | 0.00        | 0.10        | 0.00        | 0.410       | 0.274       | 0.17        | 0.09        | 4                        | 2         | 7          |  |
| 09:00-09:30   | 0.20                    | 0.00        | 0.10        | 0.00        | 0.547       | 0.274       | 0.28        | 0.09        | 7                        | 2         | 10         |  |
| 09:30-10:00   | 0.00                    | 0.20        | 0.00        | 0.00        | 0.000       | 0.000       | 0.00        | 0.07        | 0                        | 2         | 2          |  |
| 10:00-10:30   | 0.20                    | 0.00        | 0.00        | 0.00        | 0.000       | 0.137       | 0.07        | 0.05        | 2                        | 1         | 3          |  |
| 10:30-11:00   | 0.00                    | 0.00        | 0.00        | 0.00        | 1.094       | 0.410       | 0.36        | 0.14        | 9                        | 4         | 13         |  |
| 11:00-11:30   | 0.00                    | 0.00        | 0.00        | 0.00        | 0.274       | 0.547       | 0.09        | 0.18        | 2                        | 5         | 7          |  |
| 11:30-12:00   | 0.00                    | 0.00        | 0.10        | 0.00        | 0.274       | 0.274       | 0.12        | 0.09        | 3                        | 2         | 6          |  |
| 12:00-12:30   | 0.00                    | 0.20        | 0.00        | 0.10        | 0.137       | 0.274       | 0.05        | 0.19        | 1                        | 5         | 6          |  |
| 12:30-13:00   | 0.40                    | 0.00        | 0.00        | 0.00        | 0.410       | 0.410       | 0.27        | 0.14        | 7                        | 4         | 11         |  |
| 13:00-13:30   | 0.00                    | 0.20        | 0.00        | 0.00        | 0.410       | 0.547       | 0.14        | 0.25        | 4                        | 6         | 10         |  |
| 13:30-14:00   | 0.00                    | 0.00        | 0.00        | 0.00        | 0.410       | 0.410       | 0.14        | 0.14        | 4                        | 4         | 7          |  |
| 14:00-14:30   | 0.20                    | 0.00        | 0.00        | 0.00        | 0.274       | 0.547       | 0.16        | 0.18        | 4                        | 5         | 9          |  |
| 14:30-15:00   | 0.80                    | 0.00        | 0.00        | 0.10        | 0.274       | 0.137       | 0.36        | 0.08        | 9                        | 2         | 11         |  |
| 15:00-15:30   | 0.00                    | 1.00        | 0.00        | 0.00        | 0.000       | 0.000       | 0.00        | 0.33        | 0                        | 9         | 9          |  |
| 15:30-16:00   | 0.00                    | 0.00        | 0.10        | 0.00        | 0.137       | 0.137       | 0.08        | 0.05        | 2                        | 1         | 3          |  |
| 16:00-16:30   | 0.00                    | 0.00        | 0.00        | 0.00        | 0.410       | 0.274       | 0.14        | 0.09        | 4                        | 2         | 6          |  |
| 16:30-17:00   | 0.20                    | 0.00        | 0.00        | 0.10        | 0.000       | 0.274       | 0.07        | 0.12        | 2                        | 3         | 5          |  |
| 17:00-17:30   | 0.00                    | 0.20        | 0.00        | 0.10        | 0.137       | 0.137       | 0.05        | 0.15        | 1                        | 4         | 5          |  |
| 17:30-18:00   | 0.00                    | 0.20        | 0.00        | 0.30        | 0.000       | 0.137       | 0.00        | 0.21        | 0                        | 6         | 6          |  |
| 18:00-18:30   |                         |             | 0.00        | 0.20        | 0.000       | 0.000       | 0.00        | 0.10        | 0                        | 3         | 3          |  |
| 18:30-19:00   |                         |             |             |             |             |             |             |             |                          |           |            |  |
| <b>Total</b>  | <b>2.21</b>             | <b>2.01</b> | <b>0.90</b> | <b>0.90</b> | <b>5.20</b> | <b>5.20</b> | <b>3.04</b> | <b>2.74</b> | <b>79</b>                | <b>71</b> | <b>150</b> |  |

**Motorcycle Trips**

| Hour Starting | Trip Rates / 100sqm GFA |      |      |      |       |       | Existing Scheme Forecast |      |         |   |   |
|---------------|-------------------------|------|------|------|-------|-------|--------------------------|------|---------|---|---|
|               | 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 | 3       | 0 | 3 |
| 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       | 1 | 1 |
| 18:30-19:00   |                         |      |      |      |       |       |                          |      |         |   |   |
| Total         | 0.00                    | 0.00 | 0.20 | 0.20 | 0.00  | 0.00  | 0.10                     | 0.08 | 3       | 2 | 5 |

**Taxi Trips**

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

**Walk & Public Transport Trips**

| Hour Starting | Trip Rates / 100sqm GFA |      |       |       |       |       | Existing Scheme Forecast |      |         |
|---------------|-------------------------|------|-------|-------|-------|-------|--------------------------|------|---------|
|               | 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 | 29      |
| 08:00-08:30   | 0.40                    | 0.00 | 2.60  | 0.30  |       |       | 1.50                     | 0.15 | 39      |
| 08:30-09:00   | 0.60                    | 0.00 | 2.00  | 0.20  | 0.274 | 0.000 | 0.96                     | 0.07 | 25      |
| 09:00-09:30   | 0.60                    | 0.00 | 2.90  | 0.30  | 0.274 | 0.000 | 1.26                     | 0.10 | 33      |
| 09:30-10:00   | 1.00                    | 0.80 | 1.90  | 0.30  | 0.547 | 0.274 | 1.15                     | 0.46 | 30      |
| 10:00-10:30   | 0.20                    | 0.00 | 0.40  | 0.60  | 0.000 | 0.000 | 0.20                     | 0.20 | 5       |
| 10:30-11:00   | 0.00                    | 0.00 | 0.30  | 0.20  | 0.000 | 0.000 | 0.10                     | 0.07 | 3       |
| 11:00-11:30   | 0.20                    | 0.00 | 0.20  | 0.10  | 0.137 | 0.000 | 0.18                     | 0.03 | 5       |
| 11:30-12:00   | 0.00                    | 0.00 | 0.20  | 0.20  | 0.000 | 0.137 | 0.07                     | 0.11 | 2       |
| 12:00-12:30   | 1.00                    | 1.41 | 0.30  | 1.70  | 0.137 | 0.000 | 0.48                     | 1.04 | 12      |
| 12:30-13:00   | 0.00                    | 0.40 | 1.90  | 3.10  | 0.000 | 0.000 | 0.63                     | 1.17 | 16      |
| 13:00-13:30   | 1.00                    | 0.00 | 2.10  | 2.40  | 0.000 | 0.000 | 1.03                     | 0.80 | 27      |
| 13:30-14:00   | 0.00                    | 0.20 | 3.40  | 0.70  | 0.137 | 0.137 | 1.18                     | 0.35 | 31      |
| 14:00-14:30   | 0.20                    | 0.00 | 0.90  | 0.00  | 0.000 | 0.137 | 0.37                     | 0.05 | 10      |
| 14:30-15:00   | 0.00                    | 0.00 | 0.40  | 0.30  | 0.000 | 0.000 | 0.13                     | 0.10 | 3       |
| 15:00-15:30   | 0.00                    | 0.20 | 0.90  | 0.30  | 0.137 | 0.137 | 0.35                     | 0.21 | 9       |
| 15:30-16:00   | 0.00                    | 0.60 | 0.50  | 0.40  | 0.137 | 0.000 | 0.21                     | 0.33 | 6       |
| 16:00-16:30   | 0.00                    | 0.00 | 0.40  | 0.60  | 0.000 | 0.137 | 0.13                     | 0.25 | 3       |
| 16:30-17:00   | 0.00                    | 0.20 | 0.20  | 0.30  | 0.000 | 0.000 | 0.07                     | 0.17 | 2       |
| 17:00-17:30   | 0.00                    | 0.40 | 0.00  | 1.90  | 0.000 | 0.274 | 0.00                     | 0.86 | 0       |
| 17:30-18:00   | 0.00                    | 0.60 | 0.00  | 5.80  | 0.000 | 0.547 | 0.00                     | 2.32 | 0       |
| 18:00-18:30   |                         |      | 0.00  | 2.00  | 0.000 | 0.274 | 0.00                     | 1.14 | 0       |
| 18:30-19:00   |                         |      |       |       |       |       |                          |      |         |
| Total         | 5.22                    | 4.82 | 22.60 | 21.70 | 1.78  | 2.05  | 11.10                    | 9.95 | 289     |



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 | 4    | 0    | 17                | 0    | 5    | 0    | 3    | 0    | 29   | 0    |
| 08:00-08:30 | 5    | 0    | 23                | 2    | 7    | 1    | 5    | 0    | 39   | 4    |
| 08:30-09:00 | 3    | 0    | 14                | 1    | 4    | 0    | 3    | 0    | 25   | 2    |
| 09:00-09:30 | 4    | 0    | 19                | 2    | 6    | 0    | 4    | 0    | 33   | 3    |
| 09:30-10:00 | 4    | 1    | 17                | 7    | 5    | 2    | 4    | 1    | 30   | 12   |
| 10:00-10:30 | 1    | 1    | 3                 | 3    | 1    | 1    | 1    | 1    | 5    | 5    |
| 10:30-11:00 | 0    | 0    | 2                 | 1    | 0    | 0    | 0    | 0    | 3    | 2    |
| 11:00-11:30 | 1    | 0    | 3                 | 1    | 1    | 0    | 1    | 0    | 5    | 1    |
| 11:30-12:00 | 0    | 0    | 1                 | 2    | 0    | 1    | 0    | 0    | 2    | 3    |
| 12:00-12:30 | 2    | 3    | 7                 | 16   | 2    | 5    | 1    | 3    | 12   | 27   |
| 12:30-13:00 | 2    | 4    | 10                | 18   | 3    | 5    | 2    | 4    | 16   | 30   |
| 13:00-13:30 | 3    | 3    | 16                | 12   | 5    | 4    | 3    | 2    | 27   | 21   |
| 13:30-14:00 | 4    | 1    | 18                | 5    | 5    | 2    | 4    | 1    | 31   | 9    |
| 14:00-14:30 | 1    | 0    | 6                 | 1    | 2    | 0    | 1    | 0    | 10   | 1    |
| 14:30-15:00 | 0    | 0    | 2                 | 2    | 1    | 0    | 0    | 0    | 3    | 3    |
| 15:00-15:30 | 1    | 1    | 5                 | 3    | 2    | 1    | 1    | 1    | 9    | 6    |
| 15:30-16:00 | 1    | 1    | 3                 | 5    | 1    | 2    | 1    | 1    | 6    | 9    |
| 16:00-16:30 | 0    | 1    | 2                 | 4    | 1    | 1    | 0    | 1    | 3    | 6    |
| 16:30-17:00 | 0    | 1    | 1                 | 3    | 0    | 1    | 0    | 1    | 2    | 4    |
| 17:00-17:30 | 0    | 3    | 0                 | 13   | 0    | 4    | 0    | 3    | 0    | 22   |
| 17:30-18:00 | 0    | 8    | 0                 | 35   | 0    | 11   | 0    | 7    | 0    | 60   |
| 18:00-18:30 | 0    | 4    | 0                 | 17   | 0    | 5    | 0    | 4    | 0    | 30   |
| 18:30-19:00 | 0    | 0    | 0                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Total       | 36   | 32   | 167               | 149  | 51   | 46   | 34   | 31   | 289  | 259  |

**Appendix B**  
**Trip Generation Assessment - Proposed Residential Scheme**

Proposed Scheme 68 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                        | 2   | 2       |
| 07:30-08:00   | 0.00              | 0.00 | 0.00 | 0.08 | 0.00 | 0.01 | 0.00 | 0.03 | 0                        | 2   | 2       |
| 08:00-08:30   | 0.00              | 0.02 | 0.01 | 0.08 | 0.00 | 0.01 | 0.00 | 0.03 | 0                        | 2   | 3       |
| 08:30-09:00   | 0.06              | 0.00 | 0.00 | 0.16 | 0.00 | 0.01 | 0.02 | 0.06 | 1                        | 4   | 5       |
| 09:00-09:30   | 0.01              | 0.01 | 0.03 | 0.01 | 0.00 | 0.01 | 0.01 | 0.01 | 1                        | 1   | 1       |
| 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   | 1       |
| 10:30-11:00   | 0.01              | 0.02 | 0.03 | 0.00 | 0.00 | 0.00 | 0.01 | 0.01 | 1                        | 0   | 1       |
| 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                        | 0   | 1       |
| 12:30-13:00   | 0.01              | 0.02 | 0.04 | 0.00 | 0.00 | 0.00 | 0.02 | 0.01 | 1                        | 0   | 2       |
| 13:00-13:30   | 0.00              | 0.01 | 0.03 | 0.03 | 0.00 | 0.00 | 0.01 | 0.01 | 1                        | 1   | 1       |
| 13:30-14:00   | 0.02              | 0.01 | 0.04 | 0.06 | 0.00 | 0.02 | 0.02 | 0.03 | 1                        | 2   | 3       |
| 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 | 1                        | 1   | 2       |
| 15:00-15:30   | 0.01              | 0.01 | 0.06 | 0.04 | 0.00 | 0.00 | 0.03 | 0.02 | 2                        | 1   | 3       |
| 15:30-16:00   | 0.02              | 0.02 | 0.08 | 0.04 | 0.00 | 0.00 | 0.03 | 0.02 | 2                        | 1   | 3       |
| 16:00-16:30   | 0.02              | 0.01 | 0.05 | 0.04 | 0.01 | 0.00 | 0.03 | 0.01 | 2                        | 1   | 3       |
| 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                        | 1   | 3       |
| 17:30-18:00   | 0.01              | 0.01 | 0.08 | 0.04 | 0.00 | 0.00 | 0.03 | 0.01 | 2                        | 1   | 3       |
| 18:00-18:30   | 0.01              | 0.02 | 0.08 | 0.05 | 0.02 | 0.00 | 0.03 | 0.03 | 2                        | 2   | 4       |
| 18:30-19:00   | 0.01              | 0.02 | 0.05 | 0.03 | 0.01 | 0.01 | 0.02 | 0.02 | 2                        | 1   | 3       |
| 19:00-19:30   | 0.00              | 0.01 | 0.04 | 0.03 | 0.01 | 0.00 | 0.02 | 0.01 | 1                        | 1   | 2       |
| 19:30-20:00   | 0.01              | 0.01 | 0.09 | 0.03 | 0.00 | 0.00 | 0.03 | 0.01 | 2                        | 1   | 3       |
| 20:00-20:30   | 0.01              | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.03 | 0.00 | 2                        | 0   | 2       |
| 20:30-21:00   | 0.00              | 0.02 | 0.03 | 0.01 | 0.00 | 0.00 | 0.01 | 0.01 | 1                        | 1   | 1       |
| 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 | 33                       | 33  | 65      |

**Motorcycle Trips**

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

**Taxi Trips**

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

**Pedal Cycle Trips**

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

**Walk & Public Transport Trips**

| Hour Starting | Trip Rates / Unit |      |      |      |      |      | Proposed Scheme Forecast |      |         |     |     |
|---------------|-------------------|------|------|------|------|------|--------------------------|------|---------|-----|-----|
|               | 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       | 5   | 5   |
| 07:30-08:00   | 0.06              | 0.24 | 0.00 | 0.13 | 0.04 | 0.16 | 0.02                     | 0.15 | 1       | 10  | 11  |
| 08:00-08:30   | 0.05              | 0.28 | 0.00 | 0.12 | 0.03 | 0.16 | 0.02                     | 0.14 | 1       | 9   | 10  |
| 08:30-09:00   | 0.13              | 0.35 | 0.00 | 0.17 | 0.04 | 0.13 | 0.02                     | 0.15 | 2       | 10  | 12  |
| 09:00-09:30   | 0.04              | 0.23 | 0.03 | 0.01 | 0.05 | 0.10 | 0.04                     | 0.06 | 3       | 4   | 6   |
| 09:30-10:00   | 0.05              | 0.09 | 0.03 | 0.05 | 0.02 | 0.08 | 0.02                     | 0.07 | 1       | 5   | 6   |
| 10:00-10:30   | 0.07              | 0.13 | 0.03 | 0.05 | 0.02 | 0.03 | 0.03                     | 0.04 | 2       | 3   | 4   |
| 10:30-11:00   | 0.09              | 0.14 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03                     | 0.03 | 2       | 2   | 4   |
| 11:00-11:30   | 0.04              | 0.09 | 0.00 | 0.04 | 0.03 | 0.04 | 0.02                     | 0.04 | 1       | 3   | 4   |
| 11:30-12:00   | 0.08              | 0.08 | 0.03 | 0.03 | 0.03 | 0.04 | 0.03                     | 0.04 | 2       | 2   | 4   |
| 12:00-12:30   | 0.08              | 0.14 | 0.00 | 0.03 | 0.04 | 0.04 | 0.02                     | 0.04 | 1       | 2   | 4   |
| 12:30-13:00   | 0.18              | 0.14 | 0.04 | 0.01 | 0.04 | 0.02 | 0.04                     | 0.02 | 3       | 1   | 4   |
| 13:00-13:30   | 0.15              | 0.18 | 0.09 | 0.03 | 0.06 | 0.06 | 0.07                     | 0.04 | 5       | 3   | 8   |
| 13:30-14:00   | 0.17              | 0.17 | 0.04 | 0.04 | 0.08 | 0.06 | 0.06                     | 0.05 | 4       | 3   | 7   |
| 14:00-14:30   | 0.07              | 0.09 | 0.08 | 0.05 | 0.05 | 0.03 | 0.07                     | 0.04 | 5       | 3   | 7   |
| 14:30-15:00   | 0.04              | 0.07 | 0.08 | 0.12 | 0.02 | 0.04 | 0.05                     | 0.08 | 3       | 5   | 9   |
| 15:00-15:30   | 0.12              | 0.05 | 0.06 | 0.05 | 0.05 | 0.04 | 0.06                     | 0.04 | 4       | 3   | 7   |
| 15:30-16:00   | 0.07              | 0.09 | 0.14 | 0.04 | 0.05 | 0.04 | 0.10                     | 0.04 | 6       | 3   | 9   |
| 16:00-16:30   | 0.14              | 0.10 | 0.05 | 0.09 | 0.07 | 0.01 | 0.06                     | 0.05 | 4       | 4   | 8   |
| 16:30-17:00   | 0.05              | 0.02 | 0.04 | 0.04 | 0.05 | 0.03 | 0.05                     | 0.03 | 3       | 2   | 6   |
| 17:00-17:30   | 0.09              | 0.07 | 0.08 | 0.06 | 0.06 | 0.04 | 0.07                     | 0.05 | 5       | 4   | 8   |
| 17:30-18:00   | 0.12              | 0.06 | 0.18 | 0.04 | 0.10 | 0.06 | 0.14                     | 0.05 | 10      | 3   | 13  |
| 18:00-18:30   | 0.28              | 0.13 | 0.13 | 0.04 | 0.07 | 0.06 | 0.10                     | 0.05 | 7       | 3   | 10  |
| 18:30-19:00   | 0.20              | 0.10 | 0.10 | 0.03 | 0.11 | 0.04 | 0.11                     | 0.03 | 7       | 2   | 9   |
| 19:00-19:30   | 0.23              | 0.06 | 0.08 | 0.03 | 0.12 | 0.06 | 0.10                     | 0.04 | 7       | 3   | 9   |
| 19:30-20:00   | 0.22              | 0.08 | 0.05 | 0.04 | 0.07 | 0.04 | 0.06                     | 0.04 | 4       | 3   | 7   |
| 20:00-20:30   | 0.23              | 0.07 | 0.06 | 0.05 | 0.08 | 0.04 | 0.07                     | 0.05 | 5       | 3   | 8   |
| 20:30-21:00   | 0.08              | 0.01 | 0.04 | 0.04 | 0.06 | 0.03 | 0.05                     | 0.03 | 3       | 2   | 6   |
| 21:00-21:30   | 0.09              | 0.01 | 0.03 | 0.01 | 0.06 | 0.01 | 0.04                     | 0.01 | 3       | 1   | 4   |
| 21:30-22:00   | 0.03              | 0.03 | 0.08 | 0.06 | 0.04 | 0.01 | 0.06                     | 0.04 | 4       | 3   | 6   |
| Total         | 3.32              | 3.43 | 1.58 | 1.62 | 1.59 | 1.59 | 1.59                     | 1.61 | 108     | 109 | 217 |

\* 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                 | 3    | 0    | 1    | 0    | 5    |
| 07:30-08:00 | 0    | 1    | 0    | 2    | 1                 | 6    | 0    | 1    | 1    | 10   |
| 08:00-08:30 | 0    | 1    | 0    | 2    | 1                 | 5    | 0    | 1    | 1    | 9    |
| 08:30-09:00 | 0    | 1    | 0    | 2    | 1                 | 6    | 0    | 1    | 2    | 10   |
| 09:00-09:30 | 0    | 0    | 0    | 1    | 2                 | 2    | 0    | 0    | 3    | 4    |
| 09:30-10:00 | 0    | 1    | 0    | 1    | 1                 | 3    | 0    | 1    | 1    | 5    |
| 10:00-10:30 | 0    | 0    | 0    | 0    | 1                 | 2    | 0    | 0    | 2    | 3    |
| 10:30-11:00 | 0    | 0    | 0    | 0    | 1                 | 1    | 0    | 0    | 2    | 2    |
| 11:00-11:30 | 0    | 0    | 0    | 1    | 1                 | 2    | 0    | 0    | 1    | 3    |
| 11:30-12:00 | 0    | 0    | 0    | 0    | 1                 | 1    | 0    | 0    | 2    | 2    |
| 12:00-12:30 | 0    | 0    | 0    | 0    | 1                 | 1    | 0    | 0    | 1    | 2    |
| 12:30-13:00 | 0    | 0    | 0    | 0    | 2                 | 1    | 0    | 0    | 3    | 1    |
| 13:00-13:30 | 1    | 0    | 1    | 1    | 3                 | 2    | 1    | 0    | 5    | 3    |
| 13:30-14:00 | 1    | 0    | 1    | 1    | 2                 | 2    | 0    | 0    | 4    | 3    |
| 14:00-14:30 | 1    | 0    | 1    | 0    | 3                 | 2    | 1    | 0    | 5    | 3    |
| 14:30-15:00 | 0    | 1    | 1    | 1    | 2                 | 3    | 0    | 1    | 3    | 5    |
| 15:00-15:30 | 1    | 0    | 1    | 1    | 2                 | 2    | 0    | 0    | 4    | 3    |
| 15:30-16:00 | 1    | 0    | 1    | 0    | 4                 | 2    | 1    | 0    | 6    | 3    |
| 16:00-16:30 | 0    | 0    | 1    | 1    | 2                 | 2    | 0    | 0    | 4    | 4    |
| 16:30-17:00 | 0    | 0    | 1    | 0    | 2                 | 1    | 0    | 0    | 3    | 2    |
| 17:00-17:30 | 1    | 0    | 1    | 1    | 3                 | 2    | 1    | 0    | 5    | 4    |
| 17:30-18:00 | 1    | 0    | 2    | 1    | 6                 | 2    | 1    | 0    | 10   | 3    |
| 18:00-18:30 | 1    | 0    | 1    | 1    | 4                 | 2    | 1    | 0    | 7    | 3    |
| 18:30-19:00 | 1    | 0    | 1    | 0    | 4                 | 1    | 1    | 0    | 7    | 2    |
| 19:00-19:30 | 1    | 0    | 1    | 1    | 4                 | 2    | 1    | 0    | 7    | 3    |
| 19:30-20:00 | 0    | 0    | 1    | 0    | 2                 | 2    | 0    | 0    | 4    | 3    |
| 20:00-20:30 | 1    | 0    | 1    | 1    | 3                 | 2    | 1    | 0    | 5    | 3    |
| 20:30-21:00 | 0    | 0    | 1    | 0    | 2                 | 1    | 0    | 0    | 3    | 2    |
| 21:00-21:30 | 0    | 0    | 1    | 0    | 2                 | 0    | 0    | 0    | 3    | 1    |
| 21:30-22:00 | 0    | 0    | 1    | 0    | 2                 | 1    | 0    | 0    | 4    | 3    |
| Total       | 14   | 14   | 19   | 19   | 62                | 63   | 13   | 13   | 108  | 109  |