ARDENT | CONSULTING ENGINEERS

GENERATOR GROUP LLP
MANSFIELD BOWLING CLUB, CROFTDOWN ROAD

REDEVELOPMENT DEVELOPMENT:
CROFTDOWN ROAD, KENTISH TOWN NW5 1EP

TRANSPORT STATEMENT

REPORT REF. J671-01A
PROJECT NO. J671
JANUARY 2015

MANSFIELD BOWLING CLUB, CROFTDOWN ROAD, KENTISH TOWN, CAMDEN, LONDON NW5

Transport Statement

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CONTENTS

FIGURES

DRAWINGS

APPENDICES

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft for client / project team review.	S H	SA	ML	10/12/14
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A	Revised Issue to include update site plan	S H	SA	ML	16/01/15

1.0 INTRODUCTION

1.1 Ardent Consulting Engineers has been instructed by the Generator Group to advise on the transport planning aspects of the proposed redevelopment of the Mansfield Bowling Club MBC site, at Croftdown Road, Camden, London NW5, to provide open space, 21 mixed tenure residential dwellings and enhanced tennis facilities.

1.2 This Transport Statement TS has been prepared to support a planning application to the local planning authority, London Borough of Camden LBC . LBC is also the highway authority for all roads in the immediate area.

1.3 Pre-application discussions have taken place with LBC to obtain their views on the development proposals. LBC provided comments relating to transport matters that should be addressed as part of any detailed assessment. A copy of the correspondence received from LBC is provided in **Appendix A**.

1.4 In December 2012, the site was subject to an planning application for the redevelopment of the existing use to provide a refurbished Bowling Club, a new Gym/Leisure facility and residential units. The development was supported with 30 car parking spaces and 52 cycle parking spaces. The development was split into two parts, with the leisure/bowling club and 20 car parking spaces served via the existing site access and the residential development and 10 car parking spaces served from a new access from Croftdown Road.

1.5 As part of the application, a Transport Statement, Travel Plan and Servicing Management Plan were submitted. These included trip rates for the proposed residential elements and existing Bowling Club uses. The submitted reports were reviewed by highway officers at LBC, who subse uently gave their recommendation for approval. However, the application was ultimately refused on other non-highway related grounds.

1.6 Given this established position, this report looks to use elements of the previously submitted documents, including the agreed trip rates.

1.7 This TS has been prepared in accordance with the Department for Transport DfT and the Department for Communities and Local Government DCLG guidance on such documents published in March 2007, and also information contained in the LBC Planning Guidance 2011 document in particular *CPG7 (Transport)*. This TS also aims to address the outstanding highway concerns raised during the pre-application discussions **Appendix A** .

1. ollowing this introduction, the remainder of this report is structured as follows

- **Section 2.0** provides a description of the existing site conditions, the local highway network and proximity of the site to local services, and site linkage for pedestrians and cyclists
- **Section 3.0** provides a description of the development proposals, site access and parking
- **Section 4.0** considers relevant policy guidance relating to the relationship between the development and transport, and land use planning
- **Section 5.0** assess the predicted trip attraction/generation and
- **Section 6.0** provides a summary and sets out the conclusions.

2.0 EXISTING SITUATION

Site Location

2.1 The site is located on the southern side of Croftdown Road in Camden. It has an area of approximately 0. 5 hectares and currently comprises the former Mansfield Bowling Club, which included indoor and outdoor bowling greens, a club house, tennis courts and an area of hard standing used for car parking, with access from Croftdown Road. The detailed site location is demonstrated within **Figure 1**.

2.2 An aerial view of the site is shown at **Plate 1** below.

Plate 1: Aerial photograph of the existing site

2.3 The surrounding area is predominately residential in character with the site abutted by residential properties fronting Croftdown Road at the north, ork Place at the west, Laurier Road at the south and Dartmouth Park Avenue at the east.

Existing Use

2.4 The existing site currently comprises the following -

- A extant 2,323s m bowling club building, which includes 6 indoor bowling lanes, a lounge and kitchen area
- 6 outdoor bowling lanes
- 2 tennis courts and
- 6 car parking spaces 34 marked

2.5 MBC ceased operating in early 2014. However, they have provided us with details of its operations when formerly in use. The following details are pertinent in transport terms -

- Up to a maximum of 0 visitors arrived per day on a tournament match day. This includes both home and away teams
- Only 2 tournament match days occurred per year
- Away teams generally arrived by mini-bus
- General day-to-day informal matches occurred throughout the week for members only
- During the height of the season, an average of 30 visitors arrived at the site per day, and
- 3 part time staff were employed at the bowling club.

Surrounding Area

2.6 The site is surrounded predominantly by residential development, with a number of schools, health facilities, local shops and public amenity buildings post offices, places of worship, Whittington Hospital located within 00 metres of the site. The location of these facilities is demonstrated within **Figure 1**.

Local Highway Network

2.7 The site is accessed from Croftdown Road by way of a 4. m wide dropped kerb access. The access road leads into the main bowling club car park, and includes footways on both sides of the carriageway.

2. Croftdown Road is a single carriageway access road which links the B51 Highgate Road to the west with the A5200 Dartmouth Park Hill to the east, via Chester Road. In addition, Croftdown Road provides access to a number of residential side roads including ork Rise, St Albans Road, Brookfield Park, Kingswear Road and Boscastle Road. This network of streets form part of the Dartmouth Park neighbourhood district.

2.9 In the vicinity of the site, the carriageway of Croftdown Road measures approximately 7m wide and has footways on both sides of the road. Croftdown Road is traffic calmed with speed humps at regular intervals and is subject to a 20mph speed limit.

Parking

2.10 Croftdown Road is located within the CA-U Highgate Camden Controlled Parking one CP . In the vicinity of the site, marked on-street parking bays are located on both sides of the carriageway. Most of these bays are restricted to residents permit holders only with a small number of pay-and-display bays. Pay-and-display users can stay for a maximum of one hour, while there are no restrictions for permit holders. These restrictions are in place from 10am to 12pm Monday to riday, with no controls at other times.

2.11 A survey of the on-street parking demand was undertaken by an independent survey firm, K M Traffic Surveys Ltd. The survey comprised hourly beats between the hours of 07 00 and 22 00 on Tuesday 9th, Thursday 11th and Saturday 13th December 2014.

2.12 The survey covered all roads within 200m of the site, identifying lengths of kerb where parking is permitted i.e. excluding those subject to restrictions, ig- ag markings etc , assuming a length of 6m per car space, in accordance with the industry-standard Lambeth Methodology .

2.13 The results are shown at **Appendix B** and indicate that within 200m of the site there are on-street parking bays providing space for a total of 372 cars.

2.14 The results indicate that there are a large number of free spaces available at all times on Croftdown Road and the surrounding streets, with a maximum stress level recorded at 1100 AM on Thursday 11th December of 133 cars 44.5 occupancy and conse uent minimum of 239 free spaces available on-street within the survey area at any time.

Pedestrian

2.15 The existing site access includes footways on both sides. The western footway ranges in width between 1.2m and 1.4m and leads into the car parking area. This western footway also provides access into an alleyway located to the rear of the adjacent neighbouring residential properties to the west of the site access.

2.16 The eastern footway measures approximately 0.9m wide along its length, and also leads into the car park and runs behind the residential properties that abut the site to the north. The eastern footway is obstructed at a number of points along the site access, by signposts advertising the bowling club and a service/utility box. These obstructions currently re uire pedestrians to walk within the carriageway, albeit only for a short period.

2.17 Croftdown Road has footways on both sides of the road, which range in width between 2.4m and 2.7m. Croftdown Road is traffic calmed which keeps vehicle speeds low, creating a safe environment to accommodate walking trips. These footways connect the site with the surrounding residential streets, and amenities located within 00m of the site, as highlighted within **Figure 1**.

2.1 Overall, the existence of these routes actively encourage walking as a main mode of travel for local residents and as part of an integrated journey with public transport.

Cycling

2.19 The carriageway of Croftdown Road is approximately 7m wide and is traffic calmed with a 20mph speed limit. The nature of the road and its links beyond the site should therefore accommodate and encourage cycle trips, thereby connecting the site with employment, education and retail amenities within a 5km distance as previously defined within *PPG13: Transport* .

2.20 **Figure 2** demonstrates the locations of nearby cycle routes. It shows that an on-road cycle route runs along Highgate Road, forming part of the London Cycle Network LCN Route 27 Highgate to Streatham . The plan also highlights Croftdown Road and ork Rise as a proposed London Greenway route.

Public Transport

2.21 As shown of **Figure 3**, the nearest bus stops to the site are located on Swains Lane, approximately 250m from the site a 3-minute walk . The northbound stop has a shelter, which includes seating and timetable information. The southbound stop takes the form of a flag and pole arrangement.

2.22 These stops are served by the number C11 bus route which runs between Brent Cross Shopping Centre and Archway Station, via Gospel Oak, Belsi e Park, Swiss Cottage and West Hampstead. Services operate at a fre uency of one bus every 7 to minutes to 9 per hour in each direction during weekdays and on Saturdays, with a 12-minute fre uency service on Sundays 5 per hour .

2.23 In addition to the above, a further nine stops 10 in total are located within TfL s recommended walking distance of 640m -min walk from the site which are served by a further 3 bus routes, numbers 214, C2 and 4. These connect the site to key areas such as, Highgate illage, Kentish Town, Camden Town, Kings Cross Station, Liverpool Street Station, Oxford Circus, Hyde Park and

ictoria, at a combined average fre uency of one bus every 2-3 minutes 25 per hour during weekdays and on Saturdays, and a combined average fre uency of one bus every 5 minutes on Sundays 12 per hour .

2.24 Based on the above, a total of up to almost 30 buses per hour serve stops within easy walking distance of the site throughout the daytime on weekdays.

2.25 In addition, the site is within TfL s recommended 960m walk distance as measured in line with their PTAL methodology of Tufnell Park Underground station. This is on the Northern Line High Barnet branch , providing a service at an approximate fre uency of every 3 to 4 minutes in each direction 20 services per hour in each direction throughout the daytime on weekdays.

2.26 Based on the proximity of the public transport opportunities highlighted above, the site s level of accessibility is split between a PTAL 3 average and PTAL 4 good .

2.27 Details of the PTAL calculations are attached at **Appendix C**.

3.0 PROPOSED DEVELOPMENT

3.1 A full description of the proposed development is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.

3.2 The development proposals comprise the creation of a new publicly accessible open space enhanced tennis facilities, including the reconfiguration and extension of the courts to provide an additional court and increased playing area to accord with Lawn Tennis Association LTA re uirements the provision of a new ancillary pavilion Class D2 to replace existing ancillary buildings a new community garden and the demolition and replacement of the existing bowling club building with a new part three storey, part 2 storey building providing 21 residential dwellings Class C3 with associated access, parking and landscaping.

3.3 The development would continue to utilise the existing access from Croftdown Road, with unobstructed footways on both sides of the carriageway.

3.4 A new pedestrian/cyclist access link into the northern part of the site is proposed from Croftdown Road. This access link is located circa 60m to the east of the existing site access.

3.5 The specific mix of development would be as follows -

Residential

- 21 mixed tenure residential units

  Affordable

  - 3 x 1-bedroom flats
  - 5 x 2-bedroom flats
  - 3 x 3-bedroom flats

  Private

  - 4 x 2-bedroom houses

- 6 x 4-bedroom houses

Non-Residential (2542sqm)

- 3 Tennis courts to LTA standard
- 55s m Club House

Ancillary

- 20 car parking spaces 2 disabled
- 62 cycle parking spaces 52 for residential/10 for tennis

3.6 The proposed architectural site layout plan and schedule of accommodation for the proposed development are provided at **Appendix D**.

Access

3.7 The proposed development will be served via the existing site access from Croftdown Road, leading into a redeveloped car parking area, comprising 20 spaces. This access will be resurfaced and include footways on both sides of the road, which will be cleared of any existing obstructions sign posts or service boxes .

On-Site Parking

Car

3. On-site car parking is to be provided for the residential and tennis club uses. As indicated in **Appendix D,** a total of 20 spaces 2 disabled will be provided. 19 of these are for the residential element, which results in an average of 0.9 spaces per unit. The remaining 1 spaces will be available for the Tennis Club use.

3.9 This provision for the residential uses is in accordance with the re uirements set out in relevant Camden policy and the parking re uirements within the *London Plan* see **section 4.0)**.

3.10 The LBC set parking provision for leisure uses based on the details of a Transport Assessment see **section 4.0)**. **Section 5.0** of this report examines this in further detail.

Cycle

3.11 A total of 52 secure covered parking spaces are proposed for the residential uses on the site, which e uates to 2.4 spaces per dwelling.

3.12 A total of 10 secure parking spaces 5 Sheffield Stands are proposed for the tennis club uses on the site.

3.13 This provision is in accordance with the minimum re uirement set out in relevant Camden policy and The London Plan. see **section 4.0**.

Servicing & Deliveries

3.14 Servicing and delivery movements occurred at the bowling club when formerly operational , which served the site via the existing access from Croftdown Road. Therefore, the existing access arrangement accommodate typical refuse and delivery type vehicles.

3.15 The proposed site masterplan **Appendix D** demonstrates the location of the external refuse collection point, which is located within 10m of the internal road. It is proposed that on collection days, an on-site management group will bring the bins from each refuse store/residential unit/leisure use to the main collection point.

3.16 **Drawing Number J671-001** demonstrates that a Refuse ehicle can continue to satisfactorily access and serve the site. To accommodate turns within the site, a suitable turning head is provided. This will allow the vehicle to get within 10 metres of the main refuse collection point, and to enter and egress in forward gear.

3.17 A Servicing Management Plan Ref 671-05 has been prepared by ACE for the development, which examines the servicing and deliveries strategy for the non-residential element of the proposed development. This has been submitted in support of the application.

Travel Plan

3.1 A ramework Travel Plan Ref 671-04 has been prepared by ACE for the development to identify initiatives to encourage sustainable and healthy ways of travelling and reduce vehicle use. This has been submitted in support of the application.

4.0 POLICY CONTEXT

Framework

4.1 Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents -

- *National Planning Policy Framework* March 2012
- *The London Plan* adopted October 2013
- *The Draft Further Alterations to the London Plan (released January 2014);* and
- *Camden Local Development Framework (November 2010)*

National Planning Policy Framework

4.2 The *NPPF* states, at para 29, that *Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.*

4.3 Para 30 goes on to state that *Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.*

4.4 At para 32, the *NPPF* states that *All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

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

4.5 Para 34 states that *Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas."*

4.6 Para 35 states that *Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
  create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;"

4.7 Para 39 states If setting local parking standards for residential and non-residential development, local planning authorities should take into account

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

The London Plan

4.7 **Policy 6.1 Strategic Approach** states that *The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:*

- *encouraging patterns and nodes of development that reduce the need to travel, especially by car*
- *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand*
- *supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity.*

4. **Policy 6.3 Assessing Effects of Development on Transport Capacity** states that *Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance.*

4.9 **Policy 6.13 Parking** states that *The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments must:*

- *ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles*
- *provide parking for disabled people in line with Table 6.2*
- *meet the minimum cycle parking standards set out in Table 6.3*
- *provide for the needs of businesses for delivery and servicing.*

4.10 Table 6.2 sets out maximum car parking standards of up to one space per dwelling for dwellings with one or two bedrooms, increasing to a maximum of one to 1.5 for each dwelling with three bedrooms, and 1.5 to 2 for each dwelling with four or more bedrooms.

4.11 In respect of parking for leisure uses, the *London Plan* states *In locations with a PTAL of 1–3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport".*

4.12 Table 6.3 sets out minimum cycle parking standards of two spaces for each dwelling with 3 or more bedrooms. Minimum cycle parking standards for D2 uses are re uired as follows -

- *D2 Leisure - 1 per 120 staff + 1 per 20 peak period visitors*

Draft *Further Alterations to the London Plan* (2014)

4.13 The *Draft Further Alterations to the London Plan FALP* have been prepared primarily to address key housing and employment issues emerging from an analysis of Census data released since the publication of the London Plan in uly 2011, and which indicate a substantial increase in the capital s population. The ALP also -

- *develops the concept of the London Plan as the 'London expression of the National Planning Policy Framework';*
- *provides a robust, short to medium term planning framework to provide a clear 'direction of travel' for the longer term, recognising that this may well have to be reviewed*
- *deals with minor changes in terms of fact;*

- *responds to changes in national policy;*
- *provides support for the Mayor's Housing and other strategies; and*
- *where relevant addresses other advice to the Mayor e.g. from the Outer London Commission.*

4.14 The *FALP* was released for consultation in anuary 2014 with the consultation period ending in April 2014. It is anticipated that the document will be fully adopted in anuary 2015

4.15 **Chapter 6 – London's Transport** includes some alterations to the various transport policies outlined in the *London Plan*, in particular to the details surrounding car and cycle parking.

4.16 Table 6.2 sets out maximum car parking standards of 0-1 space per dwelling for dwellings with one or two bedrooms, increasing to a maximum of up to 1.5 spaces for each dwelling with three bedrooms, and up to 2 for each dwelling with four or more bedrooms.

4.17 Table 6.3 of the *FALP* sets out minimum cycle parking standards of one long stay space per dwelling up to 45s m and 2 long stay spaces per all other dwellings. In addition, 1 short stay space per unit is also re uired. Minimum cycle parking standards for D2 uses are as follows -

D2 use - Leisure

- Long Stay 1 space per staff
- Short Stay 1 space per 100s m

Camden Local Development Framework (LDF)

4.1 Camden s LD replaced the Unitary Development Plan UDP in November 2010. The LD is a collection of planning documents that sets out their strategy for managing growth and development in the Borough, including where new homes, jobs and infrastructure will be located.

4.19 As part of the LD a number of separate documents are provided, which set LBC s policy in respect of Transport Assessment, Car and Cycle Parking, Servicing and Travel Plans.

4.20 The Camden Development Policy 2010 to 2025 document, forms part of the LD and sets out Camden s Planning Policy, in respect of new development.

4.21 **Policy DP16** states 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. We will resist development that fails to assess and address any need for:*

a) movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;

b) additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans;

c) safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development."

4.22 **Policy DP17 states** *"The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:*

a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;

b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;

c) safe road crossings where needed;

d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information."

4.23 Paragraph 17.6 of the CDP states *"We will seek shared surfaces in appropriate circumstances, and where it will be safe for all users, for example at locations with high levels of pedestrian activity and where traffic speeds and volumes are low. Shared surfaces are unlikely to be appropriate on through-routes for cyclists".*

4.24 **Policy DP18** states *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, 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'. 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 set out in Appendix 2. The Council will:

d) strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and

e) seek the provision of electric charging points as part of any car parking provision."

4.25 Appendix 2 of the CBD states the following in respect of car and cycle parking

C3 – Residential development (housing)

Cycles	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.
	isitors from threshold of 20 units, 1 space per 10 units or part thereof.
People with disabilities	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.
General car parking	Low parking provision areas maximum of 0.5 spaces per dwelling.

D2 – Recreation and leisure

Cycles	Staff from threshold of 500 s m, 1 space per 250 s m or part thereof. Customer from threshold of 500 s m, 1 space per 250 s m or part thereof.

People with disabilities	Staff/operational 1 space per disabled employee or, from a threshold of 1,000 s m, 1 space per 20,000 s m or part thereof - whichever is the greater. isitor from threshold of 1,000 s m, 1 space per 500 s m or part thereof.
Service vehicles and coaches	No minimum re uirement, on-site provision should be on the basis of early negotiation supported by the Transport Assessment re uired under policy DP16 / Appendix 1.
Taxis	Pick-up / set-down bay ade uate for one re uired above 1,000 s m, with any departure justified by a Transport Assessment.
Other staff/ operational parking	Low parking provision areas maximum of 1 space per 1,500 s m Rest of borough maximum of 1 space per 1,000 s m Any additional needs for staff working anti-social hours will be considered provided they are supported by a Transport Assessment or supporting information as appropriate for smaller schemes , and a Travel Plan can be secured.
Other visitor parking	Only considered if supported by a Transport Assessment or supporting information as appropriate for smaller schemes showing that existing spaces, public transport and taxis cannot cater for the expected travel demand, and a Travel Plan can be secured.

4.21 Paragraph 19.14 of the document states *"In order to promote more sustainable modes of travel, the Council generally welcomes proposals to reduce the amount of off-street parking in the borough, provided that the removal of spaces would not:*

- *lead to a shortfall against minimum parking standards relating to bicycles, people with disabilities, service vehicles, coaches and taxis (see Appendix 2);*
- *cause difficulties for existing users, particularly if the spaces are used by shoppers, by nearby residents, or for the operational needs of a business; or*
- *displace parking to controlled parking zones, particularly in identified areas of parking stress."*

Policy Compliance

4.22 The site is located within close proximity to retail outlets, supermarkets, heath facilities and schools. The site is also located close to the London Cycle Network, and is within walking distance of bus stops served by a number of routes and of a London Underground station. The intensification of development in an area such as this complies with current national, regional and local planning policy guidance.

4.23 The parking provision of 19 spaces for the residential development 0.9 spaces per dwelling accords with the maximum standards set out in the *London Plan*, the *Further Alterations to the London Plan* and the Camden Development Policy.

4.24 The cycle parking provisions for the residential and leisure elements accords with the maximum standards set out in the London Plan and the Camden Development Policy.

4.25 The servicing strategy identified in **Section 3.0** should satisfactorily enable the development to be serviced without any adverse effect on the highway network, and therefore complies with the guidance set out in the CDP. A *Servicing Management Plan* has been prepared for submission with the planning application.

4.26 In view of the above, it can be seen that the principle of the proposed development on this site is fully compliant with current policy guidance on transport and land use planning at national, regional and local levels.

5.0 TRIP GENERATION / ATTRACTION

Existing Trip Attraction

Bowling Club

5.1 The existing bowling club is not currently in use. Therefore, undertaking a traffic count survey of the club would not determine its potential trip attraction. As explained in **Section 1.0**, the trip attraction associated with the Bowling Club was considered as part of the TS prepared for the December 2012 application. As these trip rates, which were based on a first principles assessment, were agreed as part of the Dec 2012 TS, the rates have been adopted for the purposes of this assessment.

5.2 Based on this methodology, **Table 5.1** demonstrates the person trip and vehicle traffic movements associated with the existing bowling club.

5.3 Relevant extracts from the December 2012 TS and supporting output data is provided at **Appendix E**.

Table 5.1: Predicted Existing Bowling Club Person Trip Movements (source: Information received from MBC/Extract from Dec 2012 Transport Statement)

	Weekday am peak hour			Weekday pm peak hour			Total Daily		
	In	*Out*	*Two-way*	*In*	*Out*	*Two-way*	In	*Out*	*Two-way*
Person trips	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**35**	**70**
All ehicle driver trips	0	0	0	0	0	0	15	15	30
ehicle Passenger trips	0	0	0	0	0	0	20	20	40
Pedal cycle trips	0	0	0	0	0	0	0	0	0
Walk trips	0	0	0	0	0	0	0	0	0
Train trips	0	0	0	0	0	0	0	0	0
Underground trips	0	0	0	0	0	0	0	0	0
Bus trips	0	0	0	0	0	0	0	0	0
Motorcycle Trips	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0

Note no peak hour movements were anticipated for the existing Bowling Club use.

Tennis Club

5.4 The site currently comprises 2 tennis courts which are available to both members of the Kenlyn Lawn Tennis Club which currently has 50 members . It is understood that the courts are available 7 days per week during daylight hours. The facility is only generally used during the Spring, Summer and Autumn seasons, which e uates to circa 21 days per year.

5.5 Given the decline in the use of the site over recent years, it is not deemed appropriate to undertake a survey of the existing tennis club as it is not operating at full capacity. In view of this, trip rates have been obtained from the D2 Other category within the TRA L database. This only has data for one site, the Campden Hill Lawn Tennis Club in Holland Park,, located in the Royal Borough of Kensington Chelsea. Like the MBC site, the site is also located in an inner London location and subject to a PTAL of 3, although comprises 12 courts.

5.6 **Table 5.2** sets out the adopted trip rates for each mode of travel and the resultant trip attraction of the existing tennis court use.

Table 5.2 Predicted Existing Tennis Club Person Trip Movements (source: TRAVL)

	Weekday am peak hour			Weekday pm peak hour			Total Daily		
	In	*Out*	*Two-way*	*In*	*Out*	*Two-way*	*In*	*Out*	*Two-way*
Person trip rates (per court)	**0.17**	**0.00**	**0.17**	**1.42**	**1.58**	**3.00**	**12.33**	**12.42**	**24.75**
Person trips (2 courts)	**0**	**0**	**0**	**3**	**3**	**6**	**25**	**25**	**50**
All ehicle driver trips 32	0	0	0	1	1	2			16
ehicle Passenger trips 1	0	0	0	1	1	1	4	4	9
Pedal cycle trips 6	0	0	0	0	0	0	1	1	3
Walk trips 32	0	0	0	1	1	2			16
Train trips 0	0	0	0	0	0	0	0	0	0
Underground trips 0	0	0	0	0	0	0	0	0	0
Bus trips 0	0	0	0	0	0	0	0	0	0
Motorcycle Trips 2.0	0	0	0	0	0	0	0	0	1
Taxi trips 10	0	0	0	0	0	1	2	2	5

Total Existing

5.7 Based on the above, the total existing uses are anticipated to generate the following total daily movements as demonstrated in **Table 5.3**

Table 5.3 Combined Existing Use Person Trip Movements

	Weekday am peak hour			Weekday pm peak hour			Total Daily		
	In	*Out*	*Two-way*	*In*	*Out*	*Two-way*	In	*Out*	*Two-way*
Person trips	**0**	**0**	**0**	**3**	**3**	**6**	**60**	**60**	**120**
All ehicle driver trips	0	0	0	1	1	2	23	23	46
ehicle Passenger trips	0	0	0	1	1	1	24	24	49
Pedal cycle trips	0	0	0	0	0	0	1	1	3
Walk trips	0	0	0	1	1	2			16
Train trips	0	0	0	0	0	0	0	0	0
Underground trips	0	0	0	0	0	0	0	0	0
Bus trips	0	0	0	0	0	0	0	0	0
Motorcycle Trips	0	0	0	0	0	0	0	0	1
Other	0	0	0	0	0	1	2	2	5

Predicted Development Trip Attraction/Generation

Residential Use

5. Similar to the existing Bowling Club, the agreed residential trip rates from the December 2012 TS have been extracted and adopted for the purposes of this assessment. Relevant extracts from the TS and supporting TRA L output data is provided at **Appendix E**.

5.9 To determine the likely modal split for the proposed residential development, modal split percentages has been derived from Travel to Work data for the resident population of Highgate ward comprising the area surrounding the site contained in the 2011 Census. The modal split data is included at **Appendix F**.

5.10 **Table 5.4** sets out the adopted person trip rates and the resultant trip generation of the proposed residential use a total of 21 units.

Table 5.4: Predicted weekday peak hour and daily residential trips by mode (source: TRAVL/December 2012 TS)

	Weekday am peak hour			Weekday pm peak hour			Total Daily		
	In	*Out*	*Two-way*	*In*	*Out*	*Two-way*	*In*	*Out*	*Two-way*
Person trip rates (per unit)	**0.34**	**0.72**	**1.06**	**0.63**	**0.55**	**1.18**	**5.42**	**5.33**	**10.75**
Person trips (21 units)	**7**	**15**	**22**	**13**	**12**	**25**	**114**	**112**	**226**
All ehicle driver trips 16	1	2	4	2	2	4	1	1	36
ehicle Passenger trips 1	0	0	0	0	0	0	1	1	2
Pedal cycle trips 13	1	2	3	2	2	3	15	15	30
Walk trips 12	1	2	3	2	1	3	13	13	27
Train trips 7	1	1	2	1	1	2			16
Underground trips 29	2	4	6	4	3	7	33	32	65
Bus trips 19	1	3	4	3	2	5	22	21	43
Motorcycle Trips 2.0	0	0	0	0	0	0	2	2	5
Other 1	0	0	0	0	0	0	1	1	2
Taxi trips 1	0	0	0	0	0	0	1	1	2

Tennis Club Use

5.11 The development proposals comprise the re-development of the two existing tennis courts to provide 3 new courts with an associated tennis club. To determine the number of anticipated movements associated with the redeveloped tennis facility, we have used the same trip rates per court as identified for the existing facility. Based on this, **Table 5.5** sets out the resultant trip attraction by travel mode of the proposed enhanced tennis facility with 3 courts.

Table 5.5: Predicted weekday peak hour and daily Tennis trips by mode (source: TRAVL)

	Weekday am peak hour			Weekday pm peak hour			Total Daily		
	In	*Out*	*Two-way*	*In*	*Out*	*Two-way*	*In*	*Out*	*Two-way*
Person trip rates (per court)	**0.17**	**0.00**	**0.17**	**1.42**	**1.58**	**3.00**	**12.33**	**12.42**	**24.75**
Person trips (3 courts)	**0**	**0**	**0**	**4**	**5**	**9**	**37**	**37**	**74**
All ehicle driver trips 32	0	0	0	1	2	3	12	12	24
ehicle Passenger trips 1	0	0	0	1	1	2	7	7	13
Pedal cycle trips 6	0	0	0	0	0	1	2	2	4
Walk trips 32	0	0	0	1	2	3	12	12	24
Train trips 0	0	0	0	0	0	0	0	0	0
Underground trips 0	0	0	0	0	0	0	0	0	0
Bus trips 0	0	0	0	0	0	0	0	0	0
Motorcycle Trips 2.0	0	0	0	0	0	0	1	1	1
Taxi trips 10	0	0	0	0	0	1	4	4	7

Total

5.12 Based on the above, the resultant total trips for the proposed development is shown at **Table 5.6**

Table 5.6: Predicted combined total trips for proposed development use by mode

	Weekday am peak hour			Weekday pm peak hour			Total Daily		
	In	*Out*	*Two-way*	*In*	*Out*	*Two-way*	*In*	*Out*	*Two-way*
Person trips	**7**	**15**	**23**	**17**	**16**	**34**	**151**	**149**	**300**
All ehicle driver trips	1	2	4	3	3	7	30	30	60
ehicle Passenger trips	0	0	0	1	1	2			15
Pedal cycle trips	1	2	3	2	2	4	17	17	34
Walk trips	1	2	3	3	3	6	25	25	50
Train trips	1	1	2	1	1	2			16
Underground trips	2	4	6	4	3	7	33	32	65
Bus trips	1	3	4	3	2	5	22	21	43
Motorcycle Trips	0	0	0	0	0	1	3	3	6
Other	0	0	0	0	0	0	1	1	2
Taxi trips	0	0	0	1	1	1	5	5	9

Change

5.13 **Table 5.7** sets out the predicted change in total daily trips by each mode resulting from the proposed development of the MBC site, by subtracting the potential trip attraction associated with the existing bowling/ tennis facilities at **Table 5.3** from that predicted for the proposed development see **Table 5.6** .

Table 5.7: Predicted change in person trip flow by mode

	Weekday am peak hour			Weekday pm peak hour			Total Daily		
	In	*Out*	*Two-way*	*In*	*Out*	*Two-way*	In	*Out*	*Two-way*
Person trips	**7**	**15**	**22**	**14**	**14**	**28**	**91**	**89**	**180**
All ehicle driver trips	1	2	4	2	3	5	7	7	14
ehicle Passenger trips	0	0	0	0	0	1	-16	-16	-34
Pedal cycle trips	1	2	3	2	2	4	16	16	31
Walk trips	1	2	3	2	2	4	17	17	35
Train trips	1	1	2	1	1	2			16
Underground trips	2	4	6	4	3	7	33	32	65
Bus trips	1	3	4	3	2	5	22	21	43
Motorcycle Trips	0	0	0	0	0	0	3	3	5
Other	0	0	0	0	0	0	3	3	4

5.14 **Table 5.7** shows that the proposed development trips are likely to result in an increase of two-way vehicle driver increase of 4 in the AM, 5 in the PM and 14 across the day.

5.15 The DfT/DCLG document Guidance on Transport Assessment GoTA, 2007 , suggests two-way peak hour traffic increase thresholds for when an assessment of traffic impact is re uired. The GoTA states a threshold of 30 movements as a starting point for discussions but does not suggest that such an increase would have an adverse impact. urthermore, Appendix B of the GOTA provides assessment thresholds based on the level of development. The guidance states that no assessment should be re uired for developments with less than 50 units.

5.16 In comparison to the December 2012 TS, which highlighted a daily increase of 7 vehicle trips, the proposed level of daily increased identified in Table 5.7 results in a significant reduction in vehicle trips. Therefore, the proposed development is to result in an overall reduction in trips to the level of development previously proposed and agreed with LBC.

5.17 Based on the above, it is concluded that both the tennis and residential development would not have a discernible person/vehicular trip impact on the capacity or highway safety of the existing site accesses, surrounding highway network or the surrounding public transport opportunities.

Parking demand

5.1 The residential element of the site will provide 19 parking spaces for the 21 dwellings. This e uates to a provision of 0.9 spaces per dwelling. This level of provision is in line with the policy re uirements of LBC and the *London Plan*, and should be satisfactory. As a result, it is concluded that this level of provision should alleviate any demands for off-site parking from the residential development.

5.19 To further restrict any off-site parking demands, residents of the proposed development will be ineligible for applying for parking permits.

5.20 As part of the proposed refurbishment 1 space will be made available for the Tennis Club.

5.21 Car ownership data by dwelling type, tenure and si e for the Highgate Ward has been extracted from the 2011 Census. This shows the following

Privately owned houses	-	Average of 1.31 spaces per unit
Affordable flats	-	Average of 0.35 spaces per unit.

5.22 This data is provided at **Appendix E.**

5.23 The proposed development comprises a total of 21 units, with 10 houses for private sale and 11 affordable flats. In line with the identified ownership data, this e uates to the following demand

Privately owned houses	-	13 spaces
Affordable flats	-	4 spaces
Total	**-**	**17 spaces**

5.24 As the proposed development would provide 19 spaces for the residential development, which is in line with the maximum re uirements of LBC and the *London Plan*, the anticipated ownership demands should be satisfactorily accommodated, and no demand for off-site parking would occur. However the surveys of on-street parking show that any overspill demand that did occur on occasion could be readily accommodated off site

6.0 SUMMARY AND CONCLUSIONS

6.1 This TS has been prepared to support a planning application for the redevelopment of the Mansfield Bowling Club at Croftdown Road, Camden, London NW5. It is proposed to redevelop the existing bowling clubhouse to provide an improved tennis facility and residential development of 21 units, utilising the existing access from Croftdown Road.

6.2 We have examined the expected weekday daily total trip attraction resulting from the proposed scheme for all modes, based on robust trip rates derived from TRA L and a first principles assessment of the bowling club. This has shown that the proposed development trips are likely to result in minimal increases at peak hours and across the day when compared against the existing use.

6.3 The proposed level of development falls beneath the general thresholds for when a full assessment is re uired. Therefore, it is concluded that both the tennis and residential development should not have a discernible person/vehicular trip impact on the capacity or highway safety of the existing site accesses, surrounding highway network or the surrounding public transport opportunities.

6.4 We have examined existing public transport opportunities and concluded that the current scheme proposal would be satisfactorily accommodated by the existing level of available services.

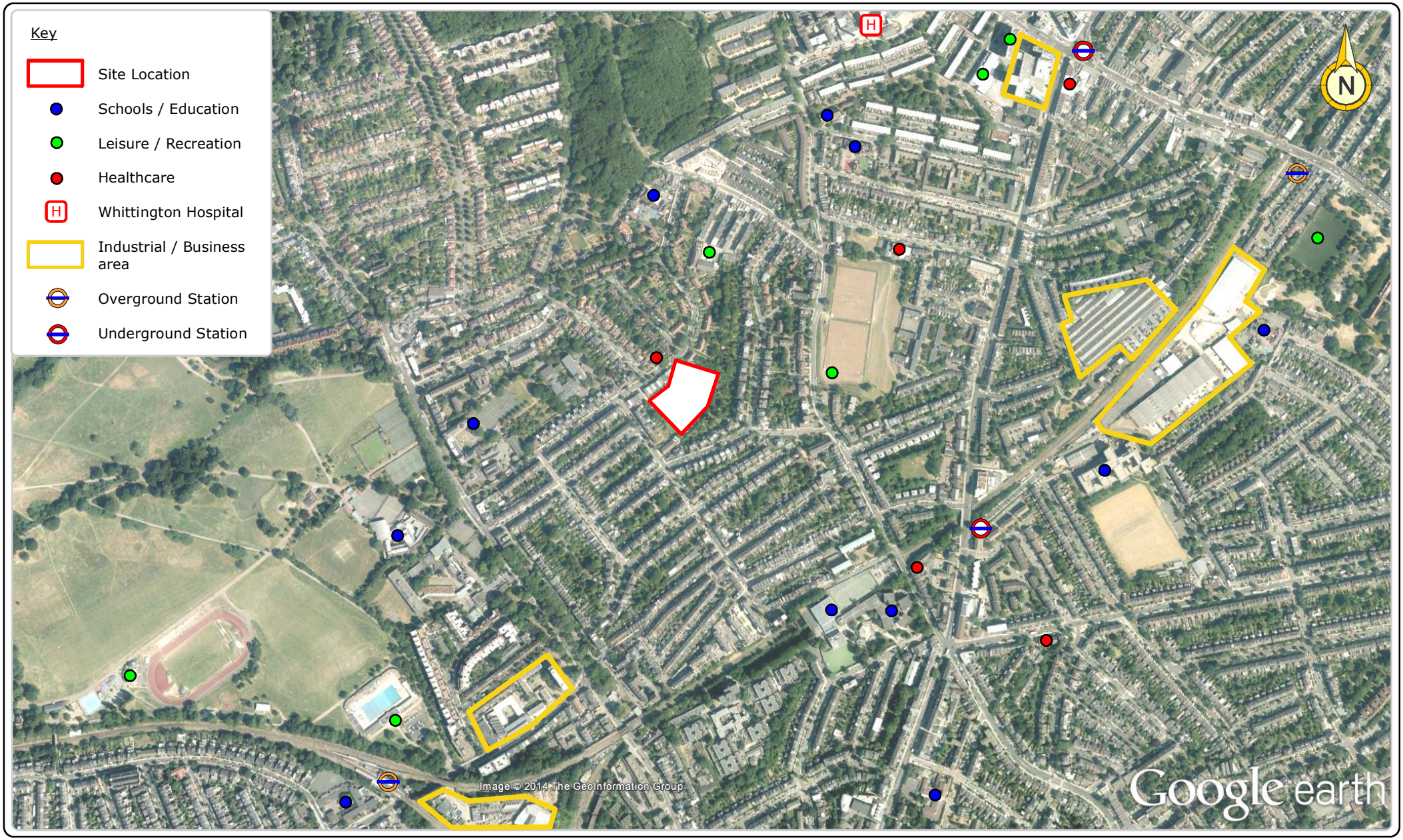
6.5 The proposed development will be accessed by the existing established access road from Croftdown Road, which leads into the car parking area comprising 20 car parking spaces and turning area.

6.6 We have also examined the proposals, in terms of car and cycling parking provision, in line with the re uirements of the local planning authority and most recent car ownership data for the area. It was concluded that the proposed level of provisions should satisfactorily

accommodate the demands of the proposed development, and no off-site demands for parking should exist.

6.7 Overall, it is concluded that the development proposals would have no adverse impact on the performance of the local highway network, accords with local and regional planning policies, and should therefore be considered acceptable on highways grounds.

Figures



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w www.ardent-ce.co.uk e enquiries@ardent-ce.co.uk

Client
GENERATOR GROUP

Project Title
Mansfield Bowling Club, Croftdown, Camden

Dwg Title
Site Location and Local Facilities

Scale	Date	Designed
N.T.S	Nov 2014	DE
Drawn	Checked	Approved
DE	SH	CBP
Drawing No.		Rev
FIGURE 1		-

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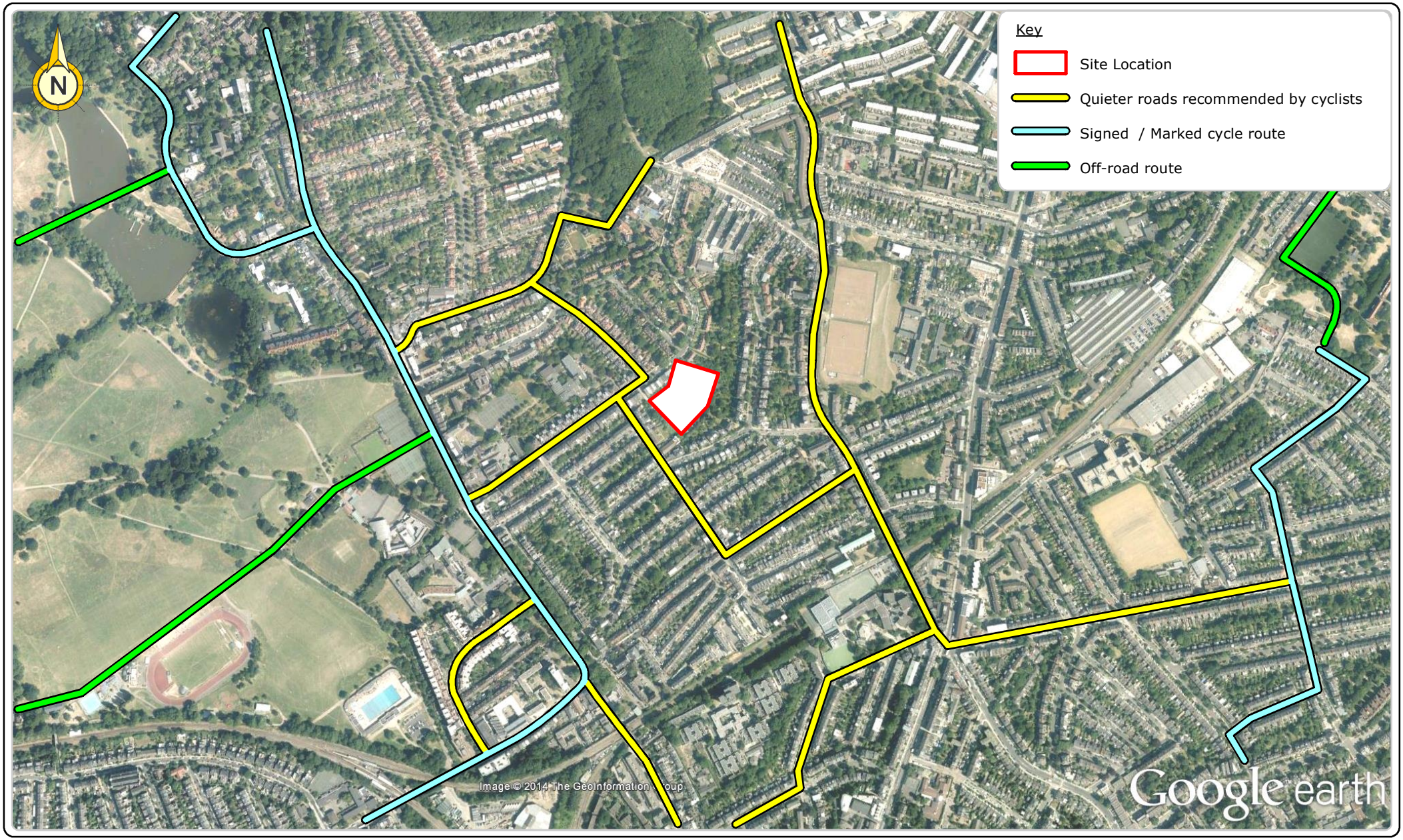

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Client
GENERATOR GROUP

Project Title
Mansfield Bowling Club, Croftdown Road, Camden

Dwg Title
Cycle Routes

Scale	Date	Designed
N.T.S	NOV 2014	DE
Drawn	Checked	Approved
DE	SH	-
Drawing No.		Rev
FIGURE 2		-

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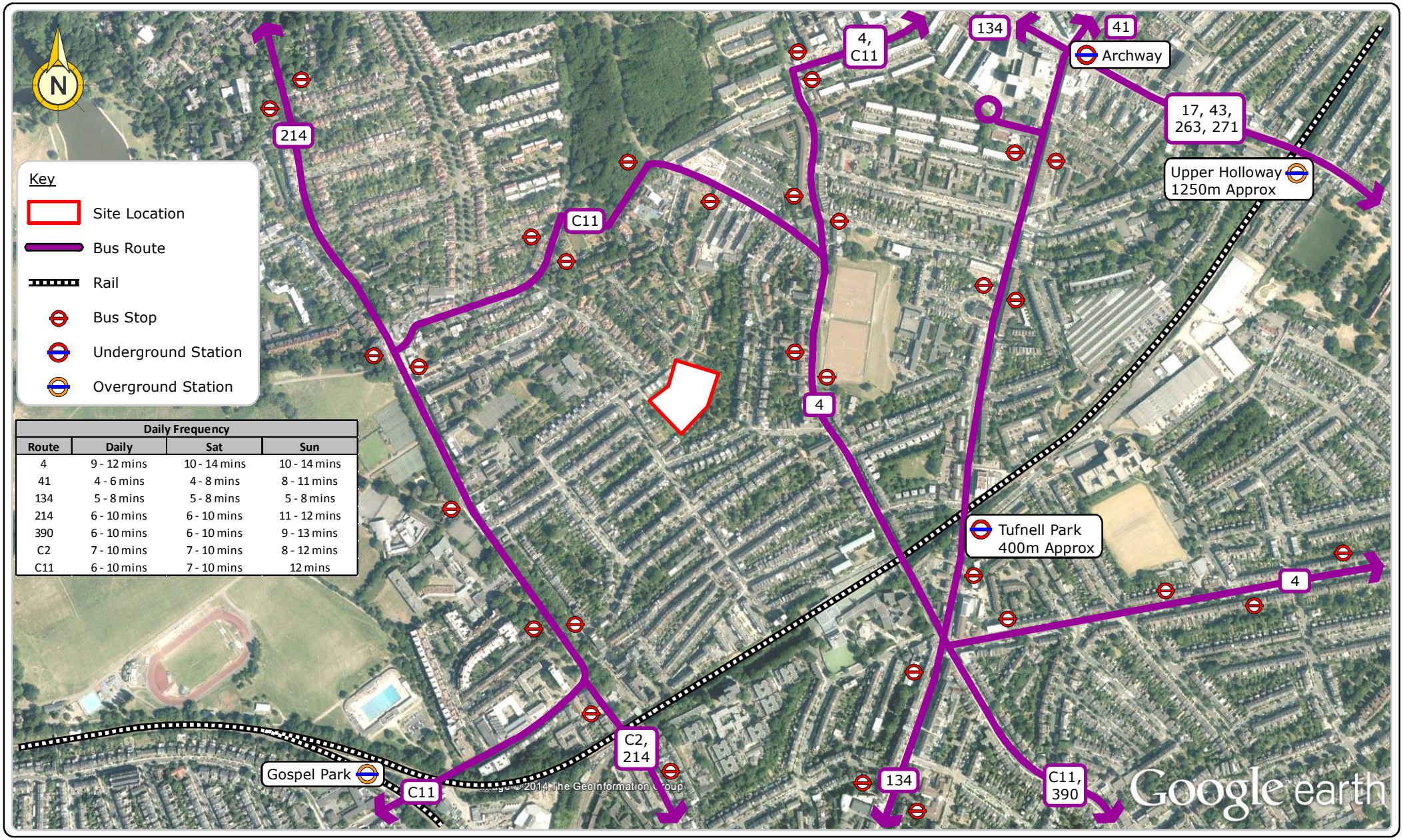

Daily Frequency			
Route	Daily	Sat	Sun
4	9 - 12 mins	10 - 14 mins	10 - 14 mins
41	4 - 6 mins	4 - 8 mins	8 - 11 mins
134	5 - 8 mins	5 - 8 mins	5 - 8 mins
214	6 - 10 mins	6 - 10 mins	11 - 12 mins
390	6 - 10 mins	6 - 10 mins	9 - 13 mins
C2	7 - 10 mins	7 - 10 mins	8 - 12 mins
C11	6 - 10 mins	7 - 10 mins	12 mins

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Client
GENERATOR GROUP

Project Title
Mansfield Bowling Club, Croftdown Road, Camden

Dwg Title
Public Transport Facilities

Scale	Date	Designed
N.T.S	NOV 2014	DE
Drawn	Checked	Approved
DE	SH	CBP
Drawing No.		Rev
FIGURE 3		-

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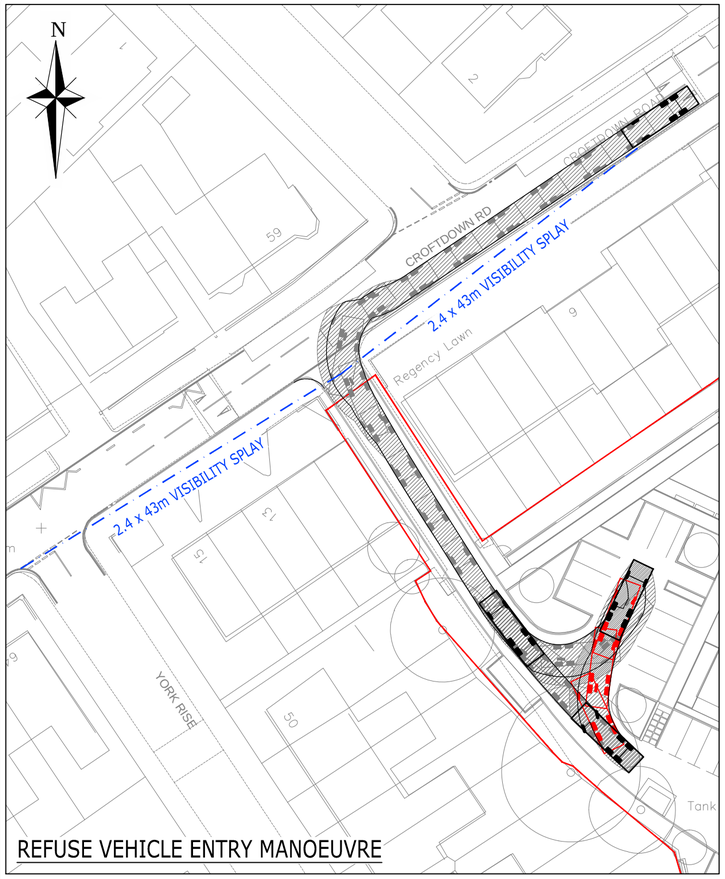
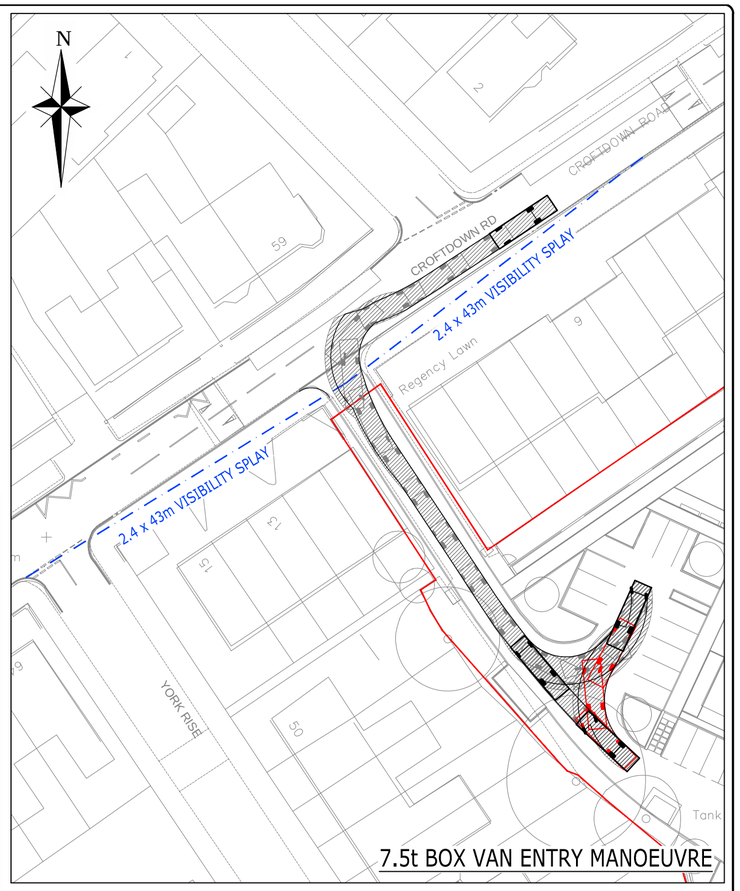
Drawings

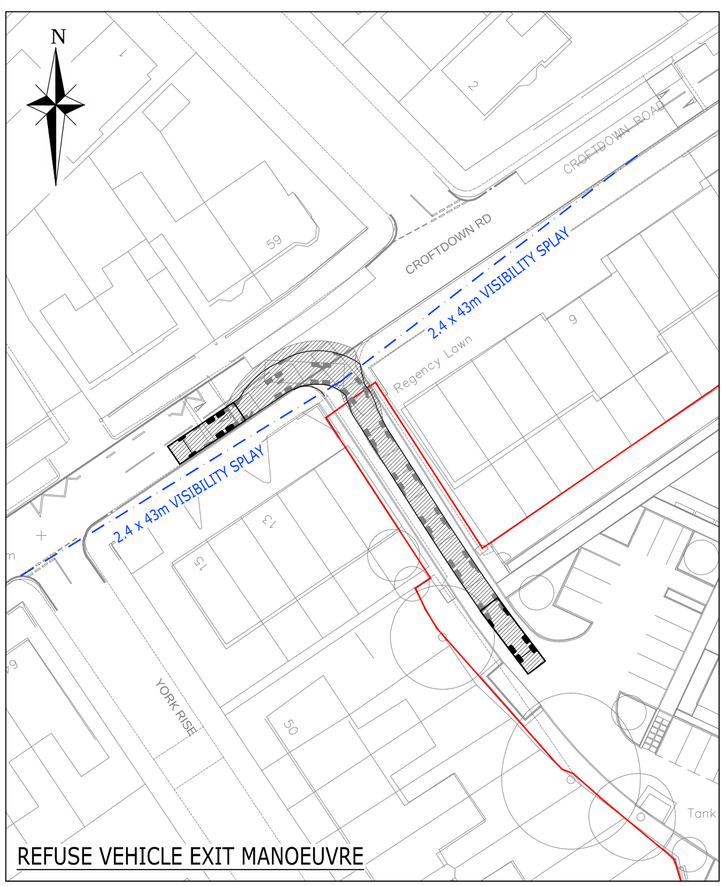


REFUSE VEHICLE ENTRY MANOEUVRE

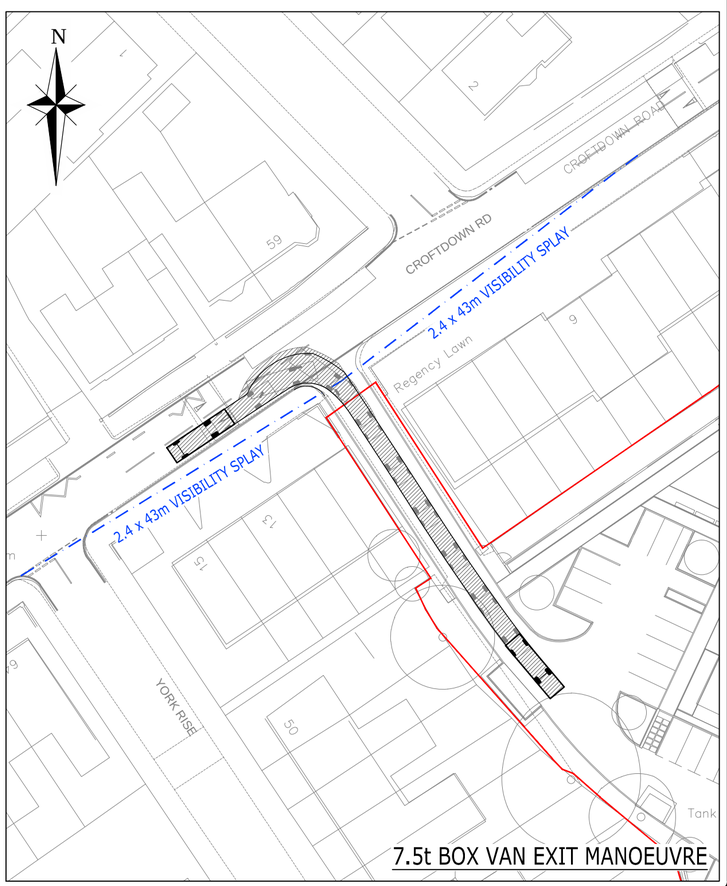
MANSFIELD BOWLING CLUB ACCESS



7.5t BOX VAN ENTRY MANOEUVRE



REFUSE VEHICLE EXIT MANOEUVRE



7.5t BOX VAN EXIT MANOEUVRE

NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
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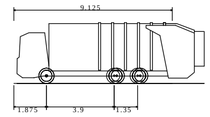
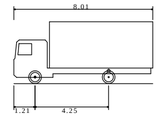


6x2 Rear Drive Refuse Vehicle

Overall Length	9.125m
Overall Width	2.490m
Overall Body Height	3.500m
Min Body Ground Clearance	0.000m
Track Width	2.490m
Lock to Lock Time	4.00s
Max Wheel Angle	45.00°



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

REV	AMENDMENTS	DRN	CHK	APP	DATE

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CLIENT: GENERATOR DEVELOPMENTS

PROJECT TITLE: MANSFIELD BOWLING CLUB

DRAWING TITLE: PROPOSED SITE ACCESS AND SWEPT PATH ANALYSIS

SCALE:	DATE:	DESIGNED:
1:500 @ A2	02.12.14	SJH
DRAWN: RW	CHECKED: SJH	APPROVED: TRF

DRAWING NO. J671-01 REV: -

Appendix A

Pre-application correspondence

MEETING NOTE

Project:	**Mansfield Bowling Club**
Meeting:	**Pre-Application Meeting with Camden Council**
Time/Date:	**10.00am 20 August 2014**
Venue:	**5 St Pancras Square**
Present:	**Jonathan Markwell – LB Camden (Planning)**
	Charles Rose – LB Camden (Heritage and Conservation)
	Andrew Triggs – LB Camden (Strategic Planning)
	Andrew Hinchley – LB Camden (Parks and Open Spaces)
	Neil Cleary – LB Camden (Housing)
	Steve Cardino – LB Camden (Transport)
	James Barnes – Generator
	Ben Williamson – PRP
	Elytes Charalambous – PRP
	Adrian Judd – PRP
	David Churchill – Iceni
	Ian Mayhead – Iceni
Apologies:	**None**
Distribution:	**James Barnes – Generator**
	Ben Williamson – PRP
	Elytes Charalambous – PRP
	Adrian Judd – PRP
	David Churchill – Iceni
	Ian Mayhead – Iceni
	Charlotte Hutchison - Iceni
Next meeting:	**TBC**

Actions

1. **Open Space**

- Andrew Hinchley (AH) made it clear that his focus was open space rather than sport provision. From his perspective it is crucial to maximise the value of the public open space provision.

- AH wants to ensure that people have the ability to walk through the site, in one entrance and out of the other. *PRP to consider*

- The use of the open space should maximise the play value, through the provision for youth as well as for younger children. Ideas for this should be explored. *PRP to consider*

- AH raised the previous ideas related to informal exercise equipment on the site and suggested this could serve a wider population. *PRP to consider*

- AH suggested investigating an alternative location for the main parking area, to the south rather than in the entrance. This would serve to provide improved connectivity through to the northern part of the site. *PRP to consider*

- Jonathan Markwell (JM) emphasised the need to justify that the pavilion is ancillary to the existing use in order to comply with policy. Is there a demonstrable need for the facility i.e. are the kitchenette and meeting space necessary? *Iceni / SLC to consider appropriate words, PRP to include comparison to existing pavilion / sheds*

- JM also queried whether the pavilion could be incorporated on the ground floor of the existing building footprint.

2. **Management** of the site

- Charles Rose (CR) suggested that the tennis use could potentially be designed to ensure it would be easy to remove the 3rd court (or more) if the tennis facility became unviable in the future, providing a greater area of open space.

- Need to ensure that a management plan is prepared that incorporated the management of the community garden.

- They would not be concerned if the community garden element is managed more like allotments (i.e. rented individually).

3. **Transport** matters

- Steve Cardino (SC) commented that the site is part Ptal 4 and part Ptal 3, and the location of the development now proposed is in Ptal 3 (which differs from the previous proposals). This means that our TA and Travel Plan will need to: *Transport consultant to be appointed*

  - justify why we are not car-free;

- demonstrate that there will be less vehicle trips than the previous / lawful use;

- consider the use of the tennis facility and how people do / will travel to play (prepare a diagram / map showing the locations that existing members travel from); *Generator / SLC to obtain address list for Kenlyn members*

- Cycle parking (happy in principle for visitors to not be covered) and for tennis to have simple hoops.

4. **Built form**

- JM / CR queried the proposed roof treatment as this could be an important 'elevation'. Can we provide a green / brown roof? This could be of significant help to the scheme and give it the visual appearance of private open space from some viewpoints. *PRP to consider*

- JM commented that the application should consider not just the loss of leisure in policy terms but also in terms of the Asset of Community Value (ACV) status. We discussed whether it should still be on the list as an ACV given the process followed. JM then stated that the ACV would be a material consideration. *Generator to ask lawyer and confirm status*

Iceni to check latest position re: ACVs and material considerations and argue that our proposal could better meet definition of ACV in any case

- CR stated that he felt PRP had done a good job achieving policy compliance on a constrained footprint and so he is generally supportive of the design approach.

- CR is not too concerned by the provision of some single aspect units.

5. **Affordable housing**

- Neil Cleary (NC) requested further details be provided in the application on the affordability of the shared ownership units, and agreed to provide subsequent details of this advice [this has now been provided via email dated 20/08/14]. *Affordable housing consultant*

- NC also queried whether the single aspect affordable units could have larger terraces / balconies to compensate, or on the ground floor a larger amount of 'defensible space'. *PRP to consider*

- NC emphasised the need to keep service charges affordable.

- NC expressed a preference for the wheelchair units to be in the social rented accommodation, as RP's can find the shared ownership ones difficult to sell to the right people. *PRP to consider*

- NC asked us to put the RP in touch with him once selected. *Generator to advise*

- JM stated that the unit size mix now looks acceptable.

- JM requested that we provide details of the density calculation in terms of both units per hectare and hab rooms per hectare. Include plans showing clearly which areas are included in calculating the site area. *Iceni to advise*

6. **AOB**

- JM stated that the key from his perspective is for us to demonstrate that the site can work long-term. If we can do this then it may be something they can support.

- JM stated that possible DM Forum dates were 10/9 18/9 or 1/10 but Officers would confirm. JM would also confirm developer briefing dates in due course. *Iceni to chase officers*

- The Basement Impact Assessments in Camden are now reviewed by 3rd party consultants as a requirement. Cost to be met by the applicant.

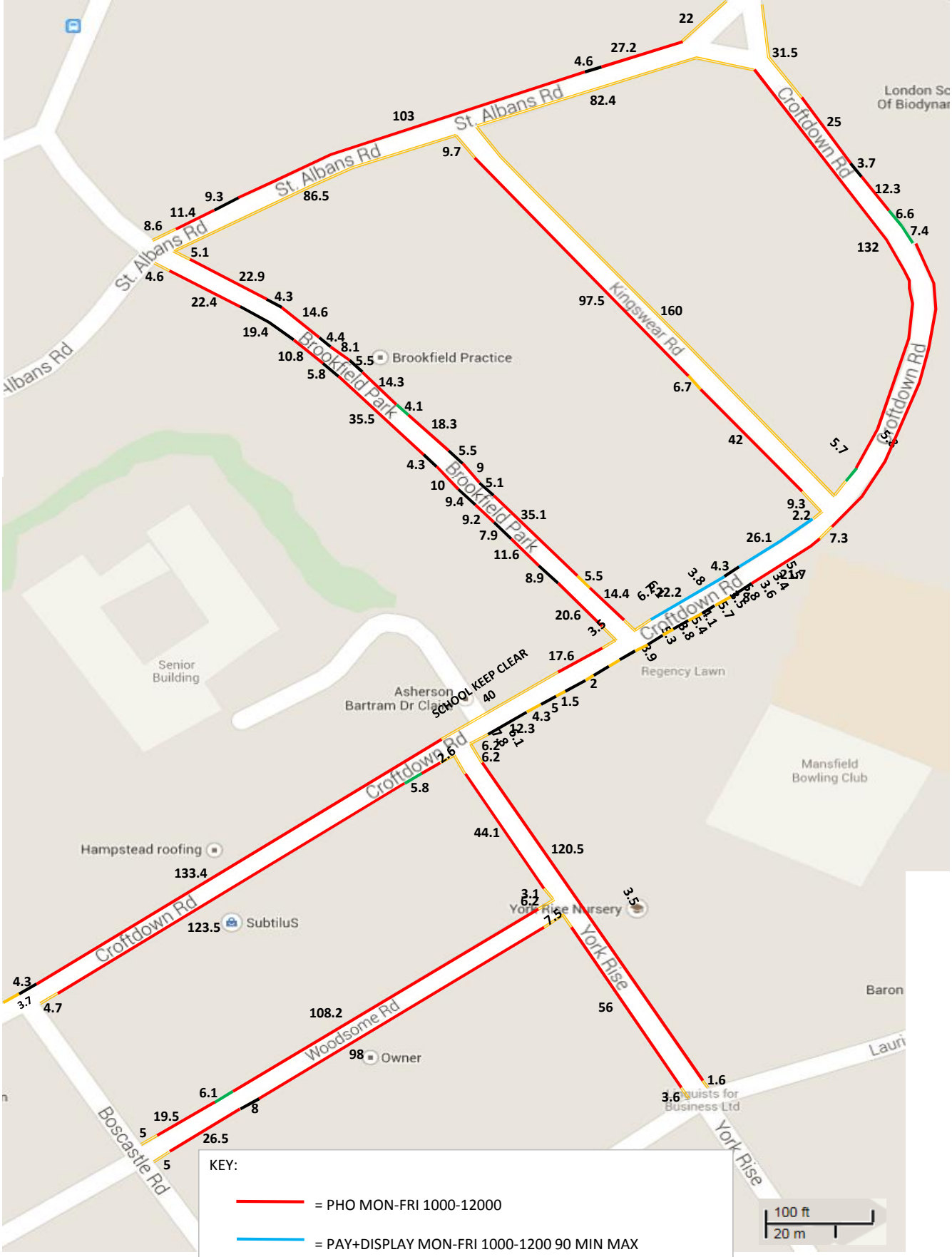
- The daylight and sunlight assessment should ensure proposed landscaping is considered as it could impact on the proposed residential properties.

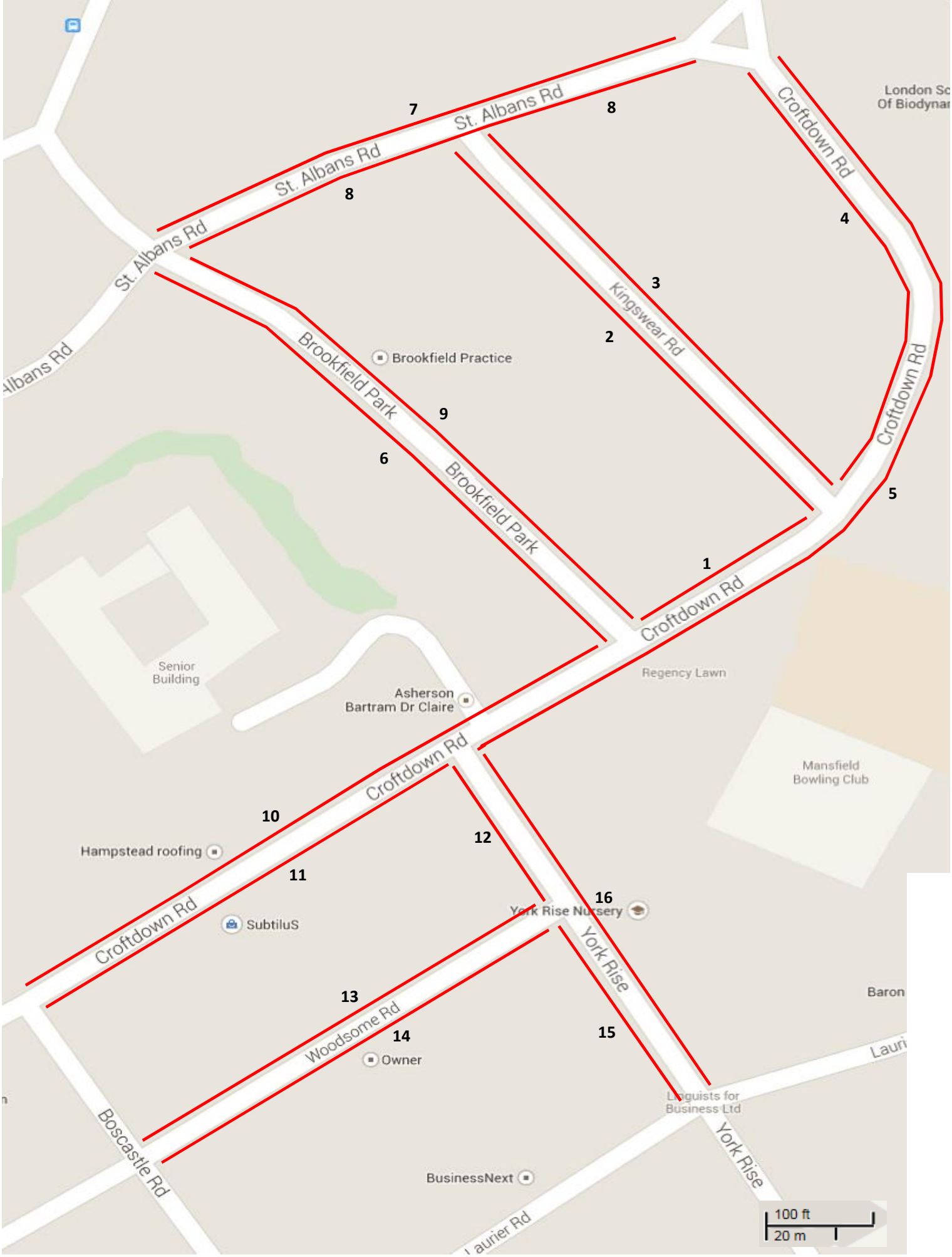
- Iceni requested agreement of the application deliverables by JM in advance of submission, to ensure prompt validation. *Iceni to provide*

7. **Close**

Appendix B

On-street Parking Data


St. Albans Rd
Croftdown Rd
Kingswear Rd
Brookfield Park
Brookfield Practice
Senior Building
Asherson
Bartram Dr Clas
SCHOOL KEEP CLEAR
Regency Lawn
Mansfield Bowling Club
Hampstead roofing
SubtiluS
York Rise Nursery
York Rise
Woodsome Rd
Owner
Boscastle Rd
Baron
100 ft
20 m
KEY:
= PHO MON-FRI 1000-12000
= PAY+DISPLAY MON-FRI 1000-1200 90 MIN MAX
= DROPPED KERB
= DISBALED BAY
= SINGLE YELLOW LINE
= DOUBLE YELLOW LINE


St. Albans Rd
St. Albans Rd
St. Albans Rd
Croftdown Rd
Croftdown Rd
Kingswear Rd
Brookfield Park
Brookfield Park
Brookfield Practice
Croftdown Rd
Croftdown Rd
Croftdown Rd
Senior Building
Asherson Bartram Dr Claire
Regency Lawn
Mansfield Bowling Club
Hampstead roofing
SubtiluS
York Rise Nursery
York Rise
Woodsome Rd
Owner
Boscastle Rd
BusinessNext
Laurier Rd
York Rise
Baron
100 ft
20 m
1
2
3
4
5
6
7
8
8
9
10
11
12
13
14
15
16

K&M TRAFFIC SURVEYS

DATE : 9th DECEMBER 2014

DAY : TUESDAY

LOCATION : CROFTDOWN RD, KENTISH TOWN.

						07:00					08:00					09:00				
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	vehicle	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress
CROFTDOWN ROAD	1	DOUBLE YELLOW	8.9		car															
					lgv															
					mcycle															
		P+D MON-FRI 1000-1200	48.3	9	car			1					1				1	3		
					lgv				8	11.1%				8	11.1%				4	50.0%
					mcycle															
		DROPPED KERB	4.3		car															
					lgv															
					mcycle															
KINGSWEAR ROAD	2	DOUBLE YELLOW	19		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	139.2	27	car	10		11			9		9			9		6		
					lgv			2	2	92.0%			1	6	76.0%			1	10	61.5%
					mcycle															
		SINGLE YELLOW LINE	6.7		car															
					lgv															
					mcycle															
	3	DOUBLE YELLOW	160		car															
					lgv															
					mcycle															
CROFTDOWN ROAD	4	DOUBLE YELLOW	10.7		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	132	26	car	6		6			6		5			6		4		
					lgv			1	9	59.1%			2	10	56.5%	1		2	10	56.5%
					mcycle			1												
		DISABLED BAY	5.7	1	car															
					lgv				1	0.0%				1	0.0%				1	0.0%
					mcycle															
	5	DOUBLE YELLOW	38.8		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	169.2	33	car	8		8			7		5			8		3		
					lgv				9	64.0%				14	46.2%				19	36.7%
					mcycle			1												
		DROPPED KERB	63.5		car															
					lgv															
					mcycle															
		DISABLED BAY	14	2	car	1		1			1					2				
					lgv				0	100.0%				1	50.0%				0	100.0%
					mcycle															
		SINGLE YELLOW LINE	34.5		car															
					lgv															
					mcycle															
BROOKFIELD PARK	6	DOUBLE YELLOW	10.7		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	120.1	22	car	13		1			12					11				
					lgv				6	70.0%				9	57.1%				9	55.0%
					mcycle															
		DROPPED KERB	55.7		car															
					lgv															
					mcycle															
ST ALBANS ROAD	7	DOUBLE YELLOW	30.6		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	144.6	28	car	11		6			9		6			10		7		
					lgv	1			8	69.2%	2			8	68.0%	2			5	79.2%
					mcycle															
		DROPPED KERB	13.9		car															
					lgv															
					mcycle															
	8	DOUBLE YELLOW	168.9		car															
					lgv															
					mcycle															
BROOKFIELD PARK	9	DOUBLE YELLOW	8.9		car															
					lgv															
					mcycle															
		DROPPED KERB	34.4		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	136.7	22	car	9		3			8		3			9		2		
					lgv				10	54.5%				11	50.0%				13	45.8%
					mcycle															
CROFTDOWN ROAD	10	DOUBLE YELLOW	43.5		car															
					lgv															
					mcycle															
		DROPPED KERB	4.8		car	1														
					lgv															
					mcycle															
		SINGLE YELLOW LINE	3.7		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	151	29	car	14		3			15		3			13		2		
					lgv	1			7	72.0%	1		1	6	76.9%	1		2	7	72.0%
					mcycle			1					1					1		
	11	DOUBLE YELLOW	7.3		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	131.3	25	car	14		8			14		7			13		6		
					lgv				2	91.7%			1	2	91.7%			1	3	87.0%
					mcycle			2					1					1		
		DISABLED BAY	5.8	1	car	1					1					1				
					lgv				0	100.0%				0	100.0%				0	100.0%
					mcycle															
				55	0	31	0	14	9	0%	31	0	14	8	0%	28	0	13	10	0%
YORK RISE	12	DOUBLE YELLOW	9.2		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	44.1	8	car	2		1			2					1				
					lgv				4	42.9%				5	28.6%				6	14.3%
					mcycle															
WOODSOME ROAD	13	DOUBLE YELLOW	11.2		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	127.7	24	car	14		3			11		3			14		2		
					lgv				4	81.0%	1			5	75.0%				6	72.7%
					mcycle			1					1							
		DISABLED BAY	6.1	1	car															
					lgv				1	0.0%				1	0.0%				1	0.0%
					mcycle															
	14	DOUBLE YELLOW	12.5		car															
					lgv															
					mcycle															
		DROPPED KERB	8		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	124.5	24	car	9		6			7		5			8		5		
					lgv			1	5	76.2%				10	54.5%				9	59.1%
					mcycle			1												
YORK RISE	15	DOUBLE YELLOW	7.1		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	56	11	car	3		1			3		1			3		1		
					lgv				6	40.0%				6	40.0%				6	40.0%
					mcycle															
	16	DOUBLE YELLOW	7.8		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	120.5	24	car	9		5			9		3			5		5		
					lgv				8	63.6%				10	54.5%				12	45.5%
					mcycle															
				372		158	0	89	99	27%	149	0	73	121	33%	145	1	67	131	35%

10:00					11:00					12:00					13:00					14:00				
with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress
	4	1				1	2				4	2					5					2		
			2	71.4%				4	42.9%				2	75.0%			1	2	75.0%			1	5	37.5%
9		4			10		4			11		3			10		4			9		3		
		1	12	53.8%				13	51.9%				12	53.8%				12	53.8%			1	14	48.1%
7		2			7		2			9		1			5		4			4		3		
1			13	43.5%				14	39.1%				13	43.5%	1			14	41.7%	1		1	15	37.5%
			1	0.0%				1	0.0%				1	0.0%				1	0.0%				1	0.0%
8		3			7		2			6		3			8		5			6		5		
			19	36.7%				22	29.0%				22	29.0%				18	41.9%				19	36.7%
1					1										1					1				
			1	50.0%				1	50.0%				2	0.0%				1	50.0%				1	50.0%
11					12					9		2			11		3			12		2		
			10	52.4%				9	57.1%				9	55.0%			2	5	76.2%			2	5	76.2%
10		7			12		6			11		5			10		6			10		5		
1			7	72.0%				7	72.0%				9	64.0%				9	64.0%	1			9	64.0%
8		4			11		6			10		6			10		6			8		6		
			10	54.5%				7	70.8%				7	69.6%				7	69.6%				10	58.3%
1																								
13		1			12		1			13		1			12		4			13		3		
1		1	9	64.0%	1			11	56.0%	1			10	60.0%	1		2	6	76.0%	1		1	7	72.0%
		1																		1				
10		9			9		6			10		7			10		5			9		5		
			4	82.6%				9	62.5%			1	5	78.3%			2	2	89.5%			2	4	80.0%
																	2					1		
1															1					1				
			0	100.0%				1	0.0%				1	0.0%				0	100.0%				0	100.0%
26	0	12	13	0%	22	0	7	21	0%	34	0	15	23	0%	34	0	21	15	0%	33	0	18	21	0%
1					1					1					1					1				
			6	14.3%				6	14.3%				6	14.3%	1			6	25.0%	1			6	25.0%
14		1			12		2			14		4			13		4			12		4		
			7	68.2%				8	63.6%				3	85.7%				4	81.0%				5	76.2%
			1	0.0%				1	0.0%				1	0.0%				1	0.0%				1	0.0%
7		4			7		2			7		5			8		6			8		6		
			11	50.0%				13	40.9%				11	52.2%				8	63.6%			1	6	71.4%
3		1			3		1			2		1			2		3			2		1		
			6	40.0%				6	40.0%				7	30.0%				5	50.0%				7	30.0%
5		5			6		5			5		4			6		5			7		3		
			12	45.5%				11	50.0%				12	42.9%				10	52.4%				11	47.6%
138	4	57	144	39%	133	1	46	165	44%	143	4	60	156	42%	145	0	90	126	34%	141	0	76	147	40%

K&M TRAFFIC SURVEYS

DATE : 9th DECEMBER 2014

DAY : TUESDAY

LOCATION : CROFTDOWN RD, KENTISH TOWN.

						15:00					16:00					17:00					18:00				
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	vehicle	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress
CROFTDOWN ROAD	1	DOUBLE YELLOW	8.9		car																				
					lgv																				
					mcycle																				
		P+D MON-FRI 1000-1200	48.3	9	car																		1		
					lgv			1	7	12.5%			1	7	12.5%			1	7	12.5%				7	12.5%
					mcycle																				
		DROPPED KERB	4.3		car																				
					lgv																				
					mcycle																				
KINGSWEAR ROAD	2	DOUBLE YELLOW	19		car																				
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	139.2	27	car	11		6			10		6			8		10			12		9		
					lgv			1	8	69.2%				10	61.5%				8	69.2%				5	80.8%
					mcycle																				
		SINGLE YELLOW LINE	6.7		car																				
					lgv																				
					mcycle																				
	3	DOUBLE YELLOW	160		car																				
					lgv																				
					mcycle																				
CROFTDOWN ROAD	4	DOUBLE YELLOW	10.7		car																				
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	132	26	car	5		3			6		2			7		5			7		4		
					lgv	1		1	13	43.5%	1		1	13	43.5%	1		1	9	60.9%	1		1	10	56.5%
					mcycle																				
		DISABLED BAY	5.7	1	car																				
					lgv				1	0.0%				1	0.0%				1	0.0%				1	0.0%
					mcycle																				
	5	DOUBLE YELLOW	38.8		car																				
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	169.2	33	car	6		4			8		3			7		4			6		6		
					lgv			1	17	39.3%			1	17	41.4%			1	15	44.4%			1	14	48.1%
					mcycle													1							
		DROPPED KERB	63.5		car			1																	
					lgv																				
					mcycle																				
		DISABLED BAY	14	2	car											1					1				
					lgv				2	0.0%				2	0.0%				1	50.0%				1	50.0%
					mcycle																				
		SINGLE YELLOW LINE	34.5		car																				
					lgv																				
					mcycle																				
BROOKFIELD PARK	6	DOUBLE YELLOW	10.7		car																				
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	120.1	22	car	12		1			10		3			13		1			12		5		
					lgv			1	7	66.7%			1	7	66.7%				6	70.0%				3	85.0%
					mcycle																				
		DROPPED KERB	55.7		car																				
					lgv																				
					mcycle																				
ST ALBANS ROAD	7	DOUBLE YELLOW	30.6		car																				
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	144.6	28	car	12		5			11		7			10		8			11		7		
					lgv			1	7	72.0%	1			5	79.2%	1			5	79.2%	1			5	79.2%
					mcycle																				
		DROPPED KERB	13.9		car																				
					lgv																				
					mcycle																				
	8	DOUBLE YELLOW	168.9		car																				
					lgv																				
					mcycle																				
BROOKFIELD PARK	9	DOUBLE YELLOW	8.9		car																				
					lgv																				
					mcycle																				
		DROPPED KERB	34.4		car																				
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	136.7	22	car	7		5			8		5			11		5			11		5		
					lgv				11	52.2%				11	54.2%				7	69.6%				7	69.6%
					mcycle																				
CROFTDOWN ROAD	10	DOUBLE YELLOW	43.5		car																				
					lgv																				
					mcycle																				
		DROPPED KERB	4.8		car																				
					lgv																				
					mcycle																				
		SINGLE YELLOW LINE	3.7		car																				
					lgv																			1		
					mcycle																				
		PHO MON-FRI 1000-1200	151	29	car	14		5			10		4			13		4			13		6		
					lgv	1		1	3	87.5%	1		2	8	68.0%	1			7	72.0%	1			5	80.0%
					mcycle			1					1					1					1		
	11	DOUBLE YELLOW	7.3		car																				
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	131.3	25	car	9		5			10		7			8		7			10		6		
					lgv			3	4	81.0%			3	1	95.2%				8	65.2%			1	6	73.9%
					mcycle			1					1					1					1		
		DISABLED BAY	5.8	1	car	1					1														
					lgv				0	100.0%				0	100.0%				1	0.0%				1	0.0%
					mcycle																				
	21	0	484.1	77	0	32	0	21	18	0%	30	0	23	20	128%	33	0	18	23	0%	35	0	21	19	0%
YORK RISE	12	DOUBLE YELLOW	9.2		car																				
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	44.1	8	car	1		2			2					3					3		1		
					lgv				4	42.9%				5	28.6%				4	42.9%				3	57.1%
					mcycle																				
WOODSOME ROAD	13	DOUBLE YELLOW	11.2		car															#DIV/0!					#DIV/0!
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	127.7	24	car	11		4			10		6			11		5			11		4		
					lgv				7	68.2%			1	5	77.3%	1			4	81.0%	1			5	76.2%
					mcycle																				
		DISABLED BAY	6.1	1	car																				
					lgv				1	0.0%				1	0.0%				1	0.0%				1	0.0%
					mcycle																				
	14	DOUBLE YELLOW	12.5		car															#DIV/0!					#DIV/0!
					lgv																				
					mcycle																				
		DROPPED KERB	8		car															#DIV/0!					#DIV/0!
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	124.5	24	car	8		6			7		6			8		3			8		3		
					lgv			2	4	80.0%			1	7	66.7%	1		2	7	66.7%	1		1	8	61.9%
					mcycle																				
YORK RISE	15	DOUBLE YELLOW	7.1		car															#DIV/0!					#DIV/0!
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	56	11	car	1					2					2		1			1		1		
					lgv				9	10.0%				8	20.0%				6	33.3%				8	20.0%
					mcycle																				
	16	DOUBLE YELLOW	7.8		car															#DIV/0!					#DIV/0!
					lgv																				
					mcycle																				
		PHO MON-FRI 1000-1200	120.5	24	car	5		3			5		4			8		3			7		6		
					lgv				13	38.1%				12	42.9%				10	52.4%				8	61.9%
					mcycle																				
	0	156	0		394	0	137	0	85	136	37%	133	0	89	140	38%	148	0	82	130	35%	153	0	92	117	31%

19:00					20:00					21:00					22:00				
with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress
			9	0.0%				9	0.0%				9	0.0%				9	0.0%
12		10			11		9			12		9			13		10		
		1	4	85.2%			1	5	80.8%			1	4	84.6%			1	2	92.3%
												1					1		
7		4			6		5			5		4			6		4		
1			9	57.1%	1		1	10	56.5%	1		1	12	47.8%	1		1	11	52.2%
		1					1					1					1		
			1	0.0%				1	0.0%				1	0.0%				1	0.0%
8		9			10		5			10		7			10		7		
		1	8	69.2%			1	11	59.3%			2	6	76.0%			2	6	76.0%
												1					1		
1					1					1					1				
1			0	100.0%	1			0	100.0%	1			0	100.0%	1			0	100.0%
12		2			16		1			16					16		1		
			7	66.7%				5	77.3%			1	4	81.0%				5	77.3%
10		6			13		7			12		9			12		9		
1		1	6	75.0%	1		1	2	91.7%	1		1	1	95.8%	1		1	1	95.8%
10		5			7		5			6		6			7		5		
			7	68.2%				11	52.2%				11	52.2%				11	52.2%
1					1					1					1				
13		2			13		2			13		2			13		2		
1			9	64.0%	1			9	64.0%	1			9	64.0%	1			9	64.0%
		2					2					2					2		
10		9			12		7			12		7			12		7		
		1	4	83.3%			1	3	87.0%			1	3	87.0%			1	3	87.0%
		1					1					1					1		
			1	0.0%				1	0.0%				1	0.0%				1	0.0%
35	0	20	21	0%	34	0	18	24	0%	33	0	19	24	0%	34	0	18	24	0%
3		1			3		1			3		1			3		1		
			3	57.1%				3	57.1%				3	57.1%				3	57.1%
				#DIV/0!					#DIV/0!					#DIV/0!					#DIV/0!
13		4			14		3			14		3			14		3		
1			3	85.7%	1			3	85.7%	1			3	85.7%	1			3	85.7%
			1	0.0%				1	0.0%				1	0.0%				1	0.0%
				#DIV/0!					#DIV/0!					#DIV/0!					#DIV/0!
				#DIV/0!					#DIV/0!					#DIV/0!					#DIV/0!
7		3			7		5			6		2			7		3		
		2	9	57.1%			2	7	66.7%			1	13	40.9%			1	11	50.0%
				#DIV/0!					#DIV/0!					#DIV/0!					#DIV/0!
2		1			2		1			2		1			2		1		
			6	33.3%				6	33.3%				6	33.3%				6	33.3%
				#DIV/0!					#DIV/0!					#DIV/0!					#DIV/0!
7		6			6		5			6		6			7		6		
			8	61.9%				10	52.4%				9	57.1%				8	61.9%
156	0	92	116	31%	161	0	85	121	33%	157	0	90	120	32%	163	0	90	115	31%

K&M TRAFFIC SURVEYS

DATE : 11th DECEMBER 2014

DAY : THURSDAY

LOCATION : CROFTDOWN RD, KENTISH TOWN.

						07:00					08:00					09:00					10:00					11:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	vehicle	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket
CROFTDOWN ROAD	1	DOUBLE YELLOW	8.9		car																						
					lgv																						
					mcycle																						
		P+D MON-FRI 1000-1200	48.3	9	car			1					1					4				3	2				2	2
					lgv				8	11.1%				8	11.1%			1	3	62.5%			2	0	100.0%			3
					mcycle																						
		DROPPED KERB	4.3		car																						
					lgv																						
					mcycle																						
KINGSWEAR ROAD	2	DOUBLE YELLOW	19		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	139.2	27	car	14		6			12		6			12		3			12		4			11		3
					lgv			3	3	88.5%			2	6	76.9%			1	10	61.5%				9	64.0%			
					mcycle																						
		SINGLE YELLOW LINE	6.7		car																						
					lgv																						
					mcycle																						
	3	DOUBLE YELLOW	160		car																						
					lgv																						
					mcycle																						
CROFTDOWN ROAD	4	DOUBLE YELLOW	10.7		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	132	26	car	7		2			6		3			6		4			6		1			6		1
					lgv	1		1	12	47.8%	1		1	12	47.8%	1		1	11	52.2%	1			16	33.3%	1		
					mcycle			2					1					1					1					
		DISABLED BAY	5.7	1	car																						
					lgv				1	0.0%				1	0.0%				1	0.0%				1	0.0%			
					mcycle																						
	5	DOUBLE YELLOW	38.8		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	169.2	33	car	11		5			10		5			10		5			9		2			9		1
					lgv			2	9	66.7%			1	12	57.1%			1	12	57.1%				16	40.7%			
					mcycle																						
		DROPPED KERB	63.5		car																						
					lgv																						
					mcycle																						
		DISABLED BAY	14	2	car	2					1					1					1					1		
					lgv				0	100.0%				1	50.0%				1	50.0%				1	50.0%			
					mcycle																						
		SINGLE YELLOW LINE	34.5		car																						
					lgv								1					1						1				1
					mcycle																						
				62	0	21	0	12	22	19%	18	0	12	26	55%	18	0	13	25	46%	17	0	5	34	48%	17	0	3
BROOKFIELD PARK	6	DOUBLE YELLOW	10.7		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	120.1	22	car	14					13					10					11		1			12		
					lgv				8	63.6%				8	61.9%				11	47.6%				9	57.1%			
					mcycle																						
		DROPPED KERB	55.7		car																						
					lgv																						
					mcycle																						
ST ALBANS ROAD	7	DOUBLE YELLOW	30.6		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	144.6	28	car	13		7			13		8			10		7			9		6			11		6
					lgv	1		1	3	88.0%	1			3	88.0%	1			7	72.0%	1			9	64.0%			
					mcycle																						
		DROPPED KERB	13.9		car																						
					lgv																						
					mcycle																						
	8	DOUBLE YELLOW	168.9		car																						
					lgv																						
					mcycle																						
BROOKFIELD PARK	9	DOUBLE YELLOW	8.9		car																						
					lgv																						
					mcycle																						
		DROPPED KERB	34.4		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	136.7	22	car	8		4			8		3			8		3			9		3			8		5
					lgv				12	50.0%				13	45.8%				13	45.8%				12	50.0%			
					mcycle																						
CROFTDOWN ROAD	10	DOUBLE YELLOW	43.5		car																						
					lgv																						
					mcycle																						
		DROPPED KERB	4.8		car																						
					lgv																						
					mcycle																						
		SINGLE YELLOW LINE	3.7		car			1					1					1										
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	151	29	car	17		2			17		2			15		2			12		3			12		1
					lgv	1			2	90.9%	1			2	90.9%	1			4	81.8%	1			7	69.6%	1		
					mcycle			1					1					1					1					1
	11	DOUBLE YELLOW	7.3		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	131.3	25	car	12		7			12		6			11		7			11		5			11		4
					lgv			1	3	87.0%				5	78.3%			1	4	82.6%			1	6	73.9%			1
					mcycle			2					2					1					1					1
		DISABLED BAY	5.8	1	car	1					1					1					1					1		
					lgv				0	100.0%				0	100.0%				0	100.0%				0	100.0%			
					mcycle																						
YORK RISE	12	DOUBLE YELLOW	9.2		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	44.1	8	car	3		1			3		1			2		1			2		1			1		1
					lgv				3	57.1%				3	57.1%				4	42.9%				4	42.9%			
					mcycle																						
WOODSOME ROAD	13	DOUBLE YELLOW	11.2		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	127.7	24	car	15		2			14		1			11		1			11		1			11		1
					lgv	1			3	85.7%	1			5	76.2%	1			8	61.9%	1			8	61.9%	1		
					mcycle																						
		DISABLED BAY	6.1	1	car																						
					lgv				1	0.0%				1	0.0%				1	0.0%				1	0.0%			
					mcycle																						
	14	DOUBLE YELLOW	12.5		car																						
					lgv																						
					mcycle																						
		DROPPED KERB	8		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	124.5	24	car	10		7			7		6			7		7			6		6			6		6
					lgv				4	81.0%				9	59.1%				8	63.6%				10	54.5%			1
					mcycle																						
YORK RISE	15	DOUBLE YELLOW	7.1		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	56	11	car	3					3					3					3					3		
					lgv				6	33.3%				6	33.3%				6	33.3%				6	33.3%			
					mcycle																						
	16	DOUBLE YELLOW	7.8		car																						
					lgv																						
					mcycle																						
		PHO MON-FRI 1000-1200	120.5	24	car	6		6			6		4			4		4			4		3			4		2
					lgv				9	57.1%				12	45.5%			2	11	47.6%			1	13	38.1%			1
					mcycle																						
				379		161	0	76	109	29%	148	0	68	133	35%	133	0	73	140	37%	128	3	51	162	43%	127	2	45

		12:00					13:00					14:00				
# space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	# space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	# space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	# space available	% street stress
0	100.0%		4						4					3		
			1	1	1	85.7%			2	1	85.7%			2	2	71.4%
		9														
12	53.8%			5	12	53.8%	11		4	12	55.6%	11		5	10	61.5%
		7		1			4		2			9		5		
16	33.3%	1			15	37.5%	1			17	29.2%	1			7	68.2%
1	0.0%				1	0.0%				1	0.0%				1	0.0%
		8		2			8		3			9		6		
17	37.0%			2	16	42.9%			1	16	42.9%	1			10	61.5%
									1					1		
		1										1				
1	50.0%				1	50.0%	1			1	50.0%				1	50.0%
				1												
35	35%	17	0	6	33	34%	14	0	7	35	36%	21	0	12	19	34%
		10		2			10		3			11		4		
8	60.0%				9	57.1%				8	61.9%			1	5	76.2%
		10		6			10		6			14		8		
8	68.0%	1		1	5	78.3%	1			7	70.8%	1			2	92.0%
		9		3			8		5			9		4		
11	54.2%			2	9	60.9%			1	10	58.3%			3	6	72.7%
		12		2			12		3			12		2		
9	60.9%	1			8	65.2%	1			7	69.6%	1		1	8	66.7%
				1					1					1		
		11		4			11		5			10		5		
7	69.6%			2	5	77.3%			3	3	86.4%	1		1	7	70.8%
				1					1					1		
0	100.0%	1			0	100.0%	1			0	100.0%	1			0	100.0%
5	28.6%	1		1	5	28.6%	1		1	5	28.6%	1		1	5	28.6%
		10		1			10		1			8		1		
8	61.9%	1		1	8	61.9%	1		1	8	61.9%	1		1	10	52.4%
1	0.0%				1	0.0%				1	0.0%				1	0.0%
		5		7			7		6			7		1		
9	59.1%				11	52.2%			1	8	63.6%			2	6	62.5%
6	33.3%	3			6	33.3%	3		2	4	55.6%	3		1	6	40.0%
		5		4			5		5			5		5		
14	33.3%			1	10	50.0%				10	50.0%			1	8	57.9%
168	44%	123	5	57	156	41%	120	0	69	154	41%	138	0	78	114	30%

K&M TRAFFIC SURVEYS

DATE : 11th DECEMBER 2014

DAY : THURSDAY

LOCATION : CROFTDOWN RD, KENTISH TOWN.

						15:00					16:00					17:00					18:00					19:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	vehicle	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket
CROFTDOWN ROAD	1	DOUBLE YELLOW	8.9		car																							
					lgv																							
					mcycle																							
		P+D MON-FRI 1000-1200	48.3	9	car			1			1		1			1		1										
					lgv			1	7	22.2%			1	6	33.3%			1	6	33.3%			1	8	11.1%			
					mcycle																							
		DROPPED KERB	4.3		car																							
					lgv																							
					mcycle																							
KINGSWEAR ROAD	2	DOUBLE YELLOW	19		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	139.2	27	car	11		7			11		5			9		8			10		6			12		3
					lgv			1	8	70.4%				11	59.3%				10	63.0%			1	9	65.4%			1
					mcycle																							
		SINGLE YELLOW LINE	6.7		car																							
					lgv																							
					mcycle																							
	3	DOUBLE YELLOW	160		car																							
					lgv																							
					mcycle																							
CROFTDOWN ROAD	4	DOUBLE YELLOW	10.7		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	132	26	car	5		3			5		2			7		5			7		2			6		3
					lgv	1			14	39.1%	1		1	14	39.1%	1		1	9	60.9%	1			11	47.6%	1		
					mcycle																							1
		DISABLED BAY	5.7	1	car																							
					lgv				1	0.0%				1	0.0%				1	0.0%				1	0.0%			
					mcycle																							
	5	DOUBLE YELLOW	38.8		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	169.2	33	car	9		2			7		3			7		3			7		3			7		4
					lgv	1		1	15	46.4%	1		1	16	42.9%			1	17	39.3%			1	17	39.3%			2
					mcycle																							
		DROPPED KERB	63.5		car			1 hgv					1hgv															
					lgv																							
					mcycle																							
		DISABLED BAY	14	2	car	1					1					1					1					1		
					lgv				1	50.0%				1	50.0%				1	50.0%				1	50.0%			
					mcycle																							
		SINGLE YELLOW LINE	34.5		car																							
					lgv																							
					mcycle																							
	9	0	468.4	62	0	17	0	6	31	19%	15	0	7	32	23%	16	0	10	28	38%	16	0	6	30	43%	15	0	10
BROOKFIELD PARK	6	DOUBLE YELLOW	10.7		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	120.1	22	car	13		2			11		1			11		2			11		2			11		2
					lgv			1	6	72.7%			1	9	59.1%				9	59.1%				9	59.1%			
					mcycle																							
		DROPPED KERB	55.7		car																							
					lgv																							
					mcycle																							
ST ALBANS ROAD	7	DOUBLE YELLOW	30.6		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	144.6	28	car	11		7			10		10			8		9			9		9			9		8
					lgv	2		1	4	84.0%	2		1	2	92.0%	2		1	5	80.0%	2		1	4	84.0%	2		1
					mcycle																							
		DROPPED KERB	13.9		car																							
					lgv																							
					mcycle																							
	8	DOUBLE YELLOW	168.9		car																							
					lgv																							
					mcycle																							
BROOKFIELD PARK	9	DOUBLE YELLOW	8.9		car																							
					lgv																							
					mcycle																							
		DROPPED KERB	34.4		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	136.7	22	car	7		5			7		3			8		5			8		4			7		4
					lgv				12	50.0%				14	41.7%				11	54.2%				12	50.0%			
					mcycle																							
CROFTDOWN ROAD	10	DOUBLE YELLOW	43.5		car																							
					lgv																							
					mcycle																							
		DROPPED KERB	4.8		car																							
					lgv								1															1
					mcycle																							
		SINGLE YELLOW LINE	3.7		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	151	29	car	11		3			11		3			13		5			11		4			9		5
					lgv	1		1	8	66.7%	1			9	62.5%	1		1	4	83.3%	1			10	61.5%	1		
					mcycle			1					1					1					1					1
	11	DOUBLE YELLOW	7.3		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	131.3	25	car	10		6			11		6			11		7			12		7			10		6
					lgv			1	6	73.9%				6	73.9%				5	78.3%				4	82.6%			
					mcycle			1					1					1					1					1
		DISABLED BAY	5.8	1	car	1					1					1					1					1		
					lgv				0	100.0%				0	100.0%				0	100.0%				0	100.0%			
					mcycle																							
YORK RISE	12	DOUBLE YELLOW	9.2		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	44.1	8	car	1		2			1		1			1		1			1		1			1		1
					lgv				4	42.9%				5	28.6%				5	28.6%				5	28.6%			
					mcycle																							
WOODSOME ROAD	13	DOUBLE YELLOW	11.2		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	127.7	24	car	9		2			11		1			10		3			12		3			13		3
					lgv	1			8	60.0%	1		1	6	70.0%	1			7	66.7%	1			5	76.2%	1		
					mcycle								1															
		DISABLED BAY	6.1	1	car																							
					lgv			1	0	100.0%			1	0	100.0%				1	0.0%				1	0.0%			
					mcycle																							
	14	DOUBLE YELLOW	12.5		car																							
					lgv																							
					mcycle																							
		DROPPED KERB	8		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	124.5	24	car	8		6			8		5			8		5			7		6			6		6
					lgv			1	7	68.2%				9	59.1%			1	9	60.9%			1	9	60.9%			1
					mcycle			1																				
YORK RISE	15	DOUBLE YELLOW	7.1		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	56	11	car	2		1			2					2		1			2					1		
					lgv				7	30.0%				8	20.0%				7	30.0%				8	20.0%			
					mcycle																							
	16	DOUBLE YELLOW	7.8		car																							
					lgv																							
					mcycle																							
		PHO MON-FRI 1000-1200	120.5	24	car	6		4			6		3			7		6			8		7			9		8
					lgv			1	10	52.4%			1	11	47.6%			1	7	66.7%			1	5	76.2%			1
					mcycle																							
	0	145	0		379	0	128	0	70	149	39%	125	0	63	160	42%	126	0	80	142	37%	128	0	68	149	39%	123	0	73

		20:00					21:00					22:00				
s space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	s space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	s space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	s space available	% street stress
9	0.0%				9	0.0%				9	0.0%				9	0.0%
		11		8			11		8			11		9		
10	61.5%			1	8	71.4%			1	8	71.4%			1	7	75.0%
									1					1		
		6		3			4		3			5		3		
11	47.6%	1			11	47.6%	1			13	38.1%	1			12	42.9%
				1					1					1		
1	0.0%				1	0.0%				1	0.0%				1	0.0%
		7		6			7		7			7		7		
15	46.4%			2	13	53.6%			3	11	60.7%			3	11	60.7%
		2					2					2				
1	50.0%				0	100.0%				0	100.0%				0	100.0%
28	40%	16	0	12	25	43%	14	0	14	25	48%	15	0	14	24	48%
9	59.1%	11		2	9	59.1%	11		1	10	54.5%	11		1	10	54.5%
5	80.0%	10		7	6	76.9%	10		7	6	76.9%	11		7	5	80.8%
		2		1			2		1			2		1		
13	45.8%	7		4	13	45.8%	8		3	13	45.8%	8		3	13	45.8%
9	62.5%	10		5	8	66.7%	11		4	7	69.6%	11		3	9	62.5%
		1					1					1				
				1					1					1		
		11		7			11		6			12		6		
7	69.6%				5	78.3%				6	73.9%				5	78.3%
				1					1					1		
		1					1					1				
0	100.0%				0	100.0%				0	100.0%				0	100.0%
5	28.6%	1		1	5	28.6%	2		1	4	42.9%	2		1	4	42.9%
4	81.0%	13		4	3	85.7%	13		4	3	85.7%	13		4	3	85.7%
		1					1					1				
									1					1		
1	0.0%				1	0.0%				0	100.0%				0	100.0%
10	56.5%	8		6	7	69.6%	9		4	8	65.2%	9		5	7	69.6%
				2					2					2		
9	10.0%	2			8	20.0%	2		1	7	30.0%	2		1	7	30.0%
3	85.7%	9		7	4	81.0%	9		7	4	81.0%	8		7	5	76.2%
				1					1					1		
150	40%	130	0	82	136	36%	130	0	83	135	36%	133	0	84	132	35%

K&M TRAFFIC SURVEYS

DATE : 13th DECEMBER 2014

DAY : SATURDAY

LOCATION : CROFTDOWN RD, KENTISH TOWN.

						07:00					08:00					09:00					10:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	vehicle	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket
CROFTDOWN ROAD	1	DOUBLE YELLOW	8.9		car																		
					lgv																		
					mcycle																		
		P+D MON-FRI 1000-1200	48.3	9	car	1		1	6	25.0%	1		1	6	25.0%	1		2	5	37.5%	1		1
					lgv																		
					mcycle																		
		DROPPED KERB	4.3		car																		
					lgv																		
					mcycle																		
KINGSWEAR ROAD	2	DOUBLE YELLOW	19		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	139.2	27	car	9		10	5	80.0%	9		5	5	75.0%	8		8	9	64.0%	9		8
					lgv			1					1										
					mcycle			1					1					1					1
		SINGLE YELLOW LINE	6.7		car																		
					lgv																		
					mcycle																		
	3	DOUBLE YELLOW	160		car																		
					lgv																		
					mcycle																		
CROFTDOWN ROAD	4	DOUBLE YELLOW	10.7		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	132	26	car	7		3	10	54.5%	5		4	11	50.0%	5		4	11	50.0%	5		3
					lgv	1		1			1		1			1		1			1		1
					mcycle																		
		DISABLED BAY	5.7	1	car																		
					lgv				1	0.0%				1	0.0%				1	0.0%			
					mcycle																		
	5	DOUBLE YELLOW	38.8		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	169.2	33	car	8		8	8	69.2%	8		8	8	69.2%	8		9	7	73.1%	8		7
					lgv			2					2					2					2
					mcycle			1					1					1					1
		DROPPED KERB	63.5		car																		
					lgv																		1
					mcycle																		
		DISABLED BAY	14	2	car	1			1	50.0%	1			1	50.0%	1			1	50.0%	1		
					lgv																		
					mcycle																		
		SINGLE YELLOW LINE	34.5		car													1					
					lgv																		
					mcycle																		
				62	0	17	0	15	20	24%	15	0	16	21	75%	15	0	18	20	71%	15	0	15
BROOKFIELD PARK	6	DOUBLE YELLOW	10.7		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	120.1	22	car	13		1	7	66.7%	13		1	7	66.7%	11		2	8	61.9%	11		2
					lgv																		
					mcycle																		
		DROPPED KERB	55.7		car																		
					lgv																		
					mcycle																		
ST ALBANS ROAD	7	DOUBLE YELLOW	30.6		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	144.6	28	car	14		7	3	88.0%	14		6	3	87.5%	12		6	5	79.2%	13		5
					lgv	1					1					1					1		
					mcycle																		
		DROPPED KERB	13.9		car																		
					lgv																		
					mcycle																		
	8	DOUBLE YELLOW	168.9		car																		
					lgv																		
					mcycle																		
BROOKFIELD PARK	9	DOUBLE YELLOW	8.9		car																		
					lgv																		
					mcycle																		
		DROPPED KERB	34.4		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	136.7	22	car	8		3	13	45.8%	8		3	12	50.0%	6		2	14	41.7%	6		4
					lgv								1					2					2
					mcycle																		
CROFTDOWN ROAD	10	DOUBLE YELLOW	43.5		car																		
					lgv																		
					mcycle																		
		DROPPED KERB	4.8		car																		
					lgv																		
					mcycle																		
		SINGLE YELLOW LINE	3.7		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	151	29	car	14		2	5	78.3%	14		2	5	78.3%	14		3	4	82.6%	14		6
					lgv	1		1			1		1			1		1			1		1
					mcycle			2					2					2					2
	11	DOUBLE YELLOW	7.3		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	131.3	25	car	14		8	1	95.7%	12		8	3	87.0%	12		4	7	69.6%	13		7
					lgv																		1
					mcycle			1					1					1					1
		DISABLED BAY	5.8	1	car	1			0	100.0%	1			0	100.0%	1			0	100.0%	1		
					lgv																		
					mcycle																		
YORK RISE	12	DOUBLE YELLOW	9.2		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	44.1	8	car	2		2	3	57.1%	2		2	3	57.1%	2		2	3	57.1%	2		2
					lgv																		
					mcycle																		
WOODSOME ROAD	13	DOUBLE YELLOW	11.2		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	127.7	24	car	11		4	5	76.2%	10		4	6	71.4%	10		4	3	85.0%	10		3
					lgv			1					1			1		2					2
					mcycle																		
		DISABLED BAY	6.1	1	car																		
					lgv				1	0.0%				1	0.0%				1	0.0%			
					mcycle																		
	14	DOUBLE YELLOW	12.5		car																		
					lgv																		
					mcycle																		
		DROPPED KERB	8		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	124.5	24	car	12		6	2	90.5%	12		6	2	90.5%	10		6	4	81.0%	10		7
					lgv			1					1					1					
					mcycle			1					1					1					1
YORK RISE	15	DOUBLE YELLOW	7.1		car																		
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	56	11	car	3		1	5	44.4%	2		1	6	33.3%	2		1	6	33.3%	2		1
					lgv																		
					mcycle																		
	16	DOUBLE YELLOW	7.8		car													1hgv					1hgv
					lgv																		
					mcycle																		
		PHO MON-FRI 1000-1200	120.5	24	car	7		5	9	57.1%	7		5	9	57.1%	7		5	7	63.2%	7		6
					lgv																		
					mcycle																		

		11:00					12:00					13:00					14:00				
space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress
6	25.0%	1		2	5	37.5%	1		1	5	37.5%	1		1	6	25.0%	1		2	5	37.5%
									1												
9	65.4%	7		7	10	58.3%	7		8	9	62.5%	8		7	9	62.5%	9		6	9	62.5%
				1					1					1					1		
13	43.5%	5		4	13	43.5%	4		5	13	43.5%	4		4	13	43.5%	3		4	15	34.8%
		1					1					1		1					1		
1	0.0%				1	0.0%				1	0.0%				1	0.0%				1	0.0%
9	65.4%	7		6	11	57.7%	3		6	15	42.3%	4		6	14	46.2%	3		6	16	40.7%
				2					2					2					2		
				1					1					1					1		
				1																	
1	50.0%	1			1	50.0%	1			1	50.0%	1			1	50.0%	1			1	50.0%
24	75%	14	0	14	26	63%	9	0	14	30	58%	10	0	14	29	50%	7	0	14	33	52%
8	61.9%	12		2	7	66.7%	14		2	5	76.2%	12		1	8	61.9%	13		2	6	71.4%
6	76.0%	11		6	7	72.0%	9		8	7	72.0%	5		8	12	52.0%	4		9	10	58.3%
		1					1										1				
13	48.0%	7		5	11	54.2%	9		9	5	78.3%	6		7	9	60.9%	8		6	9	60.9%
				1										1							
														1					1		
														1							
1	95.7%	11		6	3	86.4%	13		6	1	95.5%	14		5	1	95.5%	11		6	4	81.8%
		1		1			1		1			1		1			1				
				2					1					1					2		
2	91.3%	11		12	0	100.0%	11		8	4	82.6%	13		9	0	100.0%	10		6	7	69.6%
				1					1					1					1		
0	100.0%	1			0	100.0%	1			0	100.0%	1			0	100.0%	1			0	100.0%
3	57.1%	2		2	3	57.1%	3		3	1	85.7%	3		1	3	57.1%	3		1	3	57.1%
6	71.4%	11		6	3	85.7%	9		8	3	85.7%	7		8	5	76.2%	7		6	3	85.0%
				1					1					1					4		
1	0.0%				1	0.0%				1	0.0%				1	0.0%				1	0.0%
5	77.3%	7		8	1	94.7%	8		5	6	71.4%	7		8	3	85.7%	7		8	4	81.0%
				3					2					3					2		
				1					1					1					1		
6	33.3%	2		2	4	55.6%	2		3	3	66.7%	1		3	5	44.4%	1		3	5	44.4%
				1					1												
				1hgv					1hgv					1hgv					1hgv		
6	68.4%	7		4	7	63.2%	7		4	6	66.7%	7		4	6	66.7%	6		4	8	55.6%
				1					1					1							

K&M TRAFFIC SURVEYS

DATE : 13th DECEMBER 2014

DAY : SATURDAY

LOCATION : CROFTDOWN RD, KENTISH TOWN.

						15:00					16:00					17:00				
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	vehicle	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress
CROFTDOWN ROAD	1	DOUBLE YELLOW	8.9		car															
					lgv															
					mcycle															
		P+D MON-FRI 1000-1200	48.3	9	car	1		1	6	25.0%	1		1	6	25.0%	1			7	12.5%
					lgv															
					mcycle															
		DROPPED KERB	4.3		car															
					lgv															
					mcycle															
KINGSWEAR ROAD	2	DOUBLE YELLOW	19		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	139.2	27	car	7		5	12	52.0%	8		4	13	48.0%	10		4	11	56.0%
					lgv			1												
					mcycle			1					1					1		
		SINGLE YELLOW LINE	6.7		car															
					lgv															
					mcycle															
	3	DOUBLE YELLOW	160		car															
					lgv															
					mcycle															
CROFTDOWN ROAD	4	DOUBLE YELLOW	10.7		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	132	26	car	4		3	13	40.9%	3		4	13	40.9%	3		4	14	39.1%
					lgv	1		1			1		1			1		1		
					mcycle															
		DISABLED BAY	5.7	1	car				1	0.0%				1	0.0%				1	0.0%
					lgv															
					mcycle															
	5	DOUBLE YELLOW	38.8		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	169.2	33	car	1		7	16	38.5%	4		6	14	46.2%	4		6	14	46.2%
					lgv			2					2					2		
					mcycle			1					1					1		
		DROPPED KERB	63.5		car															
					lgv															
					mcycle															
		DISABLED BAY	14	2	car	1			1	50.0%	1			1	50.0%				2	0.0%
					lgv															
					mcycle															
		SINGLE YELLOW LINE	34.5		car															
					lgv															
					mcycle															
	9	0	468.4	62	0	7	0	14	31	24%	9	0	14	29	45%	8	0	14	31	52%
BROOKFIELD PARK	6	DOUBLE YELLOW	10.7		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	120.1	22	car	13		2	7	68.2%	13		2	7	68.2%	9		1	12	45.5%
					lgv															
					mcycle															
		DROPPED KERB	55.7		car															
					lgv															
					mcycle															
ST ALBANS ROAD	7	DOUBLE YELLOW	30.6		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	144.6	28	car	3		9	12	52.0%	4		8	10	60.0%	6		8	7	72.0%
					lgv	1					2		1			2		2		
					mcycle															
		DROPPED KERB	13.9		car															
					lgv															
					mcycle															
	8	DOUBLE YELLOW	168.9		car															
					lgv															
					mcycle															
BROOKFIELD PARK	9	DOUBLE YELLOW	8.9		car															
					lgv															
					mcycle															
		DROPPED KERB	34.4		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	136.7	22	car	7		6	10	56.5%	8		6	9	60.9%	9		6	8	65.2%
					lgv															
					mcycle															
CROFTDOWN ROAD	10	DOUBLE YELLOW	43.5		car			1												
					lgv															
					mcycle															
		DROPPED KERB	4.8		car															
					lgv															
					mcycle															
		SINGLE YELLOW LINE	3.7		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	151	29	car	10		6	5	77.3%	11		4	5	77.3%	8		5	7	68.2%
					lgv	1					1		1			1		1		
					mcycle			2					2					2		
	11	DOUBLE YELLOW	7.3		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	131.3	25	car	10		6	7	69.6%	9		5	9	60.9%	11		5	7	69.6%
					lgv															
					mcycle			1					1					1		
		DISABLED BAY	5.8	1	car				1	0.0%				1	0.0%	1			0	100.0%
					lgv															
					mcycle															
YORK RISE	12	DOUBLE YELLOW	9.2		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	44.1	8	car	3		1	3	57.1%	3		1	3	57.1%	4		1	2	71.4%
					lgv															
					mcycle															
WOODSOME ROAD	13	DOUBLE YELLOW	11.2		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	127.7	24	car	7		6	4	80.0%	7		4	9	55.0%	8		4	8	60.0%
					lgv	1		2												
					mcycle															
		DISABLED BAY	6.1	1	car				1	0.0%				1	0.0%				1	0.0%
					lgv															
					mcycle															
	14	DOUBLE YELLOW	12.5		car															
					lgv															
					mcycle															
		DROPPED KERB	8		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	124.5	24	car	6		10	2	90.0%	8		7	3	85.0%	7		7	5	75.0%
					lgv	1		1			1		1			1				
					mcycle			1					1					1		
YORK RISE	15	DOUBLE YELLOW	7.1		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	56	11	car	1		1	7	22.2%	1		1	7	22.2%	1			8	11.1%
					lgv															
					mcycle															
	16	DOUBLE YELLOW	7.8		car															
					lgv															
					mcycle															
		PHO MON-FRI 1000-1200	120.5	24	car	6		4	8	57.9%	6		4	9	52.6%	4		3	12	36.8%
					lgv			1												
					mcycle															

18:00					19:00					20:00					21:00					22:00				
with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress	with permit badge/card	with parking ticket	without permit or parking ticket	space available	% street stress
1					1					1					1					1				
			7	12.5%				7	12.5%				7	12.5%				7	12.5%				7	12.5%
10		6			9		5			10		5			8		7			9		6		
		2	7	72.0%			2	9	64.0%	1		2	7	72.0%			1	7	69.6%			1	9	64.0%
		1					1					1					1					1		
3		4			4		4			4		4			2		4			3		5		
1		1	14	39.1%	1		1	13	43.5%	1			14	39.1%	1			16	30.4%	1			14	39.1%
							1					1					1					1		
			1	0.0%				1	0.0%				1	0.0%				1	0.0%				1	0.0%
3		6			3		6			4		6			4		8			4		7		
		2	15	42.3%			2	15	42.3%			2	14	46.2%			2	12	53.8%			2	13	50.0%
		1					1					1					1					1		
					1					1					1					2				
			2	0.0%				1	50.0%				1	50.0%				1	50.0%				0	100.0%
7	0	14	32	48%	9	0	15	30	47%	10	0	14	30	50%	8	0	16	30	50%	10	0	16	28	50%
10		1			11		1			12		1			11		1			11		1		
			11	50.0%				10	54.5%				9	59.1%				10	54.5%				10	54.5%
5		7			7		9			8		9			9		6			9		8		
2		1	10	60.0%	2		1	6	76.0%	2		1	5	80.0%	2		1	7	72.0%	2		1	5	80.0%
																	1					1		
9		5			9		4			8		4			9		4			9		4		
			9	60.9%				10	56.5%				11	52.2%				10	56.5%				10	56.5%
10		3			9		2			9		2			9		2			10		2		
1			8	63.6%	1			10	54.5%	1			10	54.5%	1			10	54.5%	1			9	59.1%
		2					2					2					2					2		
12		3			12		3			12		4			12		3			12		3		
			6	71.4%				8	65.2%			1	6	73.9%			1	7	69.6%			1	7	69.6%
		1					1					1					1					1		
1					1					1					1					1				
			0	100.0%				0	100.0%				0	100.0%				0	100.0%				0	100.0%
4		2			3		2			3		2			3		2			3		2		
			1	85.7%				2	71.4%				2	71.4%				2	71.4%				2	71.4%
8		4			10		6			11		6			9		7			9		6		
		2	6	70.0%			2	2	90.0%				3	85.0%				4	80.0%				5	75.0%
			1	0.0%				1	0.0%				1	0.0%				1	0.0%				1	0.0%
10		5			10		5			10		5			10		5			10		5		
1			4	80.0%	1			4	80.0%	1			4	80.0%	1			4	80.0%	1			4	80.0%
		1					1					1					1					1		
2			6	25.0%	6			6	50.0%	2			6	25.0%	2			6	25.0%	2			6	25.0%
6		5			5		6			4		7			3		8			3		8		
			8	57.9%				8	57.9%				8	57.9%				8	57.9%				8	57.9%

Appendix C

PTAL report

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20141912115559
Description	20141912115559
Run by user	PTAL web application
Date and time	19/12/2014 11:55

Walk File Parameters

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

Coordinates: 528749, 186219

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	HIGHGATE RD DARTMTH PK R	C11	446.83	7.5	0.5	5.59	6.0	11.59	2.59	1.29

BUS	HIGHGATE RD DARTMTH PK R	214	446.83	8.0	0.5	5.59	5.75	11.34	2.65	1.32
BUS	HIGHGATE RD DARTMTH PK R	C2	446.83	8.0	0.5	5.59	5.75	11.34	2.65	1.32
BUS	TUFNELL PARK MONNERY RD	390	533.2	8.0	0.5	6.67	5.75	12.42	2.42	1.21
BUS	TUFNELL PARK MONNERY RD	134	533.2	12.0	1.0	6.67	4.5	11.17	2.69	2.69
BUS	Dartmth P H Spencer Rise	4	335.98	6.0	0.5	4.2	7.0	11.2	2.68	1.34
LU LRT	Tufnell Park	Northern Line High Barnet to Kennington	633.31	5.4	0.5	7.92	6.31	14.22	2.11	1.05
LU LRT	Tufnell Park	Northern Line Mill Hill East to Kennington	633.31	4.3	0.5	7.92	7.73	15.64	1.92	0.96
LU LRT	Tufnell Park	Northern Line High Barnet to Morden	633.31	9.0	1.0	7.92	4.08	12.0	2.5	2.5
LU LRT	Tufnell Park	Northern Line Morden to High Barnet	633.31	3.7	0.5	7.92	8.86	16.77	1.79	0.89
LU LRT	Tufnell Park	Northern Line Morden to Mill Hill East	633.31	2.7	0.5	7.92	11.86	19.78	1.52	0.76
LU LRT	Tufnell Park	Northern Line Morden to Mill Hill East	633.31	1.0	0.5	7.92	30.75	38.67	0.78	0.39
NATIONAL_RAIL	GOSPEL OAK	RICHMOND to STRATFORD	842.56	4.0	1.0	10.53	8.25	18.78	1.6	1.6
NATIONAL_RAIL	GOSPEL OAK	GOSPEL OAK to BARKING BR	842.56	4.0	0.5	10.53	8.25	18.78	1.6	0.8

NATIONAL_RAIL GOSPEL OAK	CLAPHAM JUNCTION to STRATFORD	842.56	2.0	0.5	10.53	15.75	26.28	1.14	0.57

Total AI for this POI is 18.69.

PTAL Rating is 4.

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20141912115625
Description	20141912115625
Run by user	PTAL web application
Date and time	19/12/2014 11:56

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: 528713, 186256

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	HIGHGATE RD CROFTDOWN RD	214	354.06	8.0	0.5	4.43	5.75	10.18	2.95	1.47

BUS	HIGHGATE RD CROFTDOWN RD	C2	354.06	8.0	0.5	4.43	5.75	10.18	2.95	1.47
BUS	SWAINS LA ST ALBANS RD	C11	241.71	7.5	1.0	3.02	6.0	9.02	3.33	3.33
BUS	Dartmth P H Spencer Rise	4	580.99	6.0	0.5	7.26	7.0	14.26	2.1	1.05
LU LRT	Tufnell Park	Northern Line High Barnet to Kennington	878.31	5.4	0.5	10.98	6.31	17.28	1.74	0.87
LU LRT	Tufnell Park	Northern Line Mill Hill East to Kennington	878.31	4.3	0.5	10.98	7.73	18.71	1.6	0.8
LU LRT	Tufnell Park	Northern Line High Barnet to Morden	878.31	9.0	1.0	10.98	4.08	15.06	1.99	1.99
LU LRT	Tufnell Park	Northern Line Morden to High Barnet	878.31	3.7	0.5	10.98	8.86	19.84	1.51	0.76
LU LRT	Tufnell Park	Northern Line Morden to Mill Hill East	878.31	2.7	0.5	10.98	11.86	22.84	1.31	0.66
LU LRT	Tufnell Park	Northern Line Morden to Mill Hill East	878.31	1.0	0.5	10.98	30.75	41.73	0.72	0.36

NR SAP Points Not Found

Total AI for this POI is 12.76.

PTAL Rating is 3.

Appendix D

Architectural Site Layout Plans

01 Parking Strategy

notes

- The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works.
- Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.
- Do not scale drawing. Figured dimensions to be worked to in all cases.

CDM Regulations 2007

ALL current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environmental Assessment Record.

CDM 2007

0 1 2 5 10
SCALE

N

Shared Secure Cycle Parking

Private Secure Cycle Parking

Visitor Cycle Parking

date	rev	revision/author/checker
09-12-14	A	Draft Issue (EC) (BW)

purpose of issue
INFORMATION

project
Mansfield Bowling Club

drawing
Cycle Parking Strategy

drawing no AA4437/2156 | rev A

drawn EC | checked BW

scale @ A1/A3 1:250/1:500 | date 22/09/2014

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lon.prp@prparchitects.co.uk

01 Parking Strategy

notes

- The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works.
- Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.
- Do not scale drawing. Figured dimensions to be worked to in all cases.

CDM Regulations 2007

ALL current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environmental Assessment Record.

CDM 2007

0 1 2 5 10
SCALE

N

- Allocated On Plot Residential Parking
- Allocated Off Plot Residential Parking
- Allocated Wheelchair Parking
- Visitor Parking Spaces
- Allocated Tennis Club Space

date	rev	revision/author/checker
09-12-14	A	Draft Issue (EC) (BW)

purpose of issue
INFORMATION

project
Mansfield Bowling Club

drawing
Parking Strategy

drawing no	rev
AA4437/2158	A

drawn	EC	checked	BW
scale @ A1/A3 1:250/1:500		date	22/09/2014

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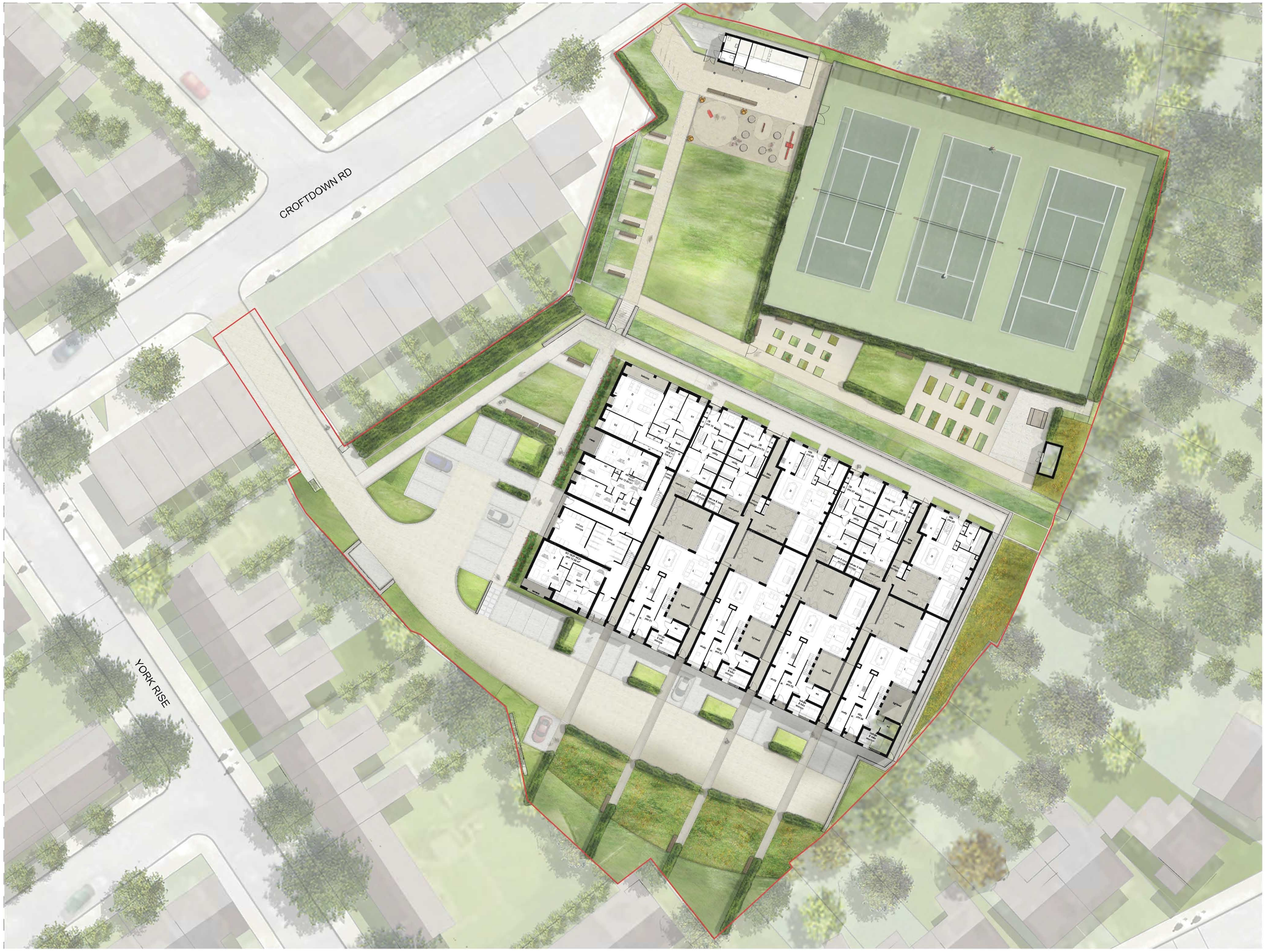

01 Proposed Ground Level Masterplan

notes

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Appendix E

Trip rate data/extracts from previous application documents

ARDENT
CONSULTING ENGINEERS

MANSFIELD BOWLING CLUB

PROPOSED ENABLING DEVELOPMENT: MANSFIELD BOWLING CLUB, CROFTDOWN ROAD

Transport Statement

REPORT REF NO J670-03
PROJECT NO. J670
NOVEMBER 2012

5.0 TRIP GENERATION/ATTRACTION

Existing Trip Attraction

5.1 The existing bowling club patronage has reduced over the years. Therefore, undertaking a traffic count survey of the club wouldn't provide a robust assessment of its trip generation. As an alternative, to determine the traffic generation associated with the existing bowling club, we would generally examine available details within either the TRAVL or TRICS databases. However, given the bespoke nature of the existing (and retained) bowling use no trip rate information is available in either.

5.2 Therefore, a worst-case first principles assessment of the bowling club has been undertaken using information provided by Mansfield Bowling Club (see **Section 2**). This is as follows:

- The busiest period for the existing bowling club is during a season tournament matchday, where up to 80 visitors could arrive to the club. This will comprise a mix of 'home' and 'away' team players and guests. For the purposes of this assessment we have assumed that the following numbers will be split 50/50 between 'home' and 'away' players;
- Given the type of use, typically, the visitors to the club are likely to be over the age of 65;
- Home team players are anticipated to generally arrive by car;
- Away team players are anticipated to generally arrive by mini-bus and private car;
- Given the nature of the existing use, it is assumed that a reasonable element of car sharing will occur;
- For home team players, a rate of 3 people per car has been assumed, which equates to 13 cars (40 home players divided by 3);
- For away team players, of the 40 arrivals, 24 could arrive by mini-bus (2 buses), with the remaining 16 players arriving by

car. Applying the same rate as the home players, this equates to 5 cars (16 away players divided by 3);

- 3 bowling club staff members will arrive to the site. This could equate to a maximum of 3 cars; and
- 2 delivery vehicles would visit the site throughout the day delivering stock for the bowling club

Based on the above, as a worst case scenario, the existing bowling club could generate a total of 21 cars, 2 mini-buses and 2 delivery vehicle arrivals/departures (a total of 50 two-way vehicle movements) on a tournament matchday.

5.3 The above assessment is considered to be overly robust, as it assumes that all bowlers will be accompanied by a guest, and will either be travelling by car or mini-bus, when travel by other sustainable modes is possible. Furthermore, the tournament matchdays only occur twice a year, therefore the likelihood of the above number of movements occurring at the site is considered extremely low.

5.4 The general day-to–day matches would be members only, with no away players coming to the site. These are likely to occur throughout the week. During the peak months, up to 30 visitors are expected to visit the club per day. This will be made up of bowling club members and guests. Applying the same calculation as identified above, (3 persons per car, 3 members of staff and 2 servicing movements), this equates to a total of 13 cars and 2 servicing vehicles arriving/departing the site per day (30 two-way daily movements).

Proposed Trip Generation

Residential Use

5.5 Using the TRAVL database, we have obtained mean person trip rate data from the *C3 Residential* land-use for the weekday am and pm peak hours.

5.6 The rates were derived by selecting all sites in Central and Inner London with between 1 and 100 dwellings, a PTAL of between 2 and 4, and an on-site parking provision of over one space per unit. A total of two sites remained - Coopers Close, Tower Hamlets and Orchard Court, Havering. After looking through the site specific details of each site, the Coopers Close site was de-selected as the site only contained 1 to 2 bed dwellings, whereas the Orchard Close site comprised of dwellings with up to 4 bedrooms. Therefore, details of the trip rates derived from the Orchard Close site were extracted and adopted in this assessment. A copy of the output data is provided at **Appendix F**.

5.7 **Table 5.1** sets out the adopted person trip rates and the resultant trip generation of the proposed residential use – a total of eight units.

Table 5.1: Predicted weekday peak hour residential trips by mode (source: TRAVL)

	Weekday am peak hour			**Weekday pm peak hour**			**Total daily**		
	In	***Out***	***Two-way***	***In***	***Out***	***Two-way***	***In***	***Out***	***Two-way***
Person trip rates (per dwelling)	**0.34**	**0.72**	**1.06**	**0.63**	**0.55**	**1.18**	**5.42**	**5.33**	**10.75**
Person trips (8 dwellings)	**3**	**6**	**8**	**5**	**4**	**9**	**43**	**43**	**86**
Vehicle driver trips	1	1	2	1	1	2	10	11	21
Vehicle Passenger trips	0	0	0	0	1	1	4	4	7
Pedal cycle trips	0	0	0	0	0	0	0	0	0
Walk and PT	2	4	5	4	3	6	28	27	54

Bowling Club Use

5.8 As highlighted at **Section 3**, it is envisaged that with the improvements made to the bowling club, the level of members will increase. However, the tournament numbers will reduce in line with the reduction of bowling lanes. In a similar process to the existing use, a first principles assessment of the proposed bowling club has been undertaken. This is detailed as follows:

- During a season tournament match day, up to 65 visitors could arrive to the club per day – this is less than the existing use due to the reduced number of lanes. This will comprise a mix of 'home' and 'away' team players and guests. For the purposes of this assessment we have assumed that the following numbers will be split 50/50 split between 'home' and 'away' players.
- Home team players generally arrive by car
- Away team players generally arrive by mini-bus, with some arrivals in private cars.
- Given the nature of the existing development, it is assumed that a reasonable element of car sharing will occur.
- For home team players, a rate of 3 people per car has been assumed, which equates to 11 cars (33 home players/3).
- For away team players, of the 33 arrivals, 24 could arrive by mini-bus (2 buses), with the remaining 9 players arriving by car. Applying the same rate as the home players, this equates to 3 cars (9 away players/3).
- 3 bowling club staff members will arrive to the site. This could equate to a maximum of 3 cars.
- 2 delivery vehicle movements would occur throughout the day

Based on the above, the existing bowling club could generate a total of 17 cars, 2 mini-buses and 2 service vehicle arrivals/departures (42 two-way) on a tournament matchday.

5.9 The general day-to–day matches would be a member only matches, with no away players coming to the site. These are likely to occur throughout the week. With the improvements to the bowling club, it is envisaged that the number of members will increase. Therefore, during the peak months, up to 50 visitors are expected to visit the club per day. This will be made up of bowling club members and guests. Applying the same calculation as identified above, (3 persons per car, 3 members of staff and 2 service vehicles), this equates to a total of 20 cars and 2 service vehicles arriving/departing the site per day (44 two-way trips).

Leisure and Fitness

5.10 To predict the worst case trip attraction associated with the leisure and fitness use we have obtained trip rate data from the *D2 Health Clubs and Sports Centres* category in TRAVL, selecting all sites in Central and Inner London that measure less than 1,000m^2 GFA and have a PTAL of between 2 and 4. This resulted in a total of three sites. Looking through each of the available sites, the Manor Health/Leisure Club, Haringey was deemed most appropriate, due to its availability of parking, number of employees, number of leisure classes and PTAL rating.

5.11 Details of the trip rates derived from TRAVL and adopted in this assessment are attached at **Appendix F**.

5.12 **Table 5.2** sets out the adopted person trip rates and the resultant predicted trip attraction of the proposed gym use.

Table 5.2: Predicted weekday peak hour trips of proposed gym unit by mode (source: TRAVL)

	Weekday am peak hour			**Weekday pm peak hour**			**Total daily**		
	In	***Out***	***Two-way***	***In***	***Out***	***Two-way***	***In***	***Out***	***Two-way***
Person trip rates (per 100m^2)	**2.97**	**1.80**	**4.78**	**3.40**	**0.64**	**4.03**	**16.56**	**16.24**	**32.80**
Person trips (519m^2)	**15**	**9**	**25**	**18**	**3**	**21**	**86**	**84**	**170**
Vehicle driver trips	6	5	11	6	5	11	37	37	74
Vehicle Passenger trips	1	0	1	0	0	0	3	3	6
Pedal cycle trips	0	0	0	1	0	1	1	1	2
Walk and PT	8	4	13	7	2	9	45	43	88

Total

5.13 As the site will be split into two parts (residential and leisure), the resultant total traffic movements for each part have been separated,

with the total residential traffic shown at **Table 5.1** and the combined leisure uses (bowling club and gym) shown at **Table 5.3**.

Table 5.3: Predicted combined total daily trips for proposed leisure use (gym and bowling club) development by mode

	Total Daily		
	In	***Out***	***Two-way***
Vehicle trips	59	59	118
Vehicle passenger trips	37	37	73
Pedal cycle trips	1	1	2
Walk & PT trips	45	43	88
Total Person Trips	141	139	280

Change

5.14 **Table 5.4** sets out the predicted change in total daily trips by each mode resulting from the proposed enabling development of the bowling club, by subtracting the worst case two-way flows generated by the existing bowling club from the level of traffic generated by the proposed leisure and residential uses.

Table 5.4: Predicted total weekday daily trips for proposed leisure development by mode

	Total Daily		
	In	***Out***	***Two-way***
Vehicle trips	+43	+44	+87
Vehicle Passenger trips	-21	-21	-42
Pedal cycle trips	+1	+1	+2
Walk & PT trips	+45	+43	+88
Total Person Trips	**+81**	**+78**	**+158**

5.15 **Table 5.4** shows that the proposed development trips are likely to result in an increase of two-way person trips across the day, with +87 two-way vehicle trips across the day.

5.16 It should be noted that the above increases have been calculated based on an overly robust first principles assessment of the existing and proposed bowling club uses, which assume that all trips would be made via car/mini-bus. It is also important to note that no reductions for diverted or linked trips has been applied to the gym use traffic.

5.17 Based on the above, it is concluded that both the leisure and residential development would not have a discernible person/vehicular trip impact on the capacity or highway safety of the existing site accesses, surrounding highway network or the surrounding public transport opportunities.

Parking demand

5.18 The residential element of the site will provide 10 parking spaces for the 8 dwellings. This equates to a provision of 1.25 spaces per dwelling. This level of provision is in line with the policy requirements of LBC and the London Plan, and should be satisfactory. As a result, it is concluded that this level of provision should alleviate any demands for off-site parking from the residential development.

5.19 To further restrict any off-site parking demands, residents of the proposed development will be ineligible for applying for parking permits.

5.20 As part of the proposed refurbishment of the bowling club, 35 car parking spaces will be provided for leisure uses. Looking into the potential demands for parking, and whether any demands for off-site parking will occur, we have examined the worst case traffic movements identified for each use.

5.21 Paragraph 5.9 highlights that the worst case total daily vehicle traffic flows associated with the bowling club will be 20 cars. In the event that all these cars arrived and parked at the site at the same

time, this would result in 15 car parking spaces being available for the gym use.

5.22 Using the extracted TRAVL data for the proposed gym use, **Appendix G** demonstrates the daily vehicle driver flow profile of the 519sqm leisure facility, with a calculated maximum parking accumulation based on an assumed initial occupancy of 0.

5.23 **Appendix G** demonstrates that a maximum gym parking demand of 11 would occur between 1830 and 1900 hours. Adding this accumulation to the maximum demand of the bowling club element would result in a total demand of 31 cars.

5.24 As the proposed development would provide 35 spaces at the bowling club element, it is concluded that any demands for parking would be satisfactorily accommodated, and no demands for off-site parking would occur.

Appendix F

Trip rates from TRAVL database

List of Surveys:

Name	Address	Postcode	Survey Date
Orchard Court	Orchard Village Chantry Way Rainham Essex	RM13 8PX	21/07/2011

Number of sites considered 1

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.12371	0.15464	0.27835	0.0	0.0	0.0
07:30-08:00	1	0.05155	0.28866	0.34021	0.0	0.0	0.0
08:00-08:30	1	0.12371	0.31959	0.44330	0.0	0.0	0.0
08:30-09:00	1	0.21649	0.40206	0.61856	0.0	0.0	0.0
09:00-09:30	1	0.06186	0.30928	0.37113	0.0	0.0	0.0
09:30-10:00	1	0.14433	0.11340	0.25773	0.0	0.0	0.0
10:00-10:30	1	0.21649	0.27835	0.49485	0.0	0.0	0.0
10:30-11:00	1	0.13402	0.08247	0.21649	0.0	0.0	0.0
11:00-11:30	1	0.08247	0.12371	0.20619	0.0	0.0	0.0
11:30-12:00	1	0.12371	0.17526	0.29897	0.0	0.0	0.0
12:00-12:30	1	0.03093	0.18557	0.21649	0.0	0.0	0.0
12:30-13:00	1	0.11340	0.07216	0.18557	0.0	0.0	0.0
13:00-13:30	1	0.15464	0.11340	0.26804	0.0	0.0	0.0
13:30-14:00	1	0.15464	0.08247	0.23711	0.0	0.0	0.0
14:00-14:30	1	0.15464	0.09278	0.24742	0.0	0.0	0.0
14:30-15:00	1	0.17526	0.14433	0.31959	0.0	0.0	0.0
15:00-15:30	1	0.32990	0.26804	0.59794	0.0	0.0	0.0
15:30-16:00	1	0.26804	0.07216	0.34021	0.0	0.0	0.0
16:00-16:30	1	0.34021	0.18557	0.52577	0.0	0.0	0.0
16:30-17:00	1	0.28866	0.36082	0.64948	0.0	0.0	0.0
17:00-17:30	1	0.25773	0.21649	0.47423	0.0	0.0	0.0
17:30-18:00	1	0.14433	0.16495	0.30928	0.0	0.0	0.0
18:00-18:30	1	0.23711	0.11340	0.35052	0.0	0.0	0.0
18:30-19:00	1	0.21649	0.16495	0.38144	0.0	0.0	0.0
19:00-19:30	1	0.31959	0.18557	0.50515	0.0	0.0	0.0
19:30-20:00	1	0.29897	0.12371	0.42268	0.0	0.0	0.0
20:00-20:30	1	0.14433	0.11340	0.25773	0.0	0.0	0.0
20:30-21:00	1	0.31959	0.17526	0.49485	0.0	0.0	0.0
21:00-21:30	1	0.12371	0.21649	0.34021	0.0	0.0	0.0
21:30-22:00	1	0.07216	0.03093	0.10309	0.0	0.0	0.0

Peak Period For All Modes

In	**16:00-16:30**	**0.34**
Out	**08:30-09:00**	**0.40**
Total	**16:30-17:00**	**0.65**

Mode: **Bus**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
08:00-08:30	1	0.00000	0.06186	0.06186	0.0	0.0	0.0
09:00-09:30	1	0.00000	0.02062	0.02062	0.0	0.0	0.0
10:00-10:30	1	0.00000	0.06186	0.06186	0.0	0.0	0.0
13:00-13:30	1	0.01031	0.00000	0.01031	0.0	0.0	0.0
15:00-15:30	1	0.03093	0.00000	0.03093	0.0	0.0	0.0
18:00-18:30	1	0.02062	0.00000	0.02062	0.0	0.0	0.0
20:00-20:30	1	0.02062	0.00000	0.02062	0.0	0.0	0.0

Peak Period For **Bus**

In	**15:00-15:30**	**0.03**
Out	**10:00-10:30**	**0.06**
Total	**10:00-10:30**	**0.06**

Mode: **Car Driver + Passengers**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.05155	0.08247	0.13402	0.0	0.0	0.0
07:30-08:00	1	0.01031	0.12371	0.13402	0.0	0.0	0.0
08:00-08:30	1	0.04124	0.10309	0.14433	0.0	0.0	0.0
08:30-09:00	1	0.07216	0.09278	0.16495	0.0	0.0	0.0
09:00-09:30	1	0.03093	0.10309	0.13402	0.0	0.0	0.0
09:30-10:00	1	0.04124	0.01031	0.05155	0.0	0.0	0.0
10:00-10:30	1	0.03093	0.12371	0.15464	0.0	0.0	0.0
10:30-11:00	1	0.07216	0.02062	0.09278	0.0	0.0	0.0
11:00-11:30	1	0.01031	0.05155	0.06186	0.0	0.0	0.0
11:30-12:00	1	0.01031	0.05155	0.06186	0.0	0.0	0.0
12:00-12:30	1	0.00000	0.03093	0.03093	0.0	0.0	0.0
12:30-13:00	1	0.02062	0.04124	0.06186	0.0	0.0	0.0
13:00-13:30	1	0.03093	0.03093	0.06186	0.0	0.0	0.0
13:30-14:00	1	0.06186	0.03093	0.09278	0.0	0.0	0.0
14:00-14:30	1	0.03093	0.02062	0.05155	0.0	0.0	0.0
14:30-15:00	1	0.02062	0.05155	0.07216	0.0	0.0	0.0
15:00-15:30	1	0.04124	0.02062	0.06186	0.0	0.0	0.0
15:30-16:00	1	0.09278	0.03093	0.12371	0.0	0.0	0.0
16:00-16:30	1	0.03093	0.07216	0.10309	0.0	0.0	0.0
16:30-17:00	1	0.07216	0.14433	0.21649	0.0	0.0	0.0
17:00-17:30	1	0.09278	0.03093	0.12371	0.0	0.0	0.0
17:30-18:00	1	0.07216	0.07216	0.14433	0.0	0.0	0.0
18:00-18:30	1	0.07216	0.03093	0.10309	0.0	0.0	0.0
18:30-19:00	1	0.13402	0.07216	0.20619	0.0	0.0	0.0
19:00-19:30	1	0.06186	0.10309	0.16495	0.0	0.0	0.0
19:30-20:00	1	0.16495	0.04124	0.20619	0.0	0.0	0.0
20:00-20:30	1	0.07216	0.01031	0.08247	0.0	0.0	0.0
20:30-21:00	1	0.11340	0.09278	0.20619	0.0	0.0	0.0
21:00-21:30	1	0.09278	0.08247	0.17526	0.0	0.0	0.0
21:30-22:00	1	0.05155	0.01031	0.06186	0.0	0.0	0.0

Peak Period For **Car Driver + Passengers**

In	**19:30-20:00**	**0.16**
Out	**16:30-17:00**	**0.14**
Total	**16:30-17:00**	**0.22**

Mode: **Car Driver**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.05155	0.08247	0.13402	0.0	0.0	0.0
07:30-08:00	1	0.01031	0.12371	0.13402	0.0	0.0	0.0
08:00-08:30	1	0.03093	0.08247	0.11340	0.0	0.0	0.0
08:30-09:00	1	0.06186	0.05155	0.11340	0.0	0.0	0.0
09:00-09:30	1	0.03093	0.06186	0.09278	0.0	0.0	0.0
09:30-10:00	1	0.03093	0.01031	0.04124	0.0	0.0	0.0
10:00-10:30	1	0.03093	0.08247	0.11340	0.0	0.0	0.0
10:30-11:00	1	0.07216	0.02062	0.09278	0.0	0.0	0.0
11:00-11:30	1	0.01031	0.03093	0.04124	0.0	0.0	0.0
11:30-12:00	1	0.01031	0.05155	0.06186	0.0	0.0	0.0
12:00-12:30	1	0.00000	0.03093	0.03093	0.0	0.0	0.0
12:30-13:00	1	0.01031	0.04124	0.05155	0.0	0.0	0.0
13:00-13:30	1	0.02062	0.03093	0.05155	0.0	0.0	0.0
13:30-14:00	1	0.05155	0.03093	0.08247	0.0	0.0	0.0
14:00-14:30	1	0.03093	0.02062	0.05155	0.0	0.0	0.0
14:30-15:00	1	0.01031	0.03093	0.04124	0.0	0.0	0.0
15:00-15:30	1	0.04124	0.02062	0.06186	0.0	0.0	0.0
15:30-16:00	1	0.04124	0.02062	0.06186	0.0	0.0	0.0
16:00-16:30	1	0.03093	0.03093	0.06186	0.0	0.0	0.0
16:30-17:00	1	0.05155	0.06186	0.11340	0.0	0.0	0.0
17:00-17:30	1	0.06186	0.02062	0.08247	0.0	0.0	0.0
17:30-18:00	1	0.05155	0.06186	0.11340	0.0	0.0	0.0
18:00-18:30	1	0.04124	0.03093	0.07216	0.0	0.0	0.0
18:30-19:00	1	0.09278	0.06186	0.15464	0.0	0.0	0.0
19:00-19:30	1	0.05155	0.06186	0.11340	0.0	0.0	0.0
19:30-20:00	1	0.11340	0.04124	0.15464	0.0	0.0	0.0
20:00-20:30	1	0.05155	0.01031	0.06186	0.0	0.0	0.0
20:30-21:00	1	0.05155	0.06186	0.11340	0.0	0.0	0.0
21:00-21:30	1	0.07216	0.06186	0.13402	0.0	0.0	0.0
21:30-22:00	1	0.03093	0.01031	0.04124	0.0	0.0	0.0

Peak Period For **Car Driver**

In	**19:30-20:00**	**0.11**
Out	**07:30-08:00**	**0.12**
Total	**19:30-20:00**	**0.15**

Mode: **Car Passenger**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
08:00-08:30	1	0.01031	0.02062	0.03093	0.0	0.0	0.0
08:30-09:00	1	0.01031	0.04124	0.05155	0.0	0.0	0.0
09:00-09:30	1	0.00000	0.04124	0.04124	0.0	0.0	0.0
09:30-10:00	1	0.01031	0.00000	0.01031	0.0	0.0	0.0
10:00-10:30	1	0.00000	0.04124	0.04124	0.0	0.0	0.0
11:00-11:30	1	0.00000	0.02062	0.02062	0.0	0.0	0.0
12:30-13:00	1	0.01031	0.00000	0.01031	0.0	0.0	0.0
13:00-13:30	1	0.01031	0.00000	0.01031	0.0	0.0	0.0
13:30-14:00	1	0.01031	0.00000	0.01031	0.0	0.0	0.0
14:00-14:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	1	0.01031	0.02062	0.03093	0.0	0.0	0.0
15:30-16:00	1	0.05155	0.01031	0.06186	0.0	0.0	0.0
16:00-16:30	1	0.00000	0.04124	0.04124	0.0	0.0	0.0
16:30-17:00	1	0.02062	0.08247	0.10309	0.0	0.0	0.0
17:00-17:30	1	0.03093	0.01031	0.04124	0.0	0.0	0.0
17:30-18:00	1	0.02062	0.01031	0.03093	0.0	0.0	0.0
18:00-18:30	1	0.03093	0.00000	0.03093	0.0	0.0	0.0
18:30-19:00	1	0.04124	0.01031	0.05155	0.0	0.0	0.0
19:00-19:30	1	0.01031	0.04124	0.05155	0.0	0.0	0.0
19:30-20:00	1	0.05155	0.00000	0.05155	0.0	0.0	0.0
20:00-20:30	1	0.02062	0.00000	0.02062	0.0	0.0	0.0
20:30-21:00	1	0.06186	0.03093	0.09278	0.0	0.0	0.0
21:00-21:30	1	0.02062	0.02062	0.04124	0.0	0.0	0.0
21:30-22:00	1	0.02062	0.00000	0.02062	0.0	0.0	0.0

Peak Period For **Car Passenger**

In	**20:30-21:00**	**0.06**
Out	**16:30-17:00**	**0.08**
Total	**16:30-17:00**	**0.10**

Mode: **Motor Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.01031	0.01031	0.0	0.0	0.0
21:00-21:30	1	0.01031	0.00000	0.01031	0.0	0.0	0.0

Peak Period For **Motor Cycle**

In	**21:00-21:30**	**0.01**
Out	**07:30-08:00**	**0.01**
Total	**21:00-21:30**	**0.01**

Mode: **Pedal Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.01031	0.01031	0.0	0.0	0.0
08:00-08:30	1	0.01031	0.00000	0.01031	0.0	0.0	0.0
09:00-09:30	1	0.01031	0.00000	0.01031	0.0	0.0	0.0
12:00-12:30	1	0.01031	0.01031	0.02062	0.0	0.0	0.0
13:30-14:00	1	0.01031	0.01031	0.02062	0.0	0.0	0.0
15:30-16:00	1	0.01031	0.00000	0.01031	0.0	0.0	0.0
16:00-16:30	1	0.05155	0.00000	0.05155	0.0	0.0	0.0
18:00-18:30	1	0.03093	0.03093	0.06186	0.0	0.0	0.0
19:30-20:00	1	0.04124	0.01031	0.05155	0.0	0.0	0.0

Peak Period For **Pedal Cycle**

In	**16:00-16:30**	**0.05**
Out	**18:00-18:30**	**0.03**
Total	**18:00-18:30**	**0.06**

Mode: **Walk only**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.07216	0.07216	0.14433	0.0	0.0	0.0
07:30-08:00	1	0.04124	0.14433	0.18557	0.0	0.0	0.0
08:00-08:30	1	0.07216	0.15464	0.22680	0.0	0.0	0.0
08:30-09:00	1	0.14433	0.30928	0.45361	0.0	0.0	0.0
09:00-09:30	1	0.02062	0.18557	0.20619	0.0	0.0	0.0
09:30-10:00	1	0.10309	0.10309	0.20619	0.0	0.0	0.0
10:00-10:30	1	0.18557	0.09278	0.27835	0.0	0.0	0.0
10:30-11:00	1	0.06186	0.06186	0.12371	0.0	0.0	0.0
11:00-11:30	1	0.07216	0.07216	0.14433	0.0	0.0	0.0
11:30-12:00	1	0.11340	0.12371	0.23711	0.0	0.0	0.0
12:00-12:30	1	0.02062	0.14433	0.16495	0.0	0.0	0.0
12:30-13:00	1	0.09278	0.03093	0.12371	0.0	0.0	0.0
13:00-13:30	1	0.11340	0.08247	0.19588	0.0	0.0	0.0
13:30-14:00	1	0.08247	0.04124	0.12371	0.0	0.0	0.0
14:00-14:30	1	0.12371	0.07216	0.19588	0.0	0.0	0.0
14:30-15:00	1	0.15464	0.09278	0.24742	0.0	0.0	0.0
15:00-15:30	1	0.25773	0.24742	0.50515	0.0	0.0	0.0
15:30-16:00	1	0.16495	0.04124	0.20619	0.0	0.0	0.0
16:00-16:30	1	0.25773	0.11340	0.37113	0.0	0.0	0.0
16:30-17:00	1	0.21649	0.21649	0.43299	0.0	0.0	0.0
17:00-17:30	1	0.16495	0.18557	0.35052	0.0	0.0	0.0
17:30-18:00	1	0.07216	0.09278	0.16495	0.0	0.0	0.0
18:00-18:30	1	0.11340	0.05155	0.16495	0.0	0.0	0.0
18:30-19:00	1	0.08247	0.09278	0.17526	0.0	0.0	0.0
19:00-19:30	1	0.25773	0.08247	0.34021	0.0	0.0	0.0
19:30-20:00	1	0.09278	0.07216	0.16495	0.0	0.0	0.0
20:00-20:30	1	0.05155	0.10309	0.15464	0.0	0.0	0.0
20:30-21:00	1	0.20619	0.08247	0.28866	0.0	0.0	0.0
21:00-21:30	1	0.02062	0.13402	0.15464	0.0	0.0	0.0
21:30-22:00	1	0.02062	0.02062	0.04124	0.0	0.0	0.0

Peak Period For **Walk only**

In	**15:00-15:30**	**0.26**
Out	**08:30-09:00**	**0.31**
Total	**15:00-15:30**	**0.51**

TRAVL - Site Report

Report ID 1

Name	Orchard Court			**Survey Date**	21/07/2011
Business	Residential			**Survey Hours 1**	0600-2330
Address	Orchard Village Chantry Way Rainham			**Survey Hours 2**	
				Survey Code	1032
District	Rainham				
Borough	HAVERING				
Postcode	RM13 8PX			**Site Area (sq.m)**	8300
Location	Outer	**PTAL**	2	**Gross Floor Area (sq.m)**	1
Class	C3 - Residential			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	0

	Total	Disabled	Visitor	Employee	Coaches	Load Bays
Parking	147	0	0	0	0	0

Managed Parking N **Waiting Restriction** U

	0 Beds	1 beds	2 beds	3 beds	4 beds +
Num Dwellings	0	23	44	24	6

Residential Units 97 **% Car ownership** 14

Distance To School **Distance To Shops**

	Home	Work	Else
Home	0	0	0
Work	0	10	0
Else	0	0	28

Disabled Access Unknown

Owner Code Unknown Owner

Travel Plan Yes

Site Notes

The development site is incomplete. Phase 1 is complete which at the time of the survey houses 97 fully occupied dwellings and 147 car parking spaces. The site for the occupied completed area (phase 1) is 8,300sqm.

The survey took place on the occupied part of this development site and therefore the area and number of dwellings set out here represent the occupied area where the survey took place.

Upon completion the development will be 49,100sqm (Site Area) and have 555 dwellings. There will be 569 car parking spaces for residents (including 75 disabled), 19 visitor spaces, 611 cycle parking spaces, 2 delivery bays and 1 car club space.

The site is situated in Rainham in the London borough of Havering and is approximately 1.5 miles from Rainham Station to the east and Dagenham Dock Station to the west. It is served by three bus services; 365 from Mardyke Estate to Havering Park, 174 from Dagnam Park Square to Ceme, and 287 Barking Station to Abbey Wood.

There is an on-site walk-in clinic (Orchard Village Health Centre) (excluded from the survey). A Nursery (Abbs Cross) and a small food store (Nesha Food and Wine) lie adjacent to the site.

No travel plan information was provided but the site has a travel plan section on its website www.orchard-village.co.uk

TRAVL - Site Report

Report ID 1

Name	Orchard Court			**Survey Date**	21/07/2011
Business	Residential			**Survey Hours 1**	0600-2330
Address	Orchard Village Chantry Way Rainham			**Survey Hours 2**	
				Survey Code	1032
District	Rainham				
Borough	HAVERING				
Postcode	RM13 8PX			**Site Area (sq.m)**	8300
Location	Outer	**PTAL**	2	**Gross Floor Area (sq.m)**	1
Class	C3 - Residential			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	0

Survey Note

This survey was conducted on the occupied part of the site (8,300sqm in site area and 97 dwellings).

Multi modal counts were undertaken between the hours of 7am and 10pm.
Residential and visitor travel diaries were distributed to all occupied households for completion.
A parking beat survey was undertaken.
A management form was completed by the site manager.

There were no deliveries on the survey day.

No information on the travel plan was provided although further information can be found at www.orchard-village.co.uk

Facilities

There is an on site walk-in centre (Orchard Village Health Centre) (excluded from the survey). A Nursery (Abbs Cross) and a small food store (Nesha Food and wine) adjacent to the site.

Exceptional Circumstances

None

List of Surveys:

Name	Address	Postcode	Survey Date
The Manor Health/Leisure Club	140 Fortis Green	N10 3EF	10/04/1996

Number of sites considered 1

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.74310	0.00000	0.74310	0.0	0.0	0.0
08:00-08:30	1	0.31847	0.00000	0.31847	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.31847	0.31847	0.0	0.0	0.0
09:00-09:30	1	1.16773	0.31847	1.48620	0.0	0.0	0.0
09:30-10:00	1	1.38004	0.00000	1.38004	0.0	0.0	0.0
10:00-10:30	1	2.01699	0.42463	2.44161	0.0	0.0	0.0
10:30-11:00	1	0.95541	1.38004	2.33546	0.0	0.0	0.0
11:00-11:30	1	0.21231	0.84926	1.06157	0.0	0.0	0.0
11:30-12:00	1	0.42463	1.48620	1.91083	0.0	0.0	0.0
12:00-12:30	1	0.63694	0.63694	1.27389	0.0	0.0	0.0
12:30-13:00	1	0.21231	0.42463	0.63694	0.0	0.0	0.0
13:00-13:30	1	0.63694	0.42463	1.06157	0.0	0.0	0.0
13:30-14:00	1	0.53079	0.42463	0.95541	0.0	0.0	0.0
14:00-14:30	1	0.31847	0.74310	1.06157	0.0	0.0	0.0
14:30-15:00	1	0.74310	0.95541	1.69851	0.0	0.0	0.0
15:00-15:30	1	0.53079	0.10616	0.63694	0.0	0.0	0.0
15:30-16:00	1	0.84926	0.42463	1.27389	0.0	0.0	0.0
16:00-16:30	1	0.31847	0.42463	0.74310	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.74310	0.74310	0.0	0.0	0.0
17:00-17:30	1	0.42463	0.74310	1.16773	0.0	0.0	0.0
17:30-18:00	1	0.74310	0.74310	1.48620	0.0	0.0	0.0
18:00-18:30	1	1.69851	0.31847	2.01699	0.0	0.0	0.0
18:30-19:00	1	1.69851	0.31847	2.01699	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.74310	0.74310	0.0	0.0	0.0
19:30-20:00	1	0.00000	1.91083	1.91083	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.74310	0.74310	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.63694	0.63694	0.0	0.0	0.0

Peak Period For All Modes

In	**10:00-10:30**	**2.02**
Out	**19:30-20:00**	**1.91**
Total	**10:00-10:30**	**2.44**

Mode: **Car Driver + Passengers**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.31847	0.00000	0.31847	0.0	0.0	0.0
08:00-08:30	1	0.31847	0.00000	0.31847	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	1	0.84926	0.31847	1.16773	0.0	0.0	0.0
09:30-10:00	1	0.21231	0.00000	0.21231	0.0	0.0	0.0
10:00-10:30	1	0.63694	0.10616	0.74310	0.0	0.0	0.0
10:30-11:00	1	0.74310	0.84926	1.59236	0.0	0.0	0.0
11:00-11:30	1	0.00000	0.53079	0.53079	0.0	0.0	0.0
11:30-12:00	1	0.21231	0.63694	0.84926	0.0	0.0	0.0
12:00-12:30	1	0.31847	0.31847	0.63694	0.0	0.0	0.0
12:30-13:00	1	0.00000	0.10616	0.10616	0.0	0.0	0.0
13:00-13:30	1	0.31847	0.21231	0.53079	0.0	0.0	0.0
13:30-14:00	1	0.31847	0.21231	0.53079	0.0	0.0	0.0
14:00-14:30	1	0.00000	0.10616	0.10616	0.0	0.0	0.0
14:30-15:00	1	0.31847	0.42463	0.74310	0.0	0.0	0.0
15:00-15:30	1	0.31847	0.10616	0.42463	0.0	0.0	0.0
15:30-16:00	1	0.31847	0.10616	0.42463	0.0	0.0	0.0
16:00-16:30	1	0.00000	0.21231	0.21231	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.21231	0.21231	0.0	0.0	0.0
17:00-17:30	1	0.21231	0.53079	0.74310	0.0	0.0	0.0
17:30-18:00	1	0.53079	0.21231	0.74310	0.0	0.0	0.0
18:00-18:30	1	0.63694	0.10616	0.74310	0.0	0.0	0.0
18:30-19:00	1	1.06157	0.00000	1.06157	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.21231	0.21231	0.0	0.0	0.0
19:30-20:00	1	0.00000	1.38004	1.38004	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.53079	0.53079	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.21231	0.21231	0.0	0.0	0.0

Peak Period For **Car Driver + Passengers**

In	**18:30-19:00**	**1.06**
Out	**19:30-20:00**	**1.38**
Total	**10:30-11:00**	**1.59**

Mode: **Car Driver**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.31847	0.00000	0.31847	0.0	0.0	0.0
08:00-08:30	1	0.31847	0.00000	0.31847	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	1	0.63694	0.31847	0.95541	0.0	0.0	0.0
09:30-10:00	1	0.21231	0.00000	0.21231	0.0	0.0	0.0
10:00-10:30	1	0.63694	0.10616	0.74310	0.0	0.0	0.0
10:30-11:00	1	0.53079	0.84926	1.38004	0.0	0.0	0.0
11:00-11:30	1	0.00000	0.31847	0.31847	0.0	0.0	0.0
11:30-12:00	1	0.21231	0.53079	0.74310	0.0	0.0	0.0
12:00-12:30	1	0.31847	0.31847	0.63694	0.0	0.0	0.0
12:30-13:00	1	0.00000	0.10616	0.10616	0.0	0.0	0.0
13:00-13:30	1	0.31847	0.21231	0.53079	0.0	0.0	0.0
13:30-14:00	1	0.31847	0.10616	0.42463	0.0	0.0	0.0
14:00-14:30	1	0.00000	0.21231	0.21231	0.0	0.0	0.0
14:30-15:00	1	0.31847	0.31847	0.63694	0.0	0.0	0.0
15:00-15:30	1	0.31847	0.21231	0.53079	0.0	0.0	0.0
15:30-16:00	1	0.31847	0.21231	0.53079	0.0	0.0	0.0
16:00-16:30	1	0.00000	0.10616	0.10616	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.21231	0.21231	0.0	0.0	0.0
17:00-17:30	1	0.21231	0.53079	0.74310	0.0	0.0	0.0
17:30-18:00	1	0.53079	0.21231	0.74310	0.0	0.0	0.0
18:00-18:30	1	0.53079	0.10616	0.63694	0.0	0.0	0.0
18:30-19:00	1	1.06157	0.00000	1.06157	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.21231	0.21231	0.0	0.0	0.0
19:30-20:00	1	0.00000	1.16773	1.16773	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.53079	0.53079	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.21231	0.21231	0.0	0.0	0.0

Peak Period For **Car Driver**

In	**18:30-19:00**	**1.06**
Out	**19:30-20:00**	**1.17**
Total	**10:30-11:00**	**1.38**

Mode: **Car Passenger**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	1	0.21231	0.00000	0.21231	0.0	0.0	0.0
09:30-10:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	1	0.21231	0.00000	0.21231	0.0	0.0	0.0
11:00-11:30	1	0.00000	0.21231	0.21231	0.0	0.0	0.0
11:30-12:00	1	0.00000	0.10616	0.10616	0.0	0.0	0.0
12:00-12:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	1	0.00000	0.10616	0.10616	0.0	0.0	0.0
14:00-14:30	1	0.00000	-0.10616	-0.10616	0.0	0.0	0.0
14:30-15:00	1	0.00000	0.10616	0.10616	0.0	0.0	0.0
15:00-15:30	1	0.00000	-0.10616	-0.10616	0.0	0.0	0.0
15:30-16:00	1	0.00000	-0.10616	-0.10616	0.0	0.0	0.0
16:00-16:30	1	0.00000	0.10616	0.10616	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	1	0.10616	0.00000	0.10616	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.21231	0.21231	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Car Passenger**

In	**10:30-11:00**	**0.21**
Out	**19:30-20:00**	**0.21**
Total	**19:30-20:00**	**0.21**

Mode: **Coach**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Coach**

In	**10:30-11:00**	**0.00**
Out	**19:30-20:00**	**0.00**
Total	**19:30-20:00**	**0.00**

Mode: **Motor Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.10616	0.10616	0.21231	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Motor Cycle**

In	**18:30-19:00**	**0.11**
Out	**18:30-19:00**	**0.11**
Total	**18:30-19:00**	**0.21**

Mode: **Other**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Other**

In	**18:30-19:00**	**0.00**
Out	**18:30-19:00**	**0.00**
Total	**18:30-19:00**	**0.00**

Mode: **Pedal Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	1	0.21231	0.00000	0.21231	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.21231	0.21231	0.0	0.0	0.0

Peak Period For **Pedal Cycle**

In	**18:00-18:30**	**0.21**
Out	**20:30-21:00**	**0.21**
Total	**20:30-21:00**	**0.21**

Mode: **Taxi**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Taxi**

In	**18:00-18:30**	**0.00**
Out	**20:30-21:00**	**0.00**
Total	**20:30-21:00**	**0.00**

Mode: **Walk & PT**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.42463	0.00000	0.42463	0.0	0.0	0.0
08:00-08:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	1	0.00000	0.31847	0.31847	0.0	0.0	0.0
09:00-09:30	1	0.31847	0.00000	0.31847	0.0	0.0	0.0
09:30-10:00	1	1.16773	0.00000	1.16773	0.0	0.0	0.0
10:00-10:30	1	1.38004	0.31847	1.69851	0.0	0.0	0.0
10:30-11:00	1	0.21231	0.53079	0.74310	0.0	0.0	0.0
11:00-11:30	1	0.21231	0.31847	0.53079	0.0	0.0	0.0
11:30-12:00	1	0.21231	0.84926	1.06157	0.0	0.0	0.0
12:00-12:30	1	0.31847	0.31847	0.63694	0.0	0.0	0.0
12:30-13:00	1	0.21231	0.31847	0.53079	0.0	0.0	0.0
13:00-13:30	1	0.31847	0.21231	0.53079	0.0	0.0	0.0
13:30-14:00	1	0.21231	0.21231	0.42463	0.0	0.0	0.0
14:00-14:30	1	0.31847	0.63694	0.95541	0.0	0.0	0.0
14:30-15:00	1	0.42463	0.53079	0.95541	0.0	0.0	0.0
15:00-15:30	1	0.21231	0.00000	0.21231	0.0	0.0	0.0
15:30-16:00	1	0.53079	0.31847	0.84926	0.0	0.0	0.0
16:00-16:30	1	0.31847	0.21231	0.53079	0.0	0.0	0.0
16:30-17:00	1	0.00000	0.53079	0.53079	0.0	0.0	0.0
17:00-17:30	1	0.21231	0.21231	0.42463	0.0	0.0	0.0
17:30-18:00	1	0.21231	0.53079	0.74310	0.0	0.0	0.0
18:00-18:30	1	0.84926	0.21231	1.06157	0.0	0.0	0.0
18:30-19:00	1	0.53079	0.21231	0.74310	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.53079	0.53079	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.53079	0.53079	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.21231	0.21231	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.21231	0.21231	0.0	0.0	0.0

Peak Period For **Walk & PT**

In	**10:00-10:30**	**1.38**
Out	**11:30-12:00**	**0.85**
Total	**10:00-10:30**	**1.70**

TRAVL - Site Report

Report ID 1

Name	The Manor Health/Leisure Club	**Survey Date**	10/04/1996
Business	Health & Leisure	**Survey Hours 1**	07:30-21:00
Address	140 Fortis Green	**Survey Hours 2**	
		Survey Code	140
District	Fortis Green		
Borough	HARINGEY		
Postcode	N10 3EF	**Site Area (sq.m)**	0
Location	Inner **PTAL** 2	**Gross Floor Area (sq.m)**	942
Class	D2 - Health Clubs & Sports Centres	**Retail Floor Area (sq.m)**	0
Construction Phase		**Employees**	12

	Total	Disabled	Visitor	Employee	Coaches	Load Bays
Parking	9	0	9	0	0	0

Managed Parking N **Waiting Restriction** N

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open Hours							

	Home	Work	Else
Home	106	6	6
Work	16	3	3
Else	0	2	2

Disabled Access No

Owner Code Local Council

Travel Plan No

Site Notes

Opening hours, Mon to Fri 07.30-22.00, Sat 09.30-18.30 and Sun 09.30-16.00.

Survey Note

This survey was carried out by the L.B. Haringey.

Facilities

Unisex gym, womens gym, sauna/steam room. Non alcoholic snack/coffee bar. There are 30 one hour classes a week.

Exceptional Circumstances

ARRIVALS for 253 - Campden Hill L.T.C. KENSINGTON & CHELSEA

Time Perio	Bus	Car	All Car Driv	Car Driver	Car Driver	Car Passen	Coach	DLR	HGV	Motor Cycl	Other	Park and Ri	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occup	Tram	Undergrou	Unknown	Walk/PT	Walk
0000-0100																						
0100-0200																						
0200-0300																						
0300-0400																						
0400-0500																						
0500-0600																						
0600-0700																						
0700-0800																						
0800-0900			0		0		0			0		0		0		0		0			2	
0900-1000			7		0		0			0		0		1		0		0			7	
1000-1100			3		1		0			0		0		2		0		0			7	
1100-1200			4		0		0			0		0		0		0		0			10	
1200-1300			3		1		0			0		0		0		0		0			2	
1300-1400			5		0		0			0		0		0		0		0			2	
1400-1500			0		0		0			0		0		1		0		0			2	
1500-1600			3		2		0			0		0		0		2		3			1	
1600-1700			5		4		0			1		0		1		1		1			3	
1700-1800			5		6		0			0		0		3		1		2			0	
1800-1900			7		7		0			2		0		1		0		0			10	
1900-2000			4		3		0			0		0		0		1		2			3	
2000-2100			1		0		0			0		0		0		0		0			1	
2100-2200			1		0		0			0		0		0		0		0			1	
2200-2300			0		0		0			0		0		0		0		0			0	
2300-2400																						

DEPARTURES for 253 - Campden Hill L.T.C. KENSINGTON & CHELSEA

Time Perio	Bus	Car	All Car Driv	Car Driver	Car Driver	Car Passen	Coach	DLR	HGV	Motor Cycl	Other	Park and Ri	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occup	Tram	Undergrou	Unknown	Walk/PT	Walk
0000-0100																						
0100-0200																						
0200-0300																						
0300-0400																						
0400-0500																						
0500-0600																						
0600-0700																						
0700-0800																						
0800-0900			0		0		0			0		0		0		0		0			0	
0900-1000			0		0		0			0		0		0		0		0			2	
1000-1100			1		0		0			0		0		0		0		0			3	
1100-1200			3		0		0			0		0		0		0		0			8	
1200-1300			3		0		0			0		0		0		0		0			8	
1300-1400			6		0		0			0		0		2		0		0			6	
1400-1500			1		2		0			0		0		0		0		0			1	
1500-1600			1		0		0			0		0		0		0		0			3	
1600-1700			3		1		0			0		0		0		0		0			0	
1700-1800			4		4		0			0		0		2		3		4			2	
1800-1900			4		7		0			0		0		0		0		0			0	
1900-2000			0		0		0			0		0		1		0		0			0	
2000-2100			6		4		0			1		0		1		0		0			3	
2100-2200			7		6		0			1		0		2		2		4			9	
2200-2300			9		4		0			1		0		0		1		1			2	
2300-2400																						

ARRIVALS for 253 - Campden Hill L.T.C. KENSINGTON & CHELSEA

Time Perio	Bus	Car	All Car Driv	Car Driver	Car Driver	Car Passen	Coach	DLR	HGV	Motor Cycl	Other	Park and Ri	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occup	Tram	Undergrou	Unknown	Walk/PT	Walk
0000-0100																						
0100-0200																						
0200-0300																						
0300-0400																						
0400-0500																						
0500-0600																						
0600-0700																						
0700-0800																						
0800-0900			0		0		0			0		0		0		0		0			2	
0900-1000			7		0		0			0		0		1		0		0			7	
1000-1100			3		1		0			0		0		2		0		0			7	
1100-1200			4		0		0			0		0		0		0		0			10	
1200-1300			3		1		0			0		0		0		0		0			2	
1300-1400			5		0		0			0		0		0		0		0			2	
1400-1500			0		0		0			0		0		1		0		0			2	
1500-1600			3		2		0			0		0		0		2		3			1	
1600-1700			5		4		0			1		0		1		1		1			3	
1700-1800			5		6		0			0		0		3		1		2			0	
1800-1900			7		7		0			2		0		1		0		0			10	
1900-2000			4		3		0			0		0		0		1		2			3	
2000-2100			1		0		0			0		0		0		0		0			1	
2100-2200			1		0		0			0		0		0		0		0			1	
2200-2300			0		0		0			0		0		0		0		0			0	
2300-2400																						

Appendix F

Census data

E36007166 Highgate	Total: Accommodation type	Total: Tenure	Total: Number of rooms	4,787	2,261	1,912	502	112	47%	40%	10%	2%	0.68
E36007166 Highgate	Total: Accommodation type	Total: Tenure	1 - 3 rooms	1,536	1,112	397	22	5	72%	26%	1%	0%	0.30
E36007166 Highgate	Total: Accommodation type	Total: Tenure	4 rooms	945	503	393	42	7	53%	42%	4%	1%	0.53
E36007166 Highgate	Total: Accommodation type	Total: Tenure	5 rooms	852	383	390	74	5	45%	46%	9%	1%	0.65
E36007166 Highgate	Total: Accommodation type	Total: Tenure	6 rooms	524	159	292	65	8	30%	56%	12%	2%	0.85
E36007166 Highgate	Total: Accommodation type	Total: Tenure	7 rooms	310	51	160	88	11	16%	52%	28%	4%	1.19
E36007166 Highgate	Total: Accommodation type	Total: Tenure	8 or more rooms	620	53	280	211	76	9%	45%	34%	12%	1.50
E36007166 Highgate	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	2,234	574	1,159	402	99	26%	52%	18%	4%	1.01
E36007166 Highgate	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	391	205	172	11	3	52%	44%	3%	1%	0.52
E36007166 Highgate	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	4 rooms	346	130	186	30	0	38%	54%	9%	0%	0.71
E36007166 Highgate	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	5 rooms	351	96	216	34	5	27%	62%	10%	1%	0.85
E36007166 Highgate	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	6 rooms	320	77	185	50	8	24%	58%	16%	3%	0.97
E36007166 Highgate	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	7 rooms	265	32	146	77	10	12%	55%	29%	4%	1.25
E36007166 Highgate	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	8 or more rooms	561	34	254	200	73	6%	45%	36%	13%	1.56
E36007166 Highgate	Total: Accommodation type	Shared ownership; rented and living rent free	Total: Number of rooms	2,553	1,687	753	100	13	66%	29%	4%	1%	0.39
E36007166 Highgate	Total: Accommodation type	Shared ownership; rented and living rent free	1 - 3 rooms	1,145	907	225	11	2	79%	20%	1%	0%	0.22
E36007166 Highgate	Total: Accommodation type	Shared ownership; rented and living rent free	4 rooms	599	373	207	12	7	62%	35%	2%	1%	0.42
E36007166 Highgate	Total: Accommodation type	Shared ownership; rented and living rent free	5 rooms	501	287	174	40	0	57%	35%	8%	0%	0.51
E36007166 Highgate	Total: Accommodation type	Shared ownership; rented and living rent free	6 rooms	204	82	107	15	0	40%	52%	7%	0%	0.67
E36007166 Highgate	Total: Accommodation type	Shared ownership; rented and living rent free	7 rooms	45	19	14	11	1	42%	31%	24%	2%	0.87
E36007166 Highgate	Total: Accommodation type	Shared ownership; rented and living rent free	8 or more rooms	59	19	26	11	3	32%	44%	19%	5%	0.97
E36007166 Highgate	House or bungalow	Total: Tenure	Total: Number of rooms	1,484	288	735	366	95	19%	50%	25%	6%	1.18
E36007166 Highgate	House or bungalow	Total: Tenure	1 - 3 rooms	68	47	16	4	1	69%	24%	6%	1%	0.40
E36007166 Highgate	House or bungalow	Total: Tenure	4 rooms	83	37	40	5	1	45%	48%	6%	1%	0.64
E36007166 Highgate	House or bungalow	Total: Tenure	5 rooms	188	59	106	20	3	31%	56%	11%	2%	0.82
E36007166 Highgate	House or bungalow	Total: Tenure	6 rooms	300	73	168	54	5	24%	56%	18%	2%	0.97
E36007166 Highgate	House or bungalow	Total: Tenure	7 rooms	267	33	145	78	11	12%	54%	29%	4%	1.25
E36007166 Highgate	House or bungalow	Total: Tenure	8 or more rooms	578	39	260	205	74	7%	45%	35%	13%	1.54
E36007166 Highgate	House or bungalow	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	1,201	162	622	328	89	13%	52%	27%	7%	1.29
E36007166 Highgate	House or bungalow	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	25	12	10	3	0	48%	40%	12%	0%	0.64
E36007166 Highgate	House or bungalow	Owned: Owned outright or with a mortgage or loan	4 rooms	46	15	27	4	0	33%	59%	9%	0%	0.76
E36007166 Highgate	House or bungalow	Owned: Owned outright or with a mortgage or loan	5 rooms	127	32	80	12	3	25%	63%	9%	2%	0.89
E36007166 Highgate	House or bungalow	Owned: Owned outright or with a mortgage or loan	6 rooms	223	43	132	43	5	19%	59%	19%	2%	1.04
E36007166 Highgate	House or bungalow	Owned: Owned outright or with a mortgage or loan	7 rooms	245	29	136	70	10	12%	56%	29%	4%	1.25
E36007166 Highgate	House or bungalow	Owned: Owned outright or with a mortgage or loan	8 or more rooms	535	31	237	196	71	6%	44%	37%	13%	1.57
E36007166 Highgate	House or bungalow	Shared ownership; rented and living rent free	Total: Number of rooms	283	126	113	38	6	45%	40%	13%	2%	0.73
E36007166 Highgate	House or bungalow	Shared ownership; rented and living rent free	1 - 3 rooms	43	35	6	1	1	81%	14%	2%	2%	0.26
E36007166 Highgate	House or bungalow	Shared ownership; rented and living rent free	4 rooms	37	22	13	1	1	59%	35%	3%	3%	0.49
E36007166 Highgate	House or bungalow	Shared ownership; rented and living rent free	5 rooms	61	27	26	8	0	44%	43%	13%	0%	0.69
E36007166 Highgate	House or bungalow	Shared ownership; rented and living rent free	6 rooms	77	30	36	11	0	39%	47%	14%	0%	0.75
E36007166 Highgate	House or bungalow	Shared ownership; rented and living rent free	7 rooms	22	4	9	8	1	18%	41%	36%	5%	1.27
E36007166 Highgate	House or bungalow	Shared ownership; rented and living rent free	8 or more rooms	43	8	23	9	3	19%	53%	21%	7%	1.16
E36007166 Highgate	Flat, maisonette or apartment	Total: Tenure	Total: Number of rooms	3,303	1,973	1,177	136	17	60%	36%	4%	1%	0.45
E36007166 Highgate	Flat, maisonette or apartment	Total: Tenure	1 - 3 rooms	1,468	1,065	381	18	4	73%	26%	1%	0%	0.29
E36007166 Highgate	Flat, maisonette or apartment	Total: Tenure	4 rooms	862	466	353	37	6	54%	41%	4%	1%	0.52
E36007166 Highgate	Flat, maisonette or apartment	Total: Tenure	5 rooms	664	324	284	54	2	49%	43%	8%	0%	0.60
E36007166 Highgate	Flat, maisonette or apartment	Total: Tenure	6 rooms	224	86	124	11	3	38%	55%	5%	1%	0.69
E36007166 Highgate	Flat, maisonette or apartment	Total: Tenure	7 rooms	43	18	15	10	0	42%	35%	23%	0%	0.81
E36007166 Highgate	Flat, maisonette or apartment	Total: Tenure	8 or more rooms	42	14	20	6	2	33%	48%	14%	5%	0.90
E36007166 Highgate	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	1,033	412	537	74	10	40%	52%	7%	1%	0.69
E36007166 Highgate	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	1 - 3 rooms	366	193	162	8	3	53%	44%	2%	1%	0.51
E36007166 Highgate	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	4 rooms	300	115	159	26	0	38%	53%	9%	0%	0.70
E36007166 Highgate	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	5 rooms	224	64	136	22	2	29%	61%	10%	1%	0.83
E36007166 Highgate	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	6 rooms	97	34	53	7	3	35%	55%	7%	3%	0.78
E36007166 Highgate	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	7 rooms	20	3	10	7	0	15%	50%	35%	0%	1.20
E36007166 Highgate	Flat, maisonette or apartment	Owned: Owned outright or with a mortgage or loan	8 or more rooms	26	3	17	4	2	12%	65%	15%	8%	1.19
E36007166 Highgate	Flat, maisonette or apartment	Shared ownership; rented and living rent free	Total: Number of rooms	2,270	1,561	640	62	7	69%	28%	3%	0%	0.35
E36007166 Highgate	Flat, maisonette or apartment	Shared ownership; rented and living rent free	1 - 3 rooms	1,102	872	219	10	1	79%	20%	1%	0%	0.22
E36007166 Highgate	Flat, maisonette or apartment	Shared ownership; rented and living rent free	4 rooms	562	351	194	11	6	62%	35%	2%	1%	0.42
E36007166 Highgate	Flat, maisonette or apartment	Shared ownership; rented and living rent free	5 rooms	440	260	148	32	0	59%	34%	7%	0%	0.48
E36007166 Highgate	Flat, maisonette or apartment	Shared ownership; rented and living rent free	6 rooms	127	52	71	4	0	41%	56%	3%	0%	0.62
E36007166 Highgate	Flat, maisonette or apartment	Shared ownership; rented and living rent free	7 rooms	23	15	5	3	0	65%	22%	13%	0%	0.48
E36007166 Highgate	Flat, maisonette or apartment	Shared ownership; rented and living rent free	8 or more rooms	16	11	3	2	0	69%	19%	13%	0%	0.44

Neighbourhood Statistics

Office for National Statistics

Original URL: http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=13688844&c=highgate&d=14&e=61&f=32084&g=6321892&i=1001x1003x1032x1004x1005&l=2567&o=362&m=0&r=1&s=1416990997247&enc=1

Method of Travel to Work, 2011 (QS701EW)
Period: Mar11

Area: Highgate (Ward)

Variable	Measure	Highgate	Camden (London Borough)	London	England
All Usual Residents Aged 16 to 74 (Persons)[1]	Count	8,286	173,833	6,117,482	38,881,374
Work Mainly at or From Home (Persons)[1]	Count	618	8,984	202,679	1,349,568
Underground, Metro, Light Rail, Tram (Persons)[1]	Count	1,395	37,305	902,263	1,027,625
Train (Persons)[1]	Count	352	7,089	532,720	1,343,684
Bus, Minibus or Coach (Persons)[1]	Count	923	16,076	561,605	1,886,539
Taxi (Persons)[1]	Count	37	770	20,314	131,465
Motorcycle, Scooter or Moped (Persons)[1]	Count	98	1,237	45,976	206,550
Driving a Car or Van (Persons)[1]	Count	781	10,904	1,120,826	14,345,882
Passenger in a Car or Van (Persons)[1]	Count	41	793	69,659	1,264,553
Bicycle (Persons)[1]	Count	640	7,072	161,705	742,675
On Foot (Persons)[1]	Count	574	17,641	352,612	2,701,453
Other Method of Travel to Work (Persons)[1]	Count	34	1,095	28,538	162,727
Not in Employment (Persons)[1]	Count	2,793	64,867	2,118,585	13,718,653

Last Updated: 30 January 2013

Source: Office for National Statistics

Notes

1 National Statistics