



ttp consulting

transport planning specialists

GHL (Carlow) Limited

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Transport Statement

April 2015

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# 1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by GHL (Carlow) Limited (“the Applicant”) to provide traffic and transportation advice in relation to the proposal for the change of use (under the General Permitted Development Order) of the existing office at Carlow House to provide 86 residential units. The proposed ground floor layout is included at **Appendix A**.
- 1.2 This Transport Statement presents the results of an assessment into the impact on the highway and transportation network arising from the proposed change of use of the site from office to residential.
- 1.3 The remainder of this report is set out as follows:
- Section 2 - details the proposed change of use and the recent planning history of the site;
  - Section 3 - summarises the existing situation;
  - Section 4 - considers the potential effects of the change of use; and
  - Section 5 - provides a summary and conclusion.

## 2 PROPOSAL AND PLANNING HISTORY

### Proposal

- 2.1 The proposal is for the change of use of the existing B1a office use to provide 86 residential units under the General Permitted Development Order. This represents an increase of 1 additional unit from the currently approved scheme, which has been accommodated following detailed design and a reconfiguration of the ground floor area.
- 2.2 The residential units would comprise a mix of 1 and 2 bedroom apartments, with 8 at ground floor level and 26 on the first, second and third floor.
- 2.3 There are 5 existing car parking spaces for the office use, 1 of which would be retained as part of the proposals for operational parking. No other car parking will be provided and the development will effectively be car free.
- 2.4 A total of 114 cycle parking spaces have been provided on-site within a secure and sheltered storage area. The level of cycle parking provided accords with the relevant planning policy standards.

### Planning History

- 2.5 The relevant planning history prior to the application to which this Transport Statement relates is set out as follows:
- **2013/7899/P:** Application submitted for the replacement of windows and plant equipment, creation of doors, provision of cycle and refuse storage and alterations to create double height reception to offices (Class B1).
  - **2013/5261/P:** Application submitted for prior approval for change of use at ground to third floors from offices (Class B1) to 54 self-contained residential units (Class C3). The application was withdrawn by the applicant on 30/09/13.
  - **2014/2115/P:** Prior approval was granted on 2<sup>nd</sup> May 2014 for a change of use from office to residential to provide 54 residential units from ground to third floor level. The scheme retained 5 existing on-site parking spaces and included the provision of 64 cycle stands within an existing store.

- **2014/4309/P:** Prior approval was granted on 26<sup>th</sup> August 2014 for a change of use from office to residential to provide 85 residential units from ground to third floor level. The scheme retained 2 existing on-site parking spaces and included the provision of 85 cycle parking spaces.
- **2014/6811/P:** Full planning permission was granted for the replacement of existing windows and ground floor entrance doors.

### **3 EXISTING SITUATION**

#### **The Site**

- 3.1 The site is known as Carlow House and is situated between Carlow Street and Miller Street in the London Borough of Camden. To the east lies Camden High Street and to the west Arlington Road.
- 3.2 The site comprises a 5 storey building with a total of 6,902sq m of Class B1a office use on the ground to third floor and residential use on the fourth floor for 13 units.
- 3.3 There are 5 existing car parking spaces for the office use accessible from Carlow Street and a further 13 spaces allocated to the residential units at the rear of the building on Miller Street.

#### **Local Highway Network**

- 3.4 Carlow Street is a short two-way road which is accessed from Arlington Road with which it forms a priority junction. Pedestrian access only is provided between Carlow Street and Camden High Street via Symes Mews.
- 3.5 Miller Street bounds the north of the site and is also a short two-way road with access provided from Arlington Road. Pedestrian access only is provided between Miller Street and Camden High Street.
- 3.6 Camden High Street is one-way northbound in the vicinity of the site and is a designated Red Route, forming part of the Transport for London Road Network (TLRN).
- 3.7 Arlington Road to the west of the site is a two-way road with on-street parking provided on both sides of the carriageway.

#### **Parking**

- 3.8 The site is located within zone CA-F (s) of a Controlled Parking Zone (CPZ) which is in operation Monday to Friday 08:30 to 18:30, Saturday 09:30 to 17:30 and Sunday (resident bays only) 09:30 to 17:30.

## Accessibility

### Pedestrians and Cyclists

- 3.9 The area is well suited to pedestrians with footways on the roads which abound the site. There are pedestrian only routes connecting with Camden High Street and designated crossing facilities to provide links with local amenities.
- 3.10 There are a number of local cycle routes which link the site with the surrounding area. The nearest route is on Arlington Road which is identified by TfL as being a route on "*quieter roads that been recommended by other cyclists and which may connect other route sections.*"

### Bus Services

- 3.11 The nearest bus stops to the site are located within a short walk to the north on Camden High Street and Delancey Street, and to the south adjacent to Mornington Crescent Station and on Eversholt Street.
- 3.12 The local area bus map is included at **Appendix B** for information and shows the location of nearby bus stops and the routes they serve.

### Rail Services

- 3.13 St. Pancras and King's Cross Station are both within a reasonable walk to the south of the site and provide numerous rail services to the north of London.
- 3.14 Camden Road Overground station is situation to the north of the site and can also be reached on foot. Services operate between Richmond and Stratford within interchange opportunities provided to other branches of the network.

### Underground Services

- 3.15 The nearest underground station to the site is Mornington Crescent, which is located within a 5 minute walk to the south.
- 3.16 Services are provided on the Northern line between Edgware or Barnet and Morden via the Bank or Charing Cross branch.

### **Public Transport Accessibility Level (PTAL) Rating**

- 3.17 The site has a PTAL rating of 6a, demonstrating that it has an excellent level of accessibility to public transport. **Appendix C** includes a copy of TfL's PTAL calculation for the site.

### **Car Club**

- 3.18 There are a number of on-street car club bays within a short walk of the site. The closest bay is situated on Arlington Road near the junction with Mornington Crescent. Additional bays are located on Mornington Crescent, Harrington Square and Eversholt Street to the south.

## 4 EFFECTS OF THE PROPOSAL

4.1 This section considers the traffic and transport related effects of the proposal.

### Parking and Traffic

#### Sustainable Transport

4.2 The site is accessible by non-car modes being within walking and cycling distance of day to day facilities and public transport services. There are numerous bus services in the locality and regular services provided by rail and underground, all of which contribute towards excellent accessibility by public transport, as demonstrated by the site's PTAL rating of 6a. In addition, there are several car club bays within a reasonable walk of the site. As such, there are opportunities for residents to use modes other than the private car. These opportunities will be self-evident to residents as a viable alternative to travelling by car and will limit any potential impact on parking stress and traffic congestion.

4.3 In addition, it is deemed that the proposed change of use will in fact result in a net benefit in terms of its impact on sustainable transport through a reduction in the number of trips by public transport, both during the weekday morning and evening peak periods and per day.

#### Parking

4.4 As set out previously it is proposed that only 1 of the 5 existing parking spaces is retained for operational use with the development effectively being car free. Given the limited existing parking provision, the close proximity of car club bays and accessibility of the site to public transport, it is not considered that the proposals would have a detrimental effect on on-street parking. Notwithstanding this, the Applicant is willing to agree to a permit free agreement to prevent future residents from purchasing resident parking permits, thereby effecting a car free development as required by the Council.

4.5 With regards to parking provision, the Member's Briefing for the most recently approved application (ref: 2014/4309/P) stated "*The applicant has advised in their submission that no additional parking is proposed and that they would be willing to enter into an agreement to restrict parking permits to future occupiers. The previous proposal included 5 parking spaces (retained from the office use). Under the current application it is proposed to retain only 2 spaces. This reduction in parking from the previous application is welcomed in policy terms.*" On the basis that this proposal is for a further reduction in parking and also accords with relevant policy, it is considered to be acceptable.

## Trip Generation

- 4.6 The potential number of person trips for the existing office and proposed residential use has been estimated using trip rate information from the TRAVL database based on the following assumptions.
- Predominantly inner London sites.
  - A similar PTAL rating.
- 4.7 Although the TRAVL database has now been superseded by the TRICS database, we have relied on the trip rates agreed for the previous approved applications on the site. The TRAVL output files are included at **Appendix D**.
- 4.8 The results as summarised in **Table 1** illustrate that there would be significantly fewer person trips for the residential use during both peak hours and across a typical weekday.

Trip Type	Time Period	Office Use (6,902sq m)		Residential (86 Units)	
		Arrive	Depart	Arrive	Depart
Person Trips	AM Peak (08:00 – 09:00)	1.79 (124)	0.10 (7)	0.15 (13)	0.52 (45)
	PM Peak (17:00 – 18:00)	0.10 (7)	3.24 (224)	0.27 (23)	0.16 (14)
	Daily	13.5 (932)	13.1 (904)	2.94 (253)	2.94 (253)

- 4.9 With regards to vehicle trips (car driver), it is reasonable to assume that there will be fewer trips for the residential compared to the office use during the peak periods and per day. This is on the basis that there will be a reduction in the number of on-site parking spaces from 5 to 1 (for operational parking), with on-street parking restricted by a permit free agreement.
- 4.10 The Member's Briefing for the most recently approved scheme considers trip generation and concludes that *"The proposal could impact on the highway network if it results in an increased number of trips to and from the site. The Transport Statement demonstrates through a TRAVL trip generator exercise that the proposal would result in significantly fewer person trips from the proposed residential use than the existing office use both during peak hours and across a typical weekday. The TRAVL analysis focuses on weekday peak periods (0800-0900 and 1700-*

*1800) when traffic is greatest. This has been considered by the Transport Planner who has advised that on balance, that the absence of a Travel Plan would not result in a material impact on the highway network given that the site has an excellent level of public transport accessibility, that the number of trips to and from the site would decrease, and that the units would be secured as car-capped.”*

- 4.11 In summary and taking into account the additional dwelling for this proposal, it can be seen from the above that there will be a beneficial impact on the local highway network and public transport infrastructure as a result of the proposed change of use.

## **Cycle Parking**

- 4.12 The London Plan (March 2015) cycle parking standards require a minimum of 1 space per unit for 1 bed dwellings and 2 spaces for 2+ bed dwellings, with 1 visitor space for every 40 dwellings. The scheme comprises 61 one bed units and 25 two bed units. The total requirement taking into account the London Plan standards therefore equates to 114 spaces.
- 4.13 In accordance with the above standards it is proposed to provide 114 cycle parking spaces. Additionally, the cycle parking provision will accord with guidance set out in the Council’s Supplementary Planning Document CPG7 – Transport. The existing cycle store in the building will be improved to accommodate all the cycle spaces in a secure, sheltered and lit environment.
- 4.14 To ensure that the proposed cycle parking is retained permanently, the Applicant is willing to secure the provision by way of a Legal Agreement.

## **Highway Works**

- 4.15 In light of the possibility that construction works associated with the development could have an impact on the highway, the Applicant is willing to agree any highway works deemed necessary by the Council by way of a Legal Agreement.

## **Construction Management Plan**

- 4.16 The Applicant is willing to prepare a Construction Management Plan to be secured by Legal Agreement.

## Servicing

- 4.17 It is generally acknowledged that office use generates a higher number of deliveries than residential use and the proposed change of use is therefore highly likely to result in a reduction in servicing activity, which is considered to be a benefit.
- 4.18 As a general rule of thumb (based on industry standard data within the TRAVL database) it is estimated that office use generates 0.25 deliveries per 100sq m. The existing floorspace of 6,902sq m would therefore generate a demand for approximately 17 deliveries per day. Data from TRAVL also suggests that residential use typically generates 9-10 deliveries per 100 units per day, which if applied to the proposed 86 units equates to circa 8-9 deliveries per day.
- 4.19 It is clear from the above that the change of use would result in a material decrease in the number of deliveries. It is also expected that the type of vehicles undertaking deliveries will not vary significantly (i.e. small to medium sized vehicles) and it is therefore evident that there can be no detrimental impact on the highway network. Furthermore, it is considered that the proposal would actually be beneficial to the highway network by reducing the number of vehicle trips and potential congestion caused by loading / unloading activity.
- 4.20 It is pertinent to note that the Member's Briefing for the extant scheme with prior approval stated *"The Transport Statement submitted as part of this application provides details of servicing. This confirms that the proposed residential use would result in less trips and deliveries to and from the site, generally in similar or smaller vehicles, than the existing office use. Furthermore, Carlow Street has a single yellow line which will enable the units to be serviced from the street without the need for a servicing management plan. It is therefore considered that the servicing of the units will not result in a severe impact on the highway network."*
- 4.21 On the basis that this proposal is for an increase in the number of dwellings by a single unit, it is still considered that there would not be a severe impact on the highway network, for the reasons set out above and the estimation of the number of deliveries, which is still fewer than the existing office use.

## 5 SUMMARY AND CONCLUSION

- 5.1 This Transport Statement has been prepared in support of the prior approval application for the proposed change of use at a site known as Carlow House from B1 office use (6,902sq m) to provide 86 residential units.
- 5.2 The site has an excellent level of public transport accessibility and this is demonstrated by its PTAL rating of 6a. In addition to the bus, overground and underground services available, the local area is also well suited to pedestrians and cyclists with appropriate facilities and routes provided.
- 5.3 There is off-street car parking within the existing car park currently allocated to the office, with space for 5 vehicles. A single parking space will be retained for operational use and, in addition, in order to avoid the potential for any overspill parking on-street, the Applicant is willing to agree to a permit free agreement.
- 5.4 Using the TRAVL database it has been shown that there would be a decrease in the number of person trips during the weekday peak periods and on a weekday, and, as such, there would not be any unacceptable impact on the local highway or public transport infrastructure. Furthermore, it is considered that the reduction in parking and associated traffic for the development is a benefit of the scheme in terms of traffic congestion and highway safety.
- 5.5 The proposed development is highly likely to result in a decrease in servicing activity. This will further reduce the number of vehicle movements to/from the site, which provides further benefits.
- 5.6 The Applicant is willing to agree to a Legal Agreement to secure the permanent provision of on-site cycle parking.
- 5.7 The Applicant is also willing to agree to a Legal Agreement to secure a Construction Management Plan and associated highway works if considered necessary.

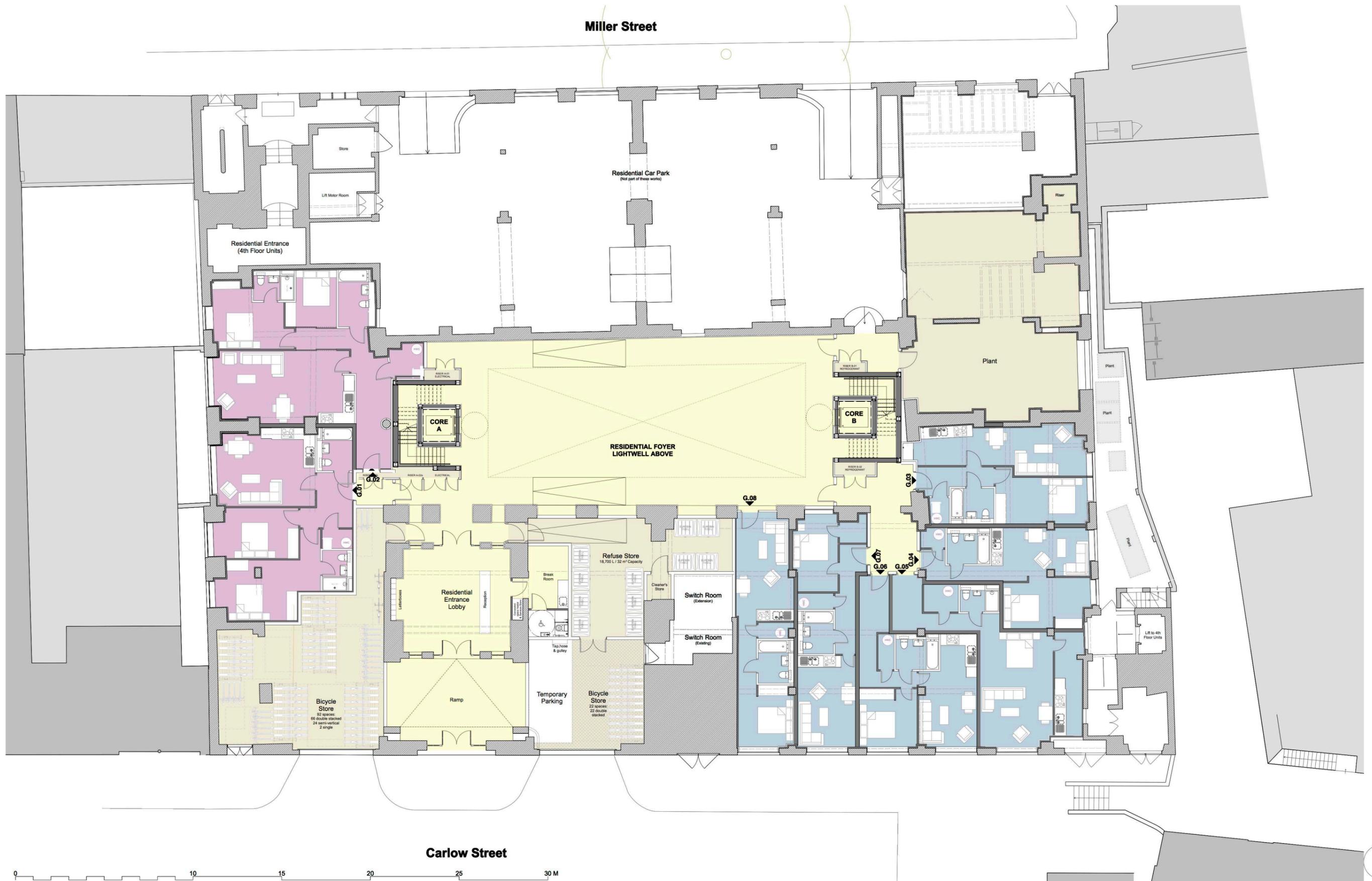
### Conclusion

- 5.8 In light of the above, it is concluded that there would not be any unacceptable impact on the highways and transportation network arising from the proposed change of use of the site from office to residential.

# **Appendix A**

## **Architect's Layout Plans**

Miller Street



Carlow Street

0 10 15 20 25 30 M

**GENERAL NOTES:**  
 All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.  
 Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.  
 Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.  
 This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.  
 All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.  
 Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect.  
**DO NOT SCALE FROM THIS DRAWING.**

**DRAWING NOTES:**

P1 Preliminary Issue  
STATUS REVISION

08.04.2015  
DATE

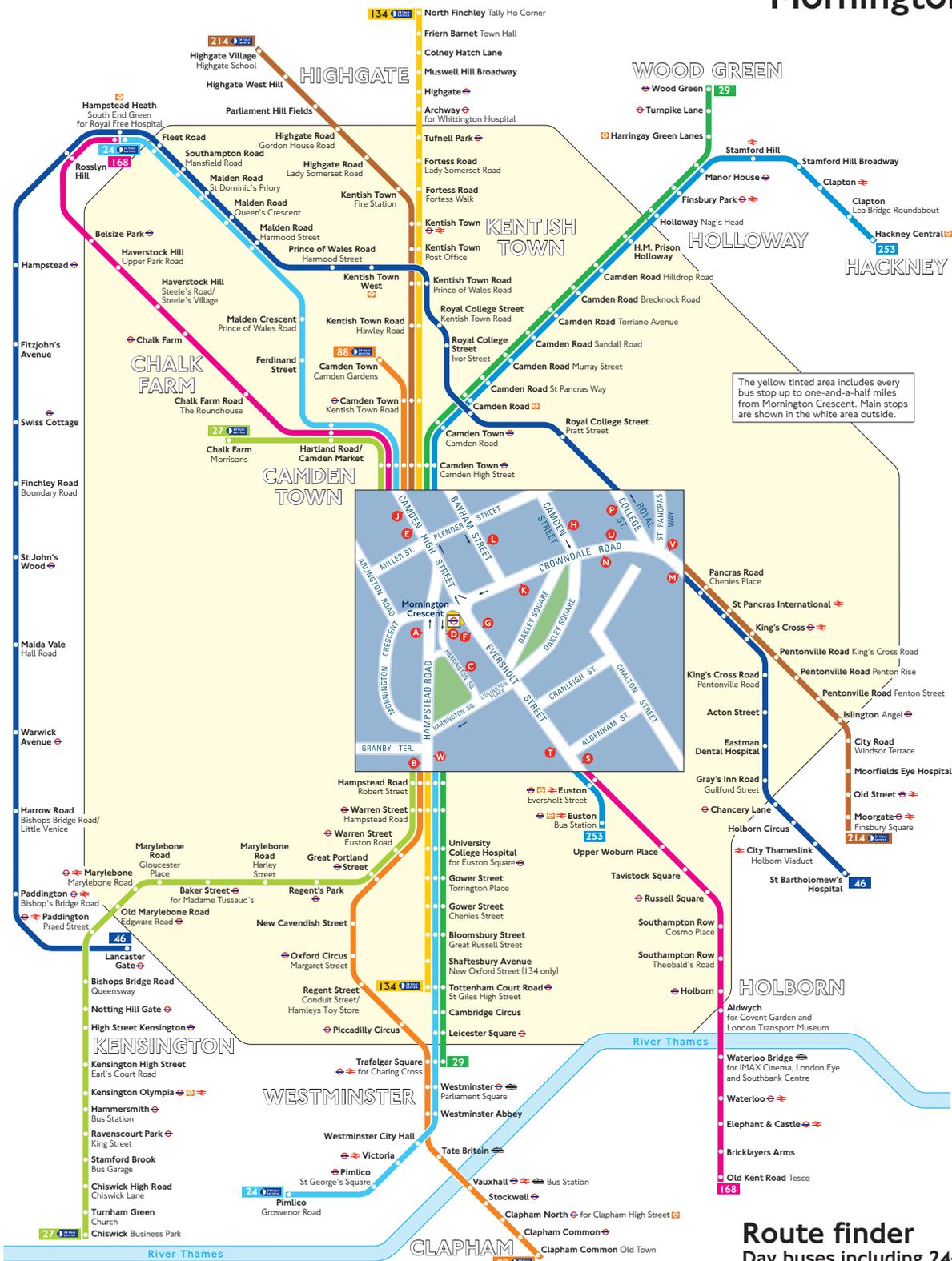
DRAWING <b>PROPOSED PLANS</b> <b>Ground Floor Plan</b>	
SCALE <b>1:100 @ A1</b> <b>(1:200 @ A3)</b>	DRAWING FILE REF <b>803 PD-GA Floor Plans PRINT</b>
DATE <b>Apr. 2015</b>	DRAWN BY <b>BGY</b>
DWG No. <b>803 PD-GA 00</b>	REVISION <b>P1</b>
DRAWING STATUS <b>PLANNING</b>	

Buckley Gray Yeoman Studio 4.04 The Tea Building 56 Shoreditch High Street London E1 6JJ T. 020 7033 9913 F. 020 7033 9914	
CLIENT <b>Galliard Homes</b>	PROJECT <b>Carlow House, NW1</b>

# **Appendix B**

## **TfL Bus Map**

# Buses from Mornington Crescent



The yellow tinted area includes every bus stop up to one-and-a-half miles from Mornington Crescent. Main stops are shown in the white area outside.

## Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with river boats

Red discs show the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

## Route finder

### Day buses including 24-hour services

Bus route	Towards	Bus stops
<b>24</b>	Hampstead Heath	<b>A B J</b>
	Pimlico	<b>C W</b>
<b>27</b>	Chalk Farm	<b>A B J</b>
	Chiswick Business Park	<b>D W</b>
<b>29</b>	Trafalgar Square	<b>C W</b>
	Wood Green	<b>A B J</b>
<b>46</b>	Lancaster Gate	<b>M P</b>
	St Bartholomew's Hospital	<b>H U V</b>
<b>88</b>	Camden Town	<b>A B E</b>
	Clapham Common	<b>D W</b>
<b>134</b>	North Finchley	<b>A B E</b>
	Tottenham Court Road	<b>C W</b>
<b>168</b>	Hampstead Heath	<b>F J T</b>
	Old Kent Road	<b>G S</b>
<b>214</b>	Highgate Village	<b>E K M N</b>
	Moorgate	<b>L U V</b>
<b>253</b>	Euston	<b>G S</b>
	Hackney Central	<b>F J T</b>

# **Appendix C**

## **TfL PTAL Calculation**

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20141401105301  
Description 20141401105301  
Run by user PTAL web application  
Date and time 14/01/2014 10:53

## 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: 529080, 183476

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	MORNINGTON CRESCENT STN	88	370.71	9.0	0.5	4.63	5.33	9.97	3.01	1.5

BUS	MORNINGTON CRESCENT STN	29	370.71	15.0	1.0	4.63	4.0	8.63	3.47	3.47
BUS	MORNINGTON CRESCENT STN	24	370.71	12.0	0.5	4.63	4.5	9.13	3.28	1.64
BUS	MORNINGTON CRESCENT STN	27	370.71	8.0	0.5	4.63	5.75	10.38	2.89	1.44
BUS	CAMDEN HIGH S PLENDER ST	253	455.38	12.0	0.5	5.69	4.5	10.19	2.94	1.47
BUS	CAMDEN HIGH S PLENDER ST	214	455.38	8.0	0.5	5.69	5.75	11.44	2.62	1.31
BUS	MORNINGTON CRESCENT STN	134	370.71	12.0	0.5	4.63	4.5	9.13	3.28	1.64
BUS	CAMDEN HIGH S PLENDER ST	168	455.38	9.0	0.5	5.69	5.33	11.03	2.72	1.36
BUS	CAMDEN TOWN STATION	31	467.5	10.0	0.5	5.84	5.0	10.84	2.77	1.38
BUS	DELANCY ST ALBERT ST	274	299.11	8.0	0.5	3.74	5.75	9.49	3.16	1.58
BUS	DELANCY ST ALBERT ST	C2	299.11	8.0	0.5	3.74	5.75	9.49	3.16	1.58
LU LRT	Mornington Crescent	Northern Line Mill Hill East to Kennington	430.19	4.3	0.5	5.38	7.73	13.1	2.29	1.14
LU LRT	Mornington Crescent	Northern Line Edgware to Morden	430.19	8.3	1.0	5.38	4.36	9.74	3.08	3.08
LU LRT	Mornington Crescent	Northern Line High Barnet to Kennington	430.19	5.4	0.5	5.38	6.31	11.68	2.57	1.28
LU LRT	Mornington Crescent	Northern Line Kennington to Edgware	430.19	5.0	0.5	5.38	6.75	12.13	2.47	1.24
LU LRT	Mornington Crescent	Northern Line Morden to Mill Hill East	430.19	1.0	0.5	5.38	30.75	36.13	0.83	0.42
LU LRT	Mornington Crescent	Northern Line Morden to High Barnet	430.19	3.7	0.5	5.38	8.86	14.24	2.11	1.05

LU LRT	Camden Town	Northern Line High Barnet to Morden	618.08	9.0	0.5	7.73	4.08	11.81	2.54	1.27
LU LRT	Camden Town	Northern Line Edgware to Morden	618.08	9.7	0.5	7.73	3.84	11.57	2.59	1.3
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	618.08	2.7	0.5	7.73	11.86	19.59	1.53	0.77

NR SAP Points Not Found

Total AI for this POI is 29.92.

PTAL Rating is 6a.

# **Appendix D**

## **TRAVL Output Files**

# TRAVL - Average Trip Rate by Mode and Time

Report ID 9

## List of Surveys:

Name	Address	Postcode	Survey Date
Adshel Centre	55 Philbeach Gardens	SW5 9DW	05/03/2001
Assoc of London Government	59.5 Southwark Street	SE1 0AL	02/12/2004
Highbury House Communications	1 - 3 Highbury Station Road	N1 1SE	23/04/2001

Number of sites considered 3

## 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	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	2	0.56567	0.00000	0.56567	0.0	0.0	0.0
08:00-08:30	3	0.74496	0.06573	0.81069	0.0	0.0	0.0
08:30-09:00	3	1.05171	0.04382	1.09553	0.0	0.0	0.0
09:00-09:30	3	1.97195	0.10955	2.08151	0.0	0.0	0.0
09:30-10:00	3	1.64330	0.30675	1.95004	0.0	0.0	0.0
10:00-10:30	3	0.72305	0.15337	0.87642	0.0	0.0	0.0
10:30-11:00	3	0.50394	0.15337	0.65732	0.0	0.0	0.0
11:00-11:30	3	0.26293	0.04382	0.30675	0.0	0.0	0.0
11:30-12:00	3	0.30675	0.28484	0.59159	0.0	0.0	0.0
12:00-12:30	3	0.32866	0.85451	1.18317	0.0	0.0	0.0
12:30-13:00	3	0.89833	1.38037	2.27870	0.0	0.0	0.0
13:00-13:30	3	1.11744	1.24890	2.36635	0.0	0.0	0.0
13:30-14:00	3	1.02980	0.46012	1.48992	0.0	0.0	0.0
14:00-14:30	3	0.63541	0.06573	0.70114	0.0	0.0	0.0
14:30-15:00	3	0.48203	0.35057	0.83260	0.0	0.0	0.0
15:00-15:30	3	0.41630	0.81069	1.22699	0.0	0.0	0.0
15:30-16:00	3	0.26293	0.98598	1.24890	0.0	0.0	0.0
16:00-16:30	3	0.10955	0.28484	0.39439	0.0	0.0	0.0
16:30-17:00	3	0.24102	0.63541	0.87642	0.0	0.0	0.0
17:00-17:30	3	0.04382	1.18317	1.22699	0.0	0.0	0.0
17:30-18:00	3	0.06573	2.05960	2.12533	0.0	0.0	0.0
18:00-18:30	2	0.00000	1.03296	1.03296	0.0	0.0	0.0
18:30-19:00	1	0.09785	0.58708	0.68493	0.0	0.0	0.0

Peak Period For All Modes

In	09:00-09:30	1.97
Out	17:30-18:00	2.06
Total	13:00-13:30	2.37

**Surveys in Selection**

<b>Address</b>	Adshel Centre 55 Philbeach Gardens Earls Court SW5 9DW	<b>Business</b>	Office/studio
		<b>Class</b>	B1 - Office
		<b>Location</b>	Inner
		<b>Gross Floor Area (sq m)</b>	498
<b>SurveyCode</b>	316	<b>PTAL</b>	6
<b>Survey Date</b>	05/03/2001	<b>Parking Total</b>	12
<b>Survey Hours</b>	08:00-18:00		

<b>Address</b>	Assoc of London Government 59.5 Southwark Street Southwark SE1 0AL	<b>Business</b>	Government
		<b>Class</b>	B1 - Office
		<b>Location</b>	Central
		<b>Gross Floor Area (sq m)</b>	3,066
<b>SurveyCode</b>	404	<b>PTAL</b>	6
<b>Survey Date</b>	02/12/2004	<b>Parking Total</b>	2
<b>Survey Hours</b>	07:00-19:00		

<b>Address</b>	Highbury House Communications 1 - 3 Highbury Station Road Highbury N1 1SE	<b>Business</b>	Publishing business
		<b>Class</b>	B1 - Office
		<b>Location</b>	Inner
		<b>Gross Floor Area (sq m)</b>	1,000
<b>SurveyCode</b>	324	<b>PTAL</b>	6
<b>Survey Date</b>	23/04/2001	<b>Parking Total</b>	4
<b>Survey Hours</b>	07:30-18:30		

**Final Mode**

<b>Mode</b>	<b>ModeTrips</b>	<b>Trip Rate</b>	<b>Percent</b>	<b>Predicted Trips</b>
All Car Drivers	25	0.55	4 %	0.00
Bus	48	1.05	8 %	0.00
Car Passenger	8	0.18	1 %	0.00
Motor Cycle	4	0.09	1 %	0.00
Pedal Cycle	8	0.18	1 %	0.00
Rail	36	0.79	6 %	0.00
Taxi	18	0.39	3 %	0.00
Underground	130	2.85	21 %	0.00
Walk	335	7.34	55 %	0.00
<b>Total</b>	<b>612</b>	<b>13.41</b>	<b>100.00</b>	<b>0.00</b>

**Main Mode**

<b>Mode</b>	<b>Mode Trips</b>	<b>Trip Rate</b>	<b>Percent</b>	<b>Predicted Trips</b>
All Car Drivers	30	0.66	7 %	0.00
Bus	43	0.94	10 %	0.00
Car Passenger	9	0.20	2 %	0.00
Motor Cycle	4	0.09	1 %	0.00
Pedal Cycle	8	0.18	2 %	0.00
Rail	146	3.20	33 %	0.00
Taxi	17	0.37	4 %	0.00
Underground	130	2.85	30 %	0.00
Walk	49	1.07	11 %	0.00
<b>Total</b>	<b>436</b>	<b>9.55</b>	<b>100.00</b>	<b>0.00</b>

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

# TRAVL - Average Trip Rate by Mode and Time

Report ID 9

## List of Surveys:

Name	Address	Postcode	Survey Date
Coopers Court (Private)	Church Road, Acton	W3 8PN	22/09/2005
Putney Wharf (Private units)	Putney Wharf	SW15 2JX	08/09/2005
Riverside West (Priv and Aff)	Riverside West Smugglers Way	SW18 1DB	20/10/2009
St George Wharf (Aff and Priv)	Nine Elms Lane	SW8 2LR	22/10/2009

Number of sites considered 4

## 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	4	0.02692	0.10023	0.12715	0.0	0.0	0.0
07:30-08:00	4	0.05842	0.18499	0.24341	0.0	0.0	0.0
08:00-08:30	4	0.07617	0.25830	0.33448	0.0	0.0	0.0
08:30-09:00	4	0.07560	0.26518	0.34078	0.0	0.0	0.0
09:00-09:30	4	0.07503	0.13459	0.20962	0.0	0.0	0.0
09:30-10:00	4	0.06357	0.10481	0.16838	0.0	0.0	0.0
10:00-10:30	4	0.06071	0.08877	0.14948	0.0	0.0	0.0
10:30-11:00	4	0.04868	0.06071	0.10939	0.0	0.0	0.0
11:00-11:30	4	0.05384	0.06186	0.11569	0.0	0.0	0.0
11:30-12:00	4	0.05269	0.07159	0.12428	0.0	0.0	0.0
12:00-12:30	4	0.07102	0.07904	0.15006	0.0	0.0	0.0
12:30-13:00	4	0.13803	0.11283	0.25086	0.0	0.0	0.0
13:00-13:30	4	0.12314	0.11970	0.24284	0.0	0.0	0.0
13:30-14:00	4	0.10825	0.08706	0.19530	0.0	0.0	0.0
14:00-14:30	4	0.07388	0.07503	0.14891	0.0	0.0	0.0
14:30-15:00	4	0.05956	0.07675	0.13631	0.0	0.0	0.0
15:00-15:30	4	0.07675	0.08763	0.16438	0.0	0.0	0.0
15:30-16:00	4	0.08018	0.07274	0.15292	0.0	0.0	0.0
16:00-16:30	4	0.07560	0.06758	0.14318	0.0	0.0	0.0
16:30-17:00	4	0.11397	0.07102	0.18499	0.0	0.0	0.0
17:00-17:30	4	0.10596	0.07274	0.17869	0.0	0.0	0.0
17:30-18:00	4	0.16495	0.08935	0.25430	0.0	0.0	0.0
18:00-18:30	4	0.22279	0.10252	0.32532	0.0	0.0	0.0
18:30-19:00	4	0.21764	0.10767	0.32532	0.0	0.0	0.0
19:00-19:30	4	0.17182	0.10653	0.27835	0.0	0.0	0.0
19:30-20:00	4	0.16094	0.09966	0.26060	0.0	0.0	0.0
20:00-20:30	4	0.14376	0.06586	0.20962	0.0	0.0	0.0
20:30-21:00	4	0.10939	0.04639	0.15578	0.0	0.0	0.0
21:00-21:30	4	0.07388	0.04467	0.11856	0.0	0.0	0.0
21:30-22:00	4	0.06586	0.02749	0.09336	0.0	0.0	0.0

Peak Period For All Modes

In	18:00-18:30	0.22
Out	08:30-09:00	0.27
Total	08:30-09:00	0.34

## Surveys in Selection

<b>Address</b>	Coopers Court (Private) Church Road, Acton Acton W3 8PN	<b>Business</b>	Modern Residential Development
		<b>Class</b>	C3 - Residential
		<b>Location</b>	Outer
		<b>No of Dwellings</b>	77
<b>SurveyCode</b>	390	<b>PTAL</b>	5
<b>Survey Date</b>	22/09/2005	<b>Parking Total</b>	77
<b>Survey Hours</b>	07:00-22:00		

<b>Address</b>	Putney Wharf (Private units) Putney Wharf Putney SW15 2JX	<b>Business</b>	Residential part of site
		<b>Class</b>	C3 - Residential
		<b>Location</b>	Inner
		<b>No of Dwellings</b>	209
<b>SurveyCode</b>	448	<b>PTAL</b>	6
<b>Survey Date</b>	08/09/2005	<b>Parking Total</b>	240
<b>Survey Hours</b>	07:00-22:00		

<b>Address</b>	Riverside West (Priv and Aff) Riverside West Wandsworth SW18 1DB	<b>Business</b>	Residential
		<b>Class</b>	C3 - Residential
		<b>Location</b>	Inner
		<b>No of Dwellings</b>	533
<b>SurveyCode</b>	887	<b>PTAL</b>	5
<b>Survey Date</b>	20/10/2009	<b>Parking Total</b>	578
<b>Survey Hours</b>	0700-2200		

<b>Address</b>	St George Wharf (Aff and Priv) Nine Elms Lane Vauxhall SW8 2LR	<b>Business</b>	Residential
		<b>Class</b>	C3 - Residential
		<b>Location</b>	Inner
		<b>No of Dwellings</b>	927
<b>SurveyCode</b>	886	<b>PTAL</b>	6
<b>Survey Date</b>	22/10/2009	<b>Parking Total</b>	793
<b>Survey Hours</b>	0700-2200		

**Final Mode**

<b>Mode</b>	<b>ModeTrips</b>	<b>Trip Rate</b>	<b>Percent</b>	<b>Predicted Trips</b>
All Car Drivers	508	0.29	5 %	0.00
Bus	150	0.09	1 %	0.00
Car Driver (alone)	378	0.22	4 %	0.00
Car Driver (with pass)	112	0.06	1 %	0.00
Car Passenger	192	0.11	2 %	0.00
Motor Cycle	89	0.05	1 %	0.00
Pedal Cycle	324	0.19	3 %	0.00
Taxi	12	0.01	0 %	0.00
Underground	204	0.12	2 %	0.00
Unknown	4	0.00	0 %	0.00
Walk	8,305	4.76	81 %	0.00
<b>Total</b>	<b>10278</b>	<b>5.89</b>	<b>100.00</b>	<b>0.00</b>

**Main Mode**

<b>Mode</b>	<b>Mode Trips</b>	<b>Trip Rate</b>	<b>Percent</b>	<b>Predicted Trips</b>
All Car Drivers	543	0.31	5 %	0.00
Bus	1,562	0.89	15 %	0.00
Car Driver (alone)	378	0.22	4 %	0.00
Car Driver (with pass)	112	0.06	1 %	0.00
Car Passenger	183	0.10	2 %	0.00
Motor Cycle	87	0.05	1 %	0.00
Other	1	0.00	0 %	0.00
Pedal Cycle	300	0.17	3 %	0.00
Rail	1,707	0.98	17 %	0.00
Taxi	39	0.02	0 %	0.00
Underground	2,600	1.49	25 %	0.00
Unknown	5	0.00	0 %	0.00
Walk	2,763	1.58	27 %	0.00
<b>Total</b>	<b>10,280</b>	<b>5.89</b>	<b>100.00</b>	<b>0.00</b>

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