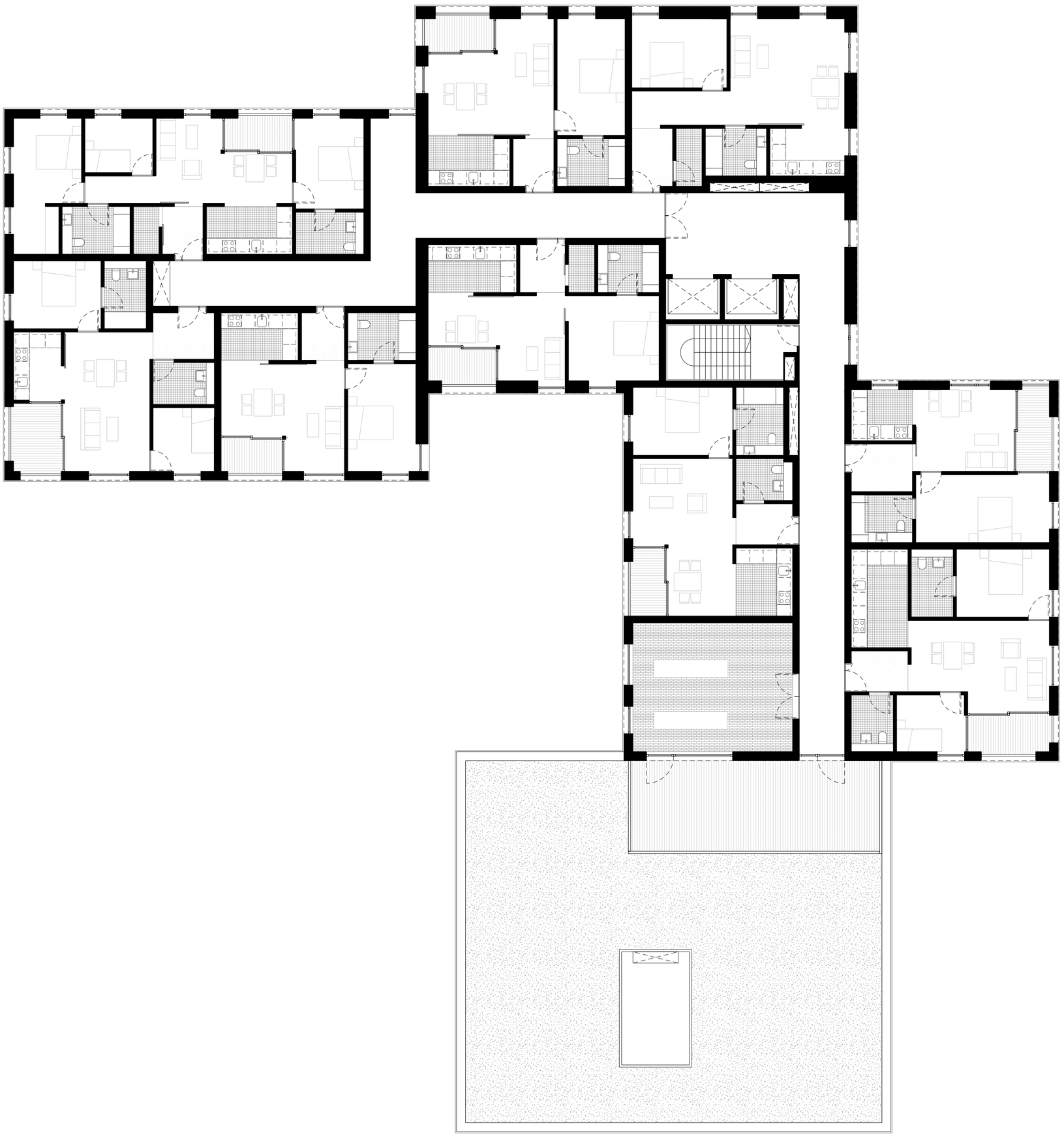
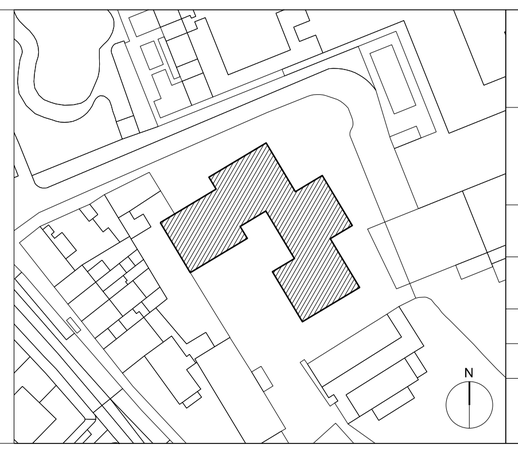


revision	date	amendment
C	14.09.25	For client approval
B	14.09.05	For client approval
DRAFT	14.08.08	for approval core rearrangement
/	14.04.08	Stage 2



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job title
BARTRAM'S CONVENT

drawing title/location
THIRD FLOOR PLAN

status	PRE-PLANNING				
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job no	source	zone	element	drawing no.	revision
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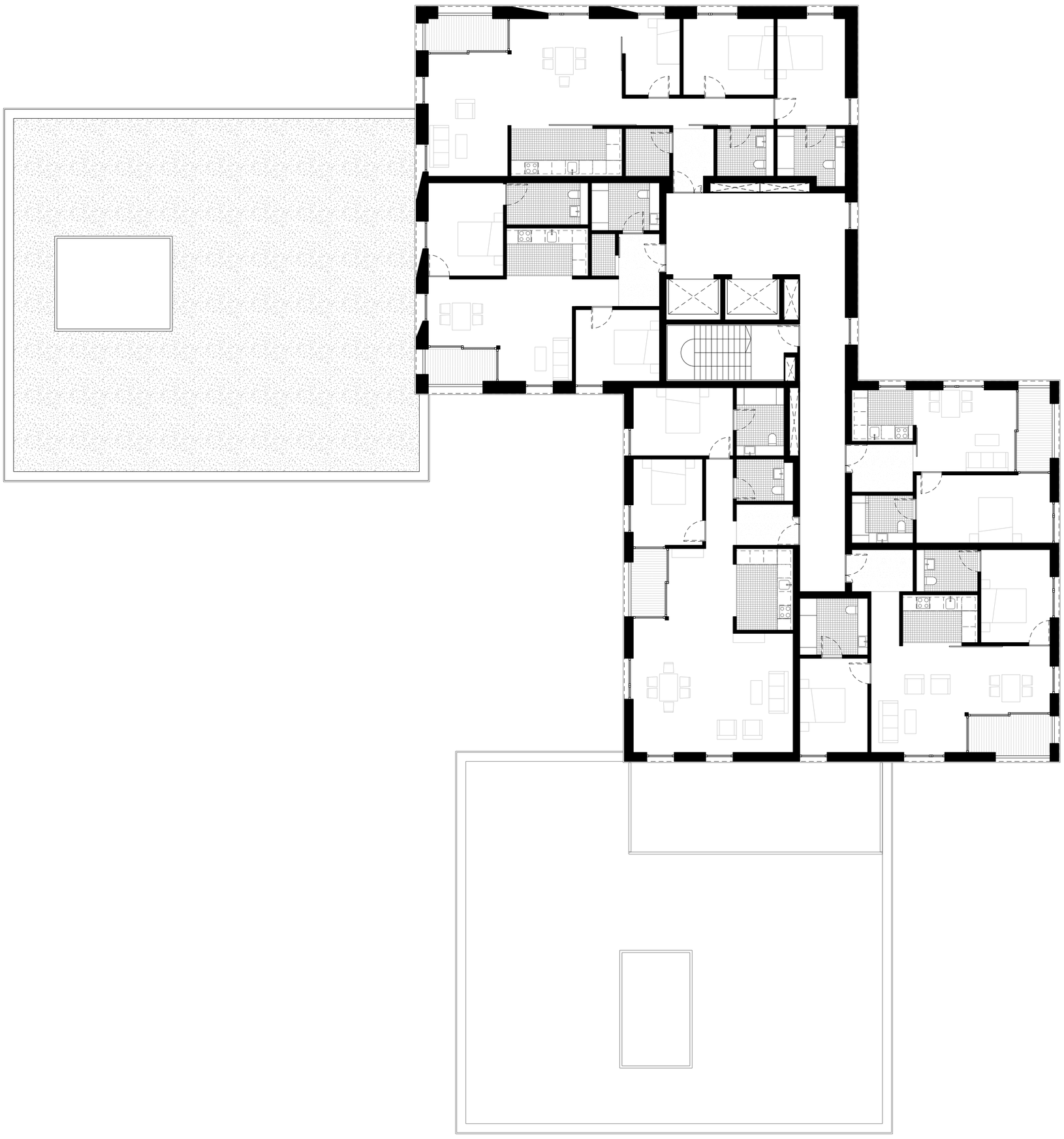
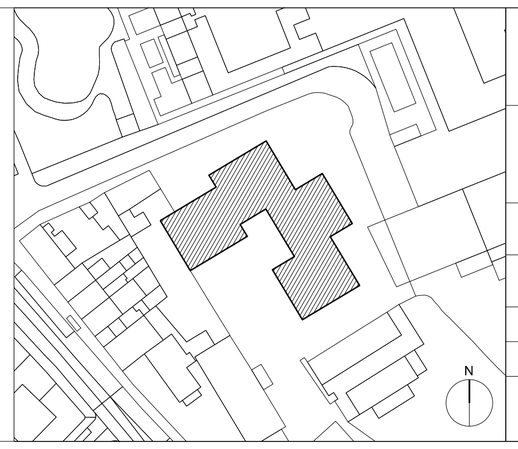


revision	date	amendment
C	14.09.25	For client approval
B	14.09.05	For client approval
A	14.08.29	For client approval
DRAFT	14.08.08	for approval core rearrangement
/	14.04.08	Stage 2



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job title
BARTRAM'S CONVENT

drawing title/location
FOURTH FLOOR PLAN

status	PRE-PLANNING				
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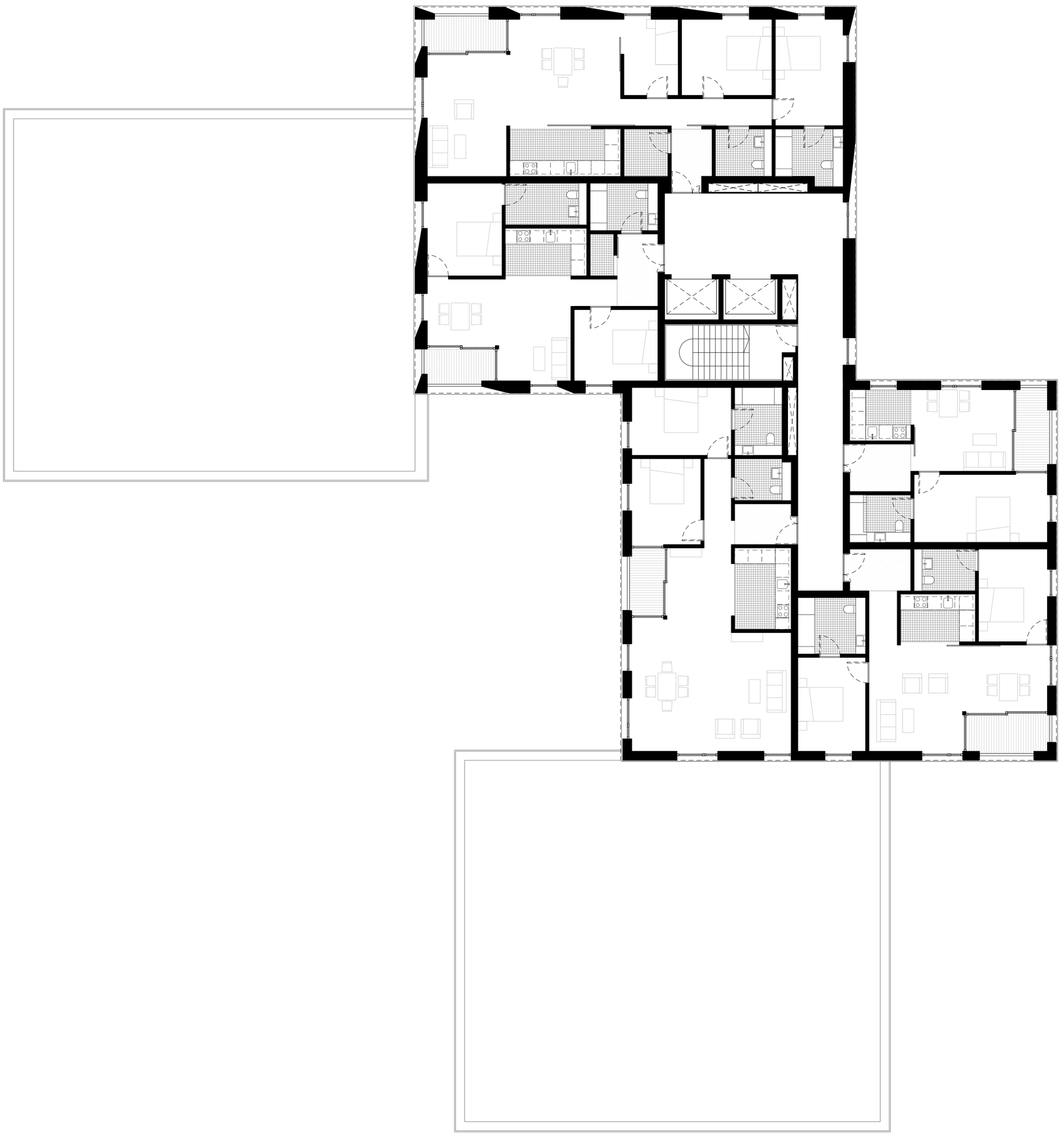
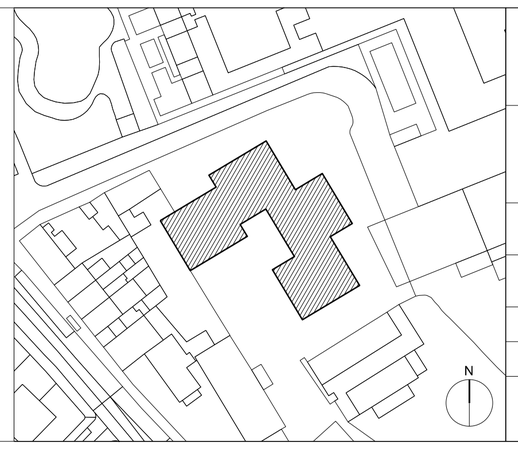


revision	date	amendment
C	14.09.25	For client approval
B	14.09.05	For client approval
A	14.08.29	For client approval
DRAFT	14.08.08	for approval core rearrangement
/	14.04.08	Stage 2



DUGGAN MORRIS ARCHITECTS

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job title
BARTRAM'S CONVENT

drawing title/location
FIFTH FLOOR PLAN

status	PRE-PLANNING				
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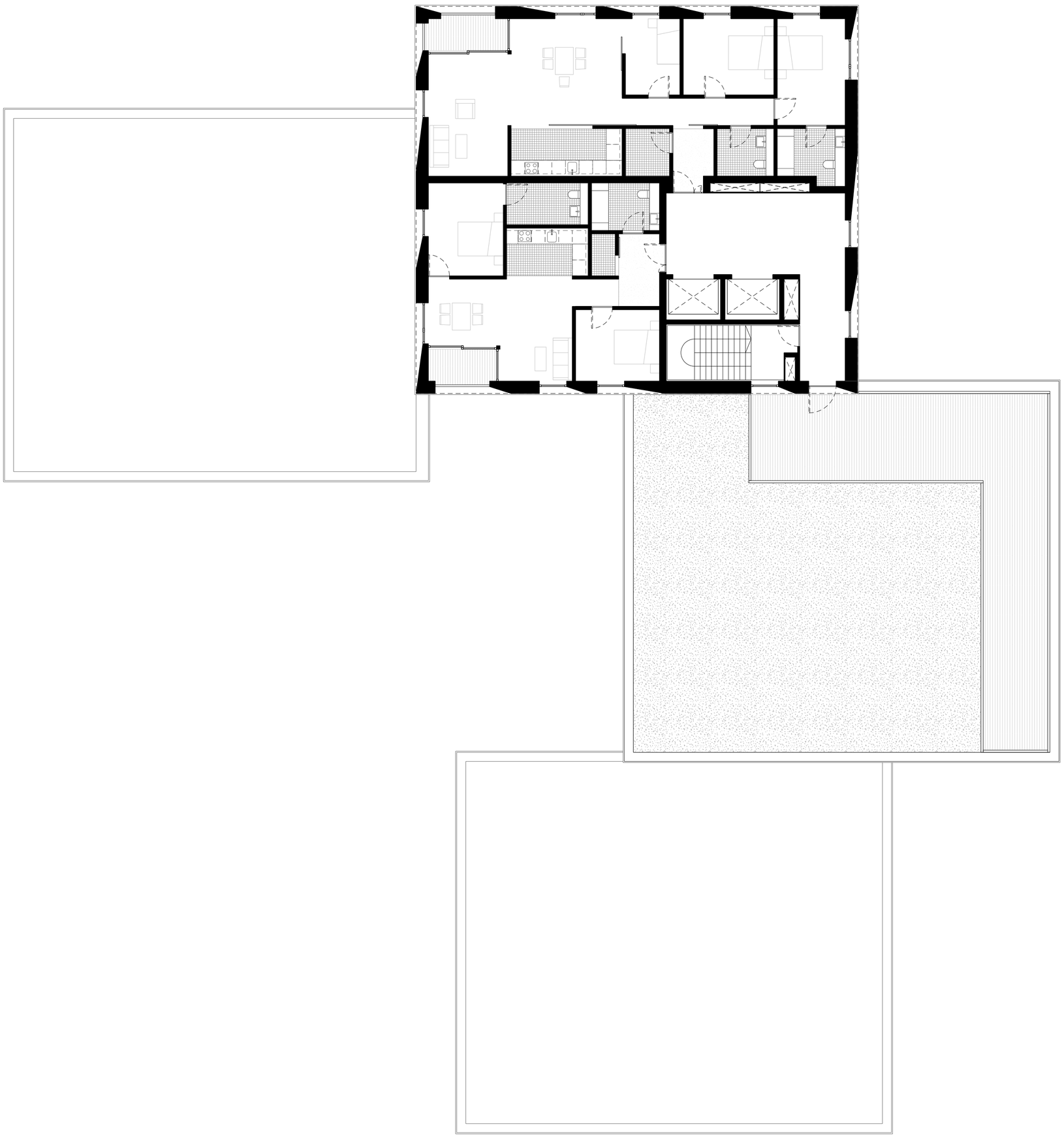
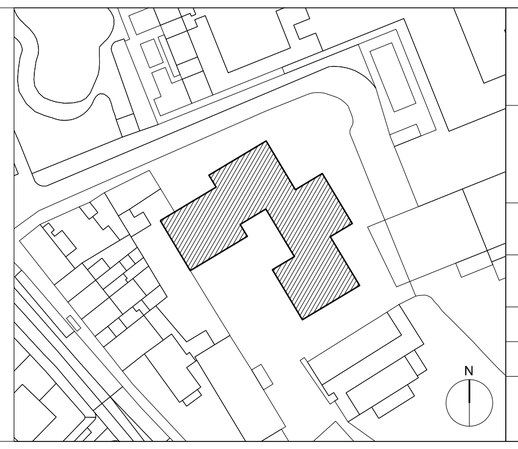


revision	date	amendment
C	14.09.25	For client approval
B	14.09.05	For client approval
A	14.08.29	For client approval
DRAFT	14.08.08	for approval core rearrangement
/	14.04.08	Stage 2



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job title
BARTRAM'S CONVENT

drawing title/location
SIXTH FLOOR PLAN

status	PRE-PLANNING				
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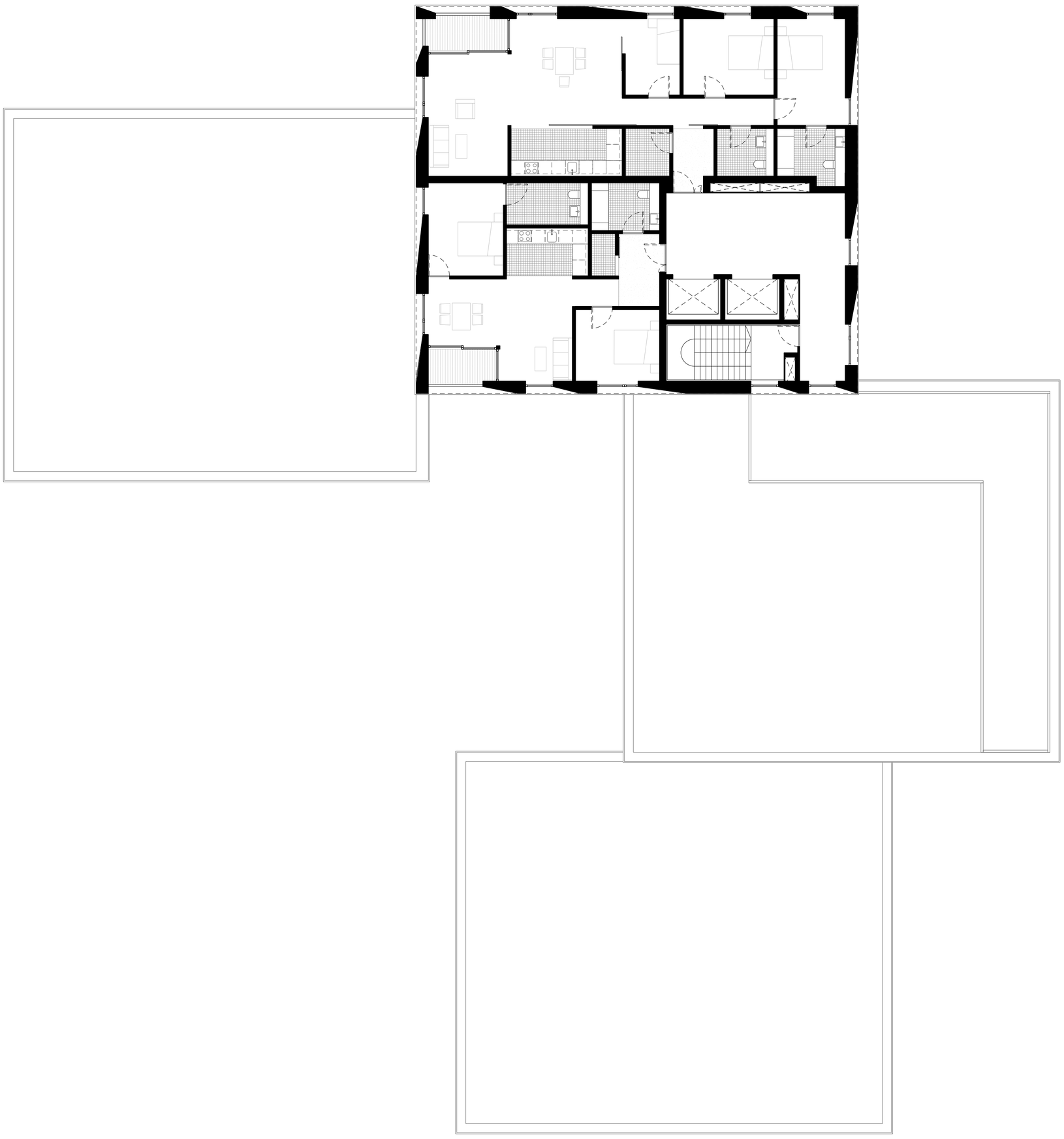
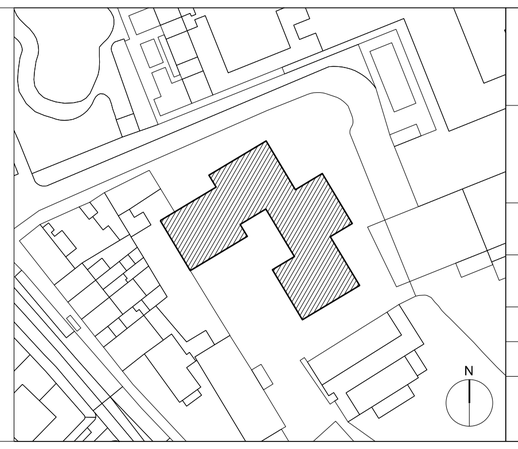


revision	date	amendment
C	14.09.25	For client approval
B	14.09.05	For client approval
DRAFT	14.08.08	approval core rearrangement
/	14.04.08	Stage 2



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job title
BARTRAM'S CONVENT

drawing title/location
SEVENTH FLOOR PLAN

status	PRE-PLANNING				
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job no	source	zone	element	drawing no.	revision
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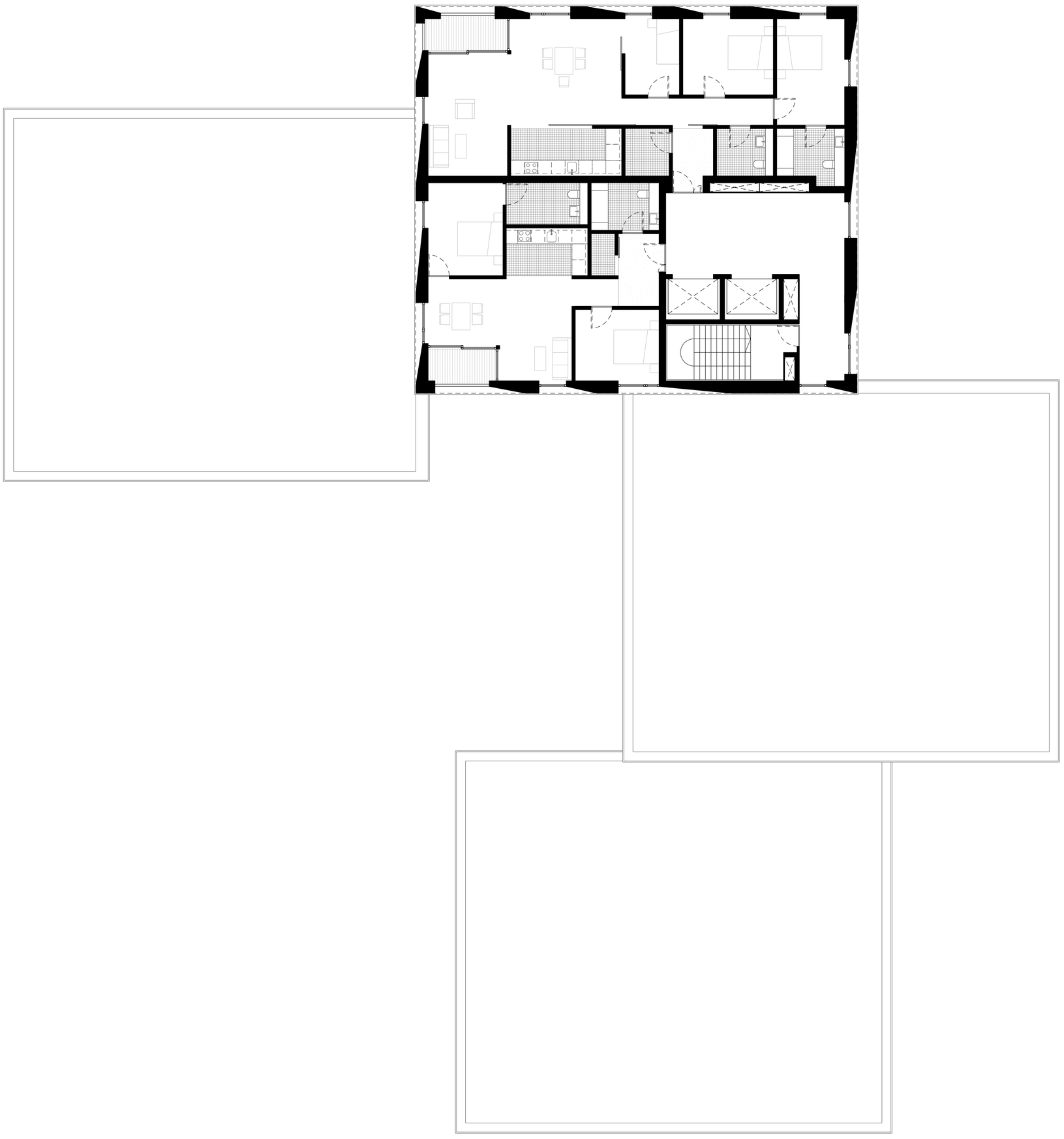

revision	date	amendment
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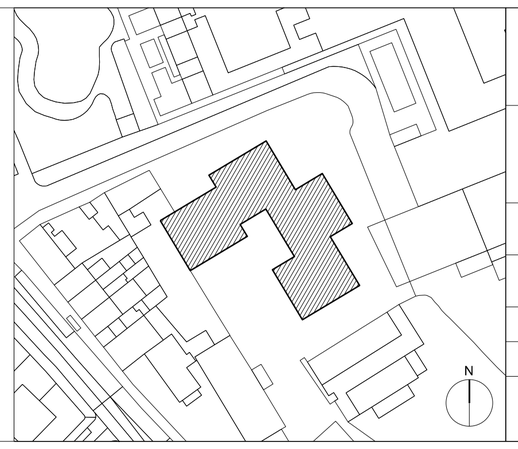
B	14.09.05	For client approval
DRAFT	14.08.08	approval core rearrangement
/	14.04.08	Stage 2



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job title
BARTRAM'S CONVENT

drawing title/location
EIGHTH FLOOR PLAN

status	PRE-PLANNING				
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job no	source	zone	element	drawing no.	revision
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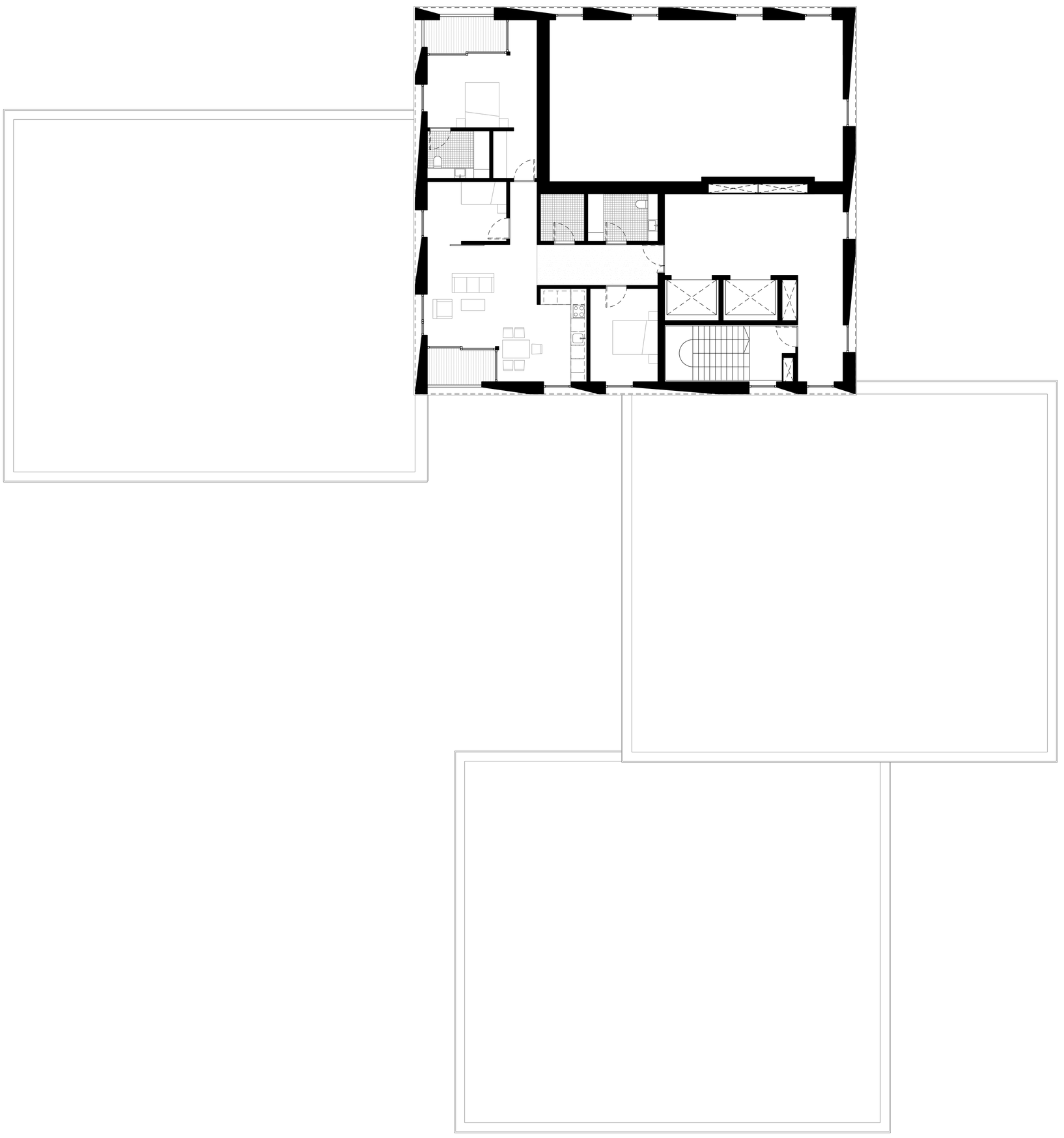

revision	date	amendment
C	14.09.25	For client approval
B	14.09.05	For client approval
A	14.08.29	For client approval
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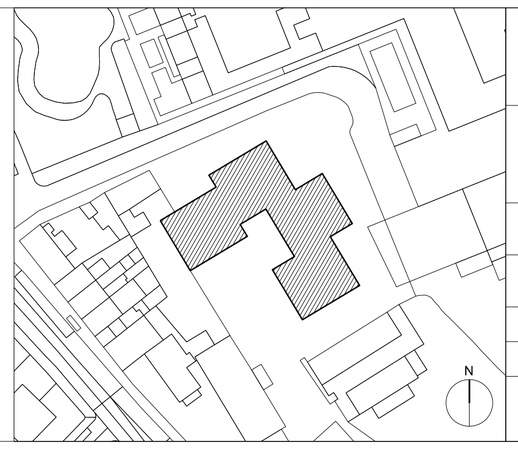

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job title
BARTRAM'S CONVENT

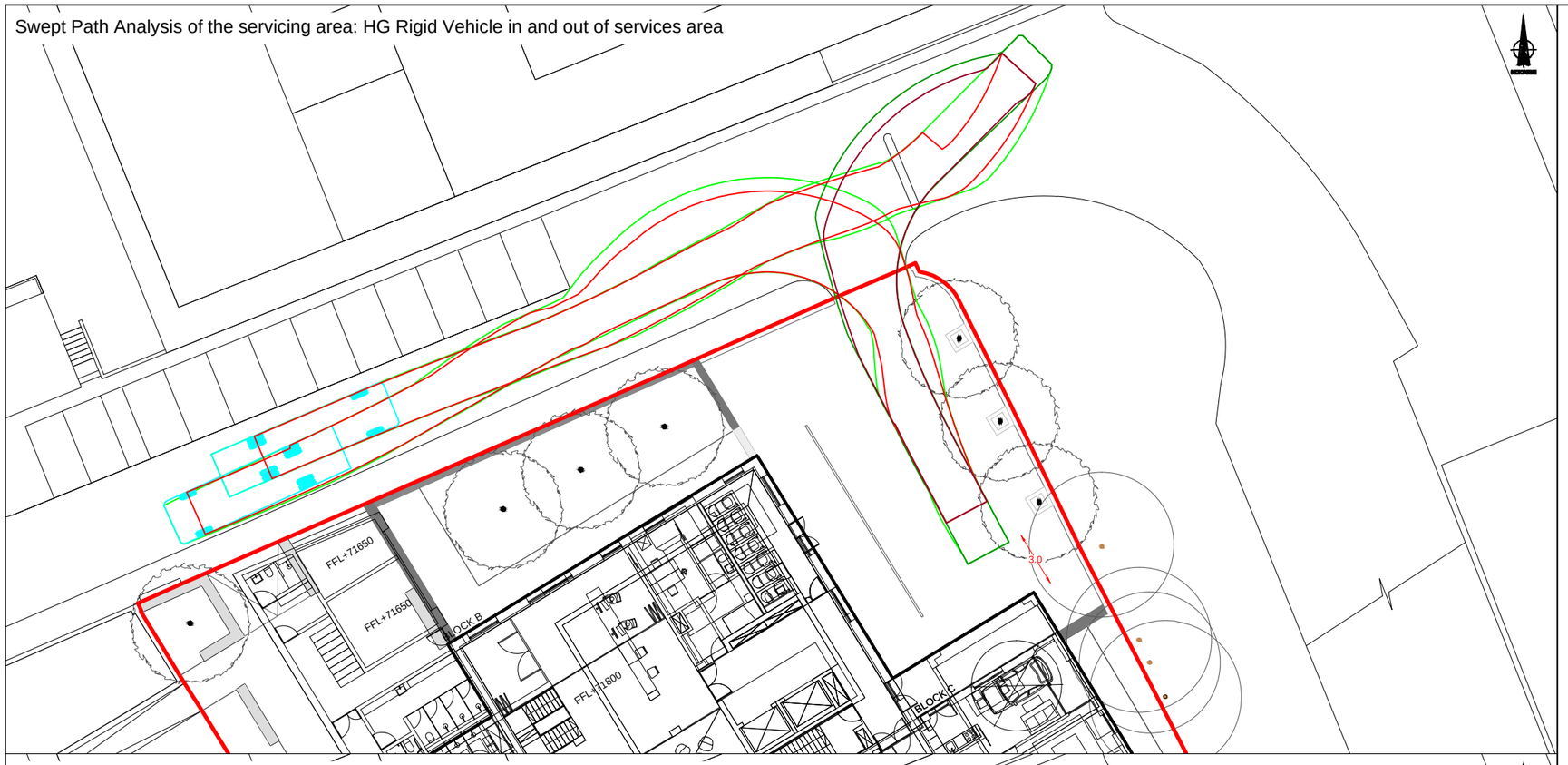
drawing title/location
NINTH FLOOR PLAN

status	PRE-PLANNING				
scale	1:125@A1			1:250@A3	
job no	source	zone	element	drawing no.	revision
A213	A		(01)	1 12	C

Appendix I – Swept Path Analysis

ISO A3 420 x 297mm

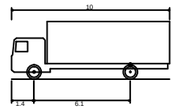
Swept Path Analysis of the servicing area: HG Rigid Vehicle in and out of services area



Swept Path Analysis of the servicing area: Refuse Vehicle in and out of service area

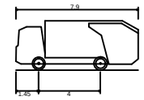
NOTES

Swept path analysis of:
-10 m rigid vehicle;
- 10m HG Rigid Vehicle
Servicing vehicles are accessing/exiting the servicing/deliveries area..



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m



DB32 Refuse Vehicle

Overall Length	7.900m
Overall Width	2.400m
Overall Body Height	3.183m
Min Body Ground Clearance	0.388m
Max Track Width	2.400m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	9.625m

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PROJECT

Bartrams Convent

ISSUE/REVISION

I/R	DATE	DESIGN	DRAWN	CHK'D	APP'D

PROJECT NUMBER

60321537

SHEET TITLE

Swept Path Analysis: Servicing Area

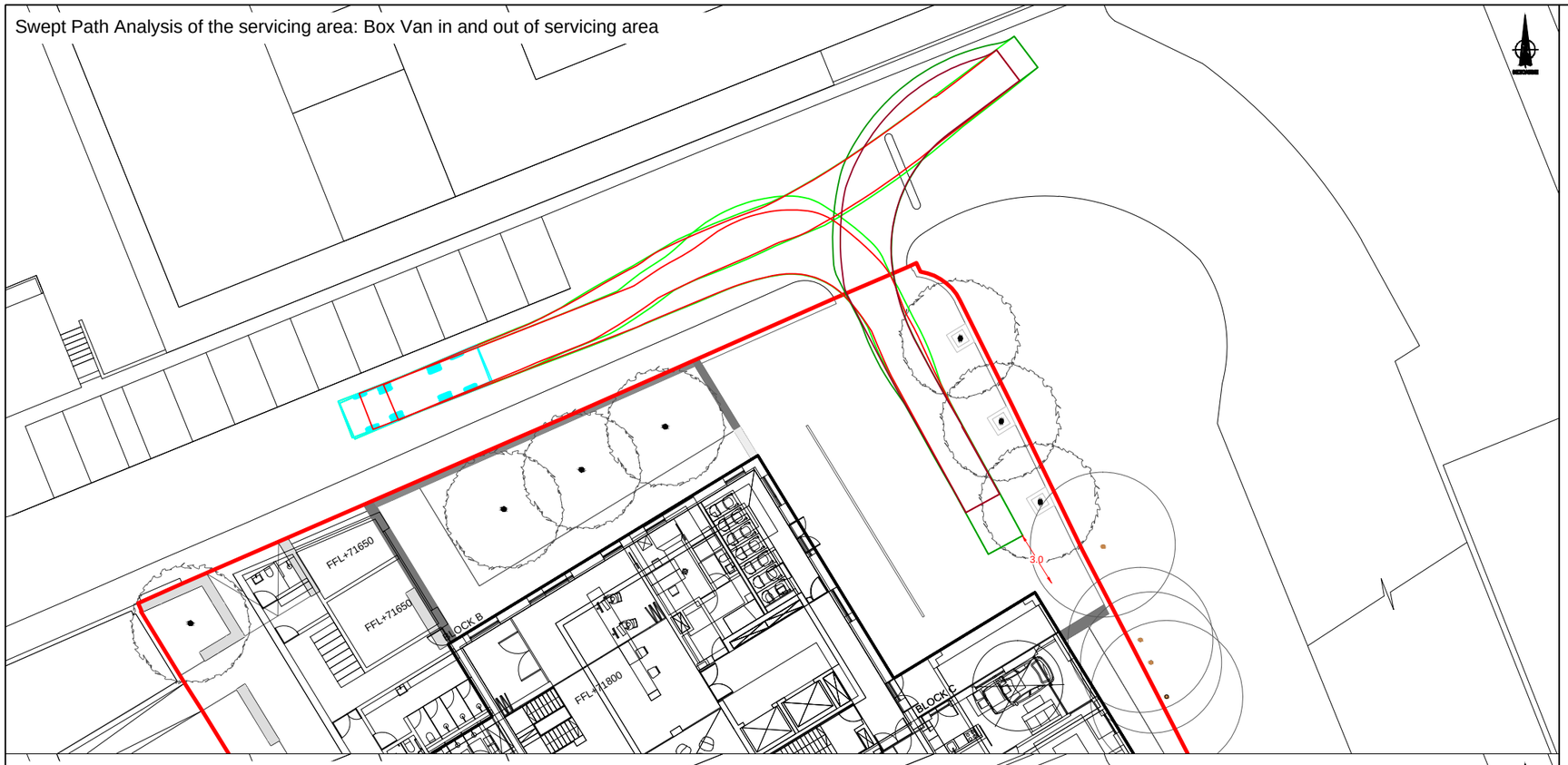
SHEET NUMBER

Appendix II

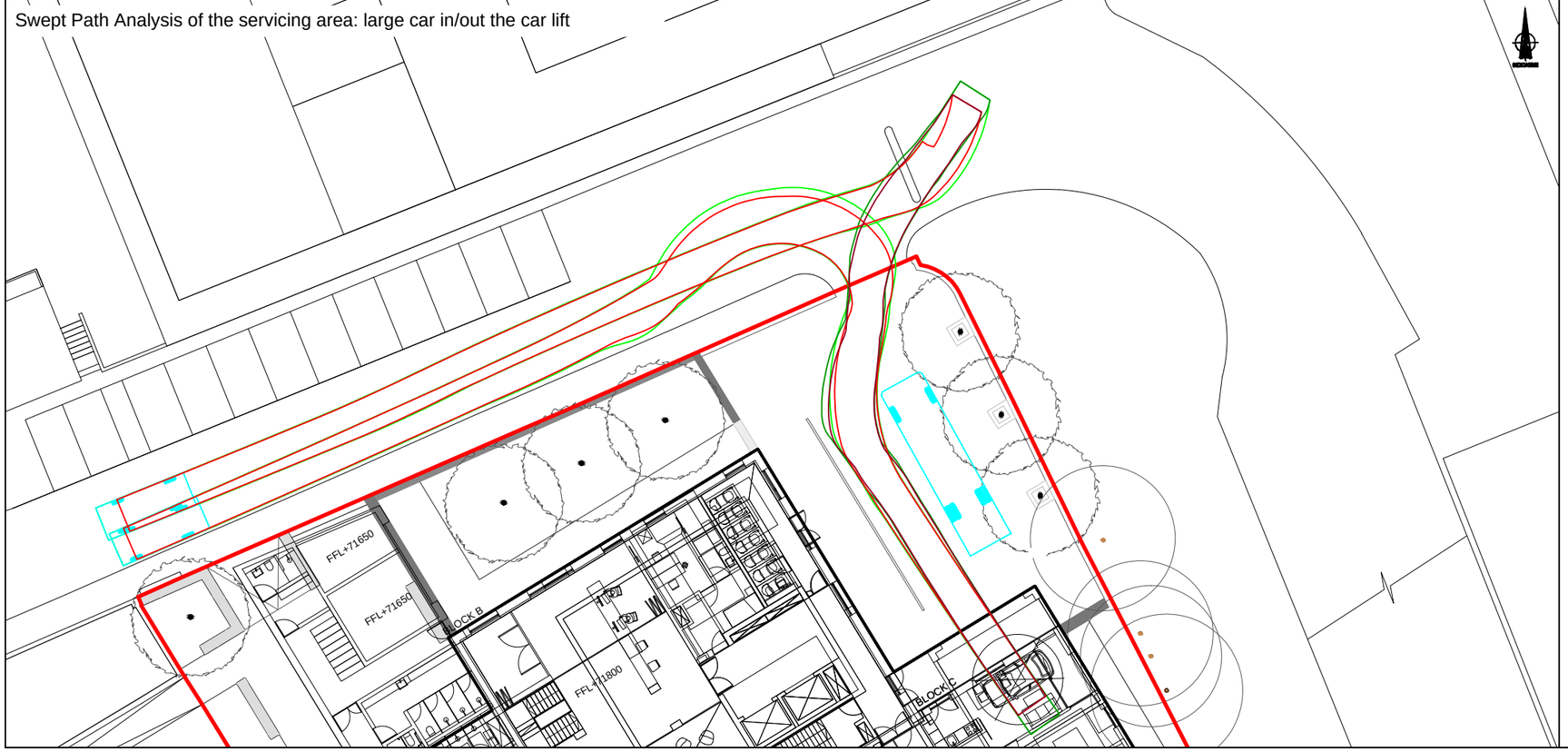
Last saved by: TURLEYC(2014-09-23) Last Plotted: 2014-09-23
Filename: C:\USERS\TURLEYC\DESKTOP\BARTRAMS CONVENT.DWG

ISO A3 420 x 297mm

Swept Path Analysis of the servicing area: Box Van in and out of servicing area



Swept Path Analysis of the servicing area: large car in/out the car lift

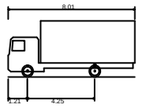


NOTES

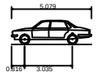
Swept path analysis of:
- 7.5t Box Van;
- Large car.

Parked Vehicle
- FTA Rigid Vehicle

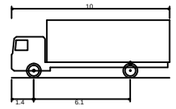
Servicing vehicles are accessing/exiting the servicing/deliveries area, cars are accessing/exiting the car lift.



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



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

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PROJECT

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ISSUE/REVISION

I/R	DATE	DESIGN	DRAWN	CHK'D	APP'D

PROJECT NUMBER

60321537

SHEET TITLE

Swept Path Analysis: Servicing Area

SHEET NUMBER

Appendix I

Last saved by: TURLEYC(2014-09-23) Last Plotted: 2014-09-29
Filename: C:\USERS\TURLEYC\DESKTOP\BARTRAMS CONVENT.DWG

Appendix J – Parking Survey Results

Advanced Transport Research	*Job Number & Name:*	6309 Care Homes
Site 1 - Acton, Pegasus Court	*Client:*	AECOM
Site Plan	*Date:*	Tuesday 19 Aug 2014

Advanced Transport Research	*Job Number & Name:*	6309 Care Homes
Site 1 - Acton, Pegasus Court	*Client:*	AECOM
Parking	*Date:*	Tuesday 19 August 2014

Arrival Time	Departure Time	Duration	Class	Bay Parked
10:01:29	16:32:37	06:31:08	Car	2
09:26:00	12:50:13	03:24:13	Car	3
In at Start	10:44:32	*03:44:32*	Car	4
12:39:41	15:01:32	02:21:51	LGV	4
In at Start	*In at End*	*12:00:00*	Car	5
In at Start	*In at End*	*12:00:00*	LGV	6
In at Start	09:14:50	*02:14:50*	Car	7
10:56:30	*In at End*	*08:03:30*	Car	7
In at Start	*In at End*	*12:00:00*	Car	8
In at Start	*In at End*	*12:00:00*	Car	9
13:31:19	14:37:36	01:06:17	LGV	11
16:50:00	*In at End*	*02:10:00*	Car	11
In at Start	*In at End*	*12:00:00*	Car	12
13:04:09	14:14:07	01:09:58	Car	13
14:28:45	14:38:48	00:10:03	Car	14
17:12:16	17:38:36	00:26:20	Car	14
In at Start	*In at End*	*12:00:00*	Car	17
In at Start	*In at End*	*12:00:00*	Car	18

Advanced Transport Research	*Job Number & Name:* 6309 Care Homes
Site 1 - Acton, Pegasus Court	*Client:* AECOM
Bay Utilisation	*Date:* Tuesday 19 August 2014

Bays	Time of Beats																								
	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00
1																									
2							x	x	x	x	x	x	x	x	x	x	x	x	x	x					
3						x	x	x	x	x	x	x													
4	x	x	x	x	x	x	x	x					x	x	x	x	x								
5	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
6	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
7	x	x	x	x	x				x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
8	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
9	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
10																									
11															x	x					x	x	x	x	x
12	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
13														x	x										
14															x							x			
15																									
16																									
17	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
18	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
	9 50%	9 50%	9 50%	9 50%	9 50%	9 50%	10 56%	10 56%	10 56%	10 56%	10 56%	10 56%	10 56%	11 61%	13 72%	11 61%	10 56%	9 50%	9 50%	9 50%	9 50%	10 56%	9 50%	9 50%	9 50%

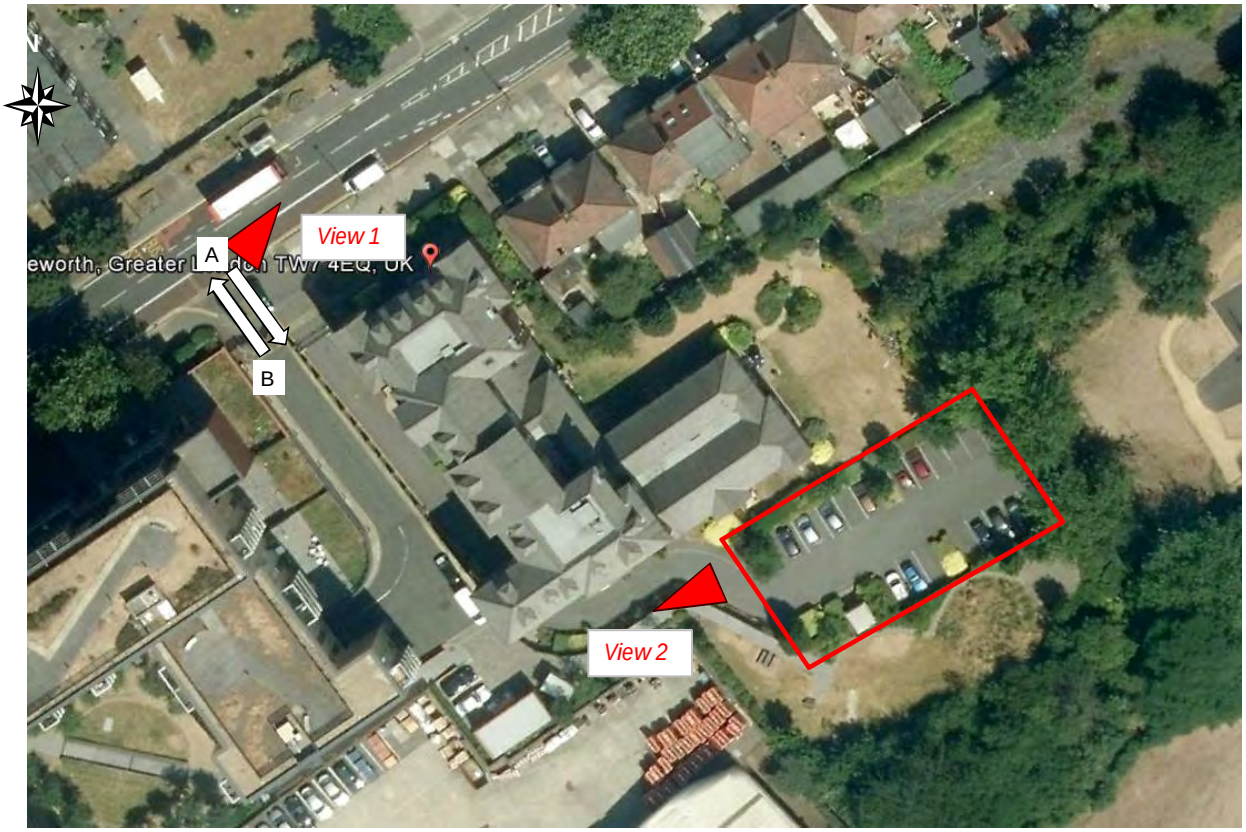
Advanced Transport Research	Job Number & Name:	6309 Care Homes
Site 1 - Acton, Pegasus Court	Client:	AECOM
Classified Counts	Date:	Tuesday 19 August 2014

	Movement A							Movement B						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:15 - 09:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1	0	0	0	0	0	0
10:00 - 10:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 - 11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	1	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:15 - 14:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	2	1	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0
16:45 - 17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1	0	0	0	0	0	0
17:00 - 17:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research	Job Number & Name:	6309 Care Homes
Site 1 - Acton, Pegasus Court	Client:	AECOM
PCU Values	Date:	Tuesday 19 August 2014

	Movement A								Movement B							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 - 10:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:15 - 10:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:30 - 10:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:45 - 11:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 - 11:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:15 - 11:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:30 - 11:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:45 - 12:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 - 12:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:15 - 12:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:30 - 12:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:45 - 13:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13:00 - 13:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13:15 - 13:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13:30 - 13:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13:45 - 14:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:00 - 14:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:15 - 14:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:30 - 14:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:45 - 15:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15:00 - 15:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15:15 - 15:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15:30 - 15:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15:45 - 16:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Advanced Transport Research	*Job Number & Name:*	6309 Care Homes
Site 2 - Isleworth Golden Court	*Client:*	AECOM
Site Plan	*Date:*	Tuesday 19 Aug 2014



Advanced Transport Research	*Job Number & Name:*	6309 Care Homes
Site 2 - Isleworth Golden Court	*Client:*	AECOM
Parking	*Date:*	Tuesday 19 August 2014

Arrival Time	Departure Time	Duration	Class	Bay Parked
In at Start	12:17:50	*05:17:50*	Car	1
12:39:09	*In at End*	*06:20:51*	Car	1
In at Start	14:42:41	*07:42:41*	Car	2
15:16:54	15:29:56	00:13:02	Car	2
08:39:03	17:29:21	08:50:18	Car	3
17:53:43	18:56:47	01:03:04	Car	3
In at Start	08:06:23	*01:06:23*	Car	4
08:29:17	08:55:53	00:26:36	Car	4
09:20:32	*In at End*	*09:39:28*	Car	4
In at Start	*In at End*	*12:00:00*	Car	5
13:12:13	17:09:39	03:57:26	Car	6
18:25:41	*In at End*	*00:34:19*	Car	6
In at Start	14:00:33	*07:00:33*	Car	7
14:52:15	*In at End*	*04:07:45*	Car	7
09:59:27	10:28:47	00:29:20	Car	8
11:20:57	12:18:01	00:57:04	Car	8
12:40:59	13:36:10	00:55:11	Car	8
13:54:47	15:17:32	01:22:45	Car	8
16:39:53	16:55:53	00:16:00	Car	8
18:36:44	*In at End*	*00:23:16*	Car	8
In at Start	14:31:30	*07:31:30*	Car	9
14:36:28	14:50:02	00:13:34	Car	9
In at Start	*In at End*	*12:00:00*	Car	10
09:24:07	10:57:27	01:33:20	LGV	12
13:10:02	16:02:35	02:52:33	Car	12
09:15:35	16:49:45	07:34:10	Car	13
In at Start	17:02:13	*10:02:13*	Car	14
In at Start	*In at End*	*12:00:00*	Car	15
In at Start	*In at End*	*12:00:00*	Car	16
In at Start	*In at End*	*12:00:00*	Car	17
In at Start	*In at End*	*12:00:00*	Car	On Road

Advanced Transport Research	*Job Number & Name:* 6309 Care Homes
Site 2 - Isleworth Golden Court	*Client:* AECOM
Bay Utilisation	*Date:* Tuesday 19 August 2014

Bays	Time of Beats																								
	07:00	07:30	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00
1	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
2	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x									
3	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		x	x	
4	x	x	x	x		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
5	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
6														x	x	x	x	x	x	x	x			x	x
7	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x		x	x	x	x	x	x	x	x	x
8							x			x	x	x	x	x	x	x	x								x
9	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x									
10	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
11																									
12						x	x	x						x	x	x	x	x	x						
13						x	x	x	x	x	x	x	x	x	x	x	x	x	x	x					
14	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x				
15	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
16	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
17	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
18																									
	12 67%	12 67%	12 67%	12 67%	11 61%	14 78%	15 83%	14 78%	13 72%	14 78%	14 78%	14 78%	14 78%	16 89%	16 89%	15 83%	14 78%	13 72%	13 72%	12 67%	11 61%	8 44%	9 50%	10 56%	10 56%

Advanced Transport Research	Job Number & Name:	6309 Care Homes
Site 2 - Isleworth Golden Court	Client:	AECOM
Classified Counts	Date:	Tuesday 19 August 2014

	Movement A							Movement B						
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 - 08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	2	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	1	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:30 - 12:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	2	0	0	0	0	0	0
13:00 - 13:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0
13:45 - 14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	0	0	0	0	1	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	1	0	0	0	0	0	0	2	0	0	0	0	0	0
14:45 - 15:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	4	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	1	0	0	0	0	0	0	2	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	2	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	3	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	3	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	1	0	0	0	0	0	0

Advanced Transport Research	Job Number & Name:	6309 Care Homes
Site 2 - Isleworth Golden Court	Client:	AECOM
PCU Values	Date:	Tuesday 19 August 2014

	Movement A								Movement B							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	TOTAL
07:00 - 07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 - 10:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:15 - 10:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:30 - 10:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:45 - 11:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 - 11:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:15 - 11:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:30 - 11:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:45 - 12:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 - 12:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:15 - 12:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:30 - 12:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:45 - 13:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13:00 - 13:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13:15 - 13:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13:30 - 13:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13:45 - 14:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:00 - 14:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:15 - 14:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:30 - 14:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:45 - 15:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15:00 - 15:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15:15 - 15:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15:30 - 15:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15:45 - 16:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 16:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 16:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 16:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:15 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:30 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:45 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hourly Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Appendix K – TRICS/ TRAVL Information

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
10	WALES		
	PS	POWYS	1 days
11	SCOTLAND		
	GC	GLASGOW CITY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 41 to 52 (units:)
Range Selected by User: 41 to 52 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 07/12/09

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CA-03-N-01	RETIREMENT FLATS		CAMBRIDGESHIRE
	HEDDA DRIVE			
	HAMPTON HARGATE			
	PETERBOROUGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		50	
	Survey date: WEDNESDAY		14/05/08	Survey Type: MANUAL
2	GC-03-N-01	RETIREMENT FLATS		GLASGOW CITY
	RIVERFORD ROAD			
	NEWLANDS			
	GLASGOW			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		47	
	Survey date: TUESDAY		10/06/08	Survey Type: MANUAL
3	KC-03-N-05	RETIREMENT FLATS		KENT
	HARDRES STREET			
	RAMSGATE			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:		41	
	Survey date: MONDAY		07/12/09	Survey Type: MANUAL
4	PS-03-N-01	RETIREMENT FLATS		POWYS
	HEOL GOUESNOU			
	BRECON			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:		52	
	Survey date: FRIDAY		05/09/08	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.042	4	48	0.053	4	48	0.095
08:00 - 09:00	4	48	0.068	4	48	0.063	4	48	0.131
09:00 - 10:00	4	48	0.063	4	48	0.047	4	48	0.110
10:00 - 11:00	4	48	0.068	4	48	0.068	4	48	0.136
11:00 - 12:00	4	48	0.074	4	48	0.100	4	48	0.174
12:00 - 13:00	4	48	0.084	4	48	0.068	4	48	0.152
13:00 - 14:00	4	48	0.063	4	48	0.063	4	48	0.126
14:00 - 15:00	4	48	0.063	4	48	0.068	4	48	0.131
15:00 - 16:00	4	48	0.068	4	48	0.074	4	48	0.142
16:00 - 17:00	4	48	0.142	4	48	0.068	4	48	0.210
17:00 - 18:00	4	48	0.047	4	48	0.074	4	48	0.121
18:00 - 19:00	4	48	0.058	4	48	0.058	4	48	0.116
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.840			0.804			1.644

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.005	4	48	0.005	4	48	0.010
08:00 - 09:00	4	48	0.011	4	48	0.011	4	48	0.022
09:00 - 10:00	4	48	0.000	4	48	0.000	4	48	0.000
10:00 - 11:00	4	48	0.005	4	48	0.005	4	48	0.010
11:00 - 12:00	4	48	0.005	4	48	0.005	4	48	0.010
12:00 - 13:00	4	48	0.000	4	48	0.000	4	48	0.000
13:00 - 14:00	4	48	0.000	4	48	0.000	4	48	0.000
14:00 - 15:00	4	48	0.005	4	48	0.005	4	48	0.010
15:00 - 16:00	4	48	0.005	4	48	0.005	4	48	0.010
16:00 - 17:00	4	48	0.011	4	48	0.011	4	48	0.022
17:00 - 18:00	4	48	0.000	4	48	0.000	4	48	0.000
18:00 - 19:00	4	48	0.000	4	48	0.000	4	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.047			0.094

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.000	4	48	0.000	4	48	0.000
08:00 - 09:00	4	48	0.000	4	48	0.000	4	48	0.000
09:00 - 10:00	4	48	0.005	4	48	0.005	4	48	0.010
10:00 - 11:00	4	48	0.000	4	48	0.000	4	48	0.000
11:00 - 12:00	4	48	0.000	4	48	0.000	4	48	0.000
12:00 - 13:00	4	48	0.000	4	48	0.000	4	48	0.000
13:00 - 14:00	4	48	0.000	4	48	0.000	4	48	0.000
14:00 - 15:00	4	48	0.000	4	48	0.000	4	48	0.000
15:00 - 16:00	4	48	0.000	4	48	0.000	4	48	0.000
16:00 - 17:00	4	48	0.000	4	48	0.000	4	48	0.000
17:00 - 18:00	4	48	0.000	4	48	0.000	4	48	0.000
18:00 - 19:00	4	48	0.000	4	48	0.000	4	48	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.000	4	48	0.000	4	48	0.000
08:00 - 09:00	4	48	0.000	4	48	0.000	4	48	0.000
09:00 - 10:00	4	48	0.000	4	48	0.000	4	48	0.000
10:00 - 11:00	4	48	0.000	4	48	0.000	4	48	0.000
11:00 - 12:00	4	48	0.000	4	48	0.000	4	48	0.000
12:00 - 13:00	4	48	0.000	4	48	0.000	4	48	0.000
13:00 - 14:00	4	48	0.000	4	48	0.000	4	48	0.000
14:00 - 15:00	4	48	0.000	4	48	0.000	4	48	0.000
15:00 - 16:00	4	48	0.000	4	48	0.000	4	48	0.000
16:00 - 17:00	4	48	0.000	4	48	0.000	4	48	0.000
17:00 - 18:00	4	48	0.000	4	48	0.000	4	48	0.000
18:00 - 19:00	4	48	0.000	4	48	0.000	4	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.005	4	48	0.005	4	48	0.010
08:00 - 09:00	4	48	0.000	4	48	0.000	4	48	0.000
09:00 - 10:00	4	48	0.000	4	48	0.000	4	48	0.000
10:00 - 11:00	4	48	0.000	4	48	0.000	4	48	0.000
11:00 - 12:00	4	48	0.005	4	48	0.005	4	48	0.010
12:00 - 13:00	4	48	0.000	4	48	0.000	4	48	0.000
13:00 - 14:00	4	48	0.005	4	48	0.000	4	48	0.005
14:00 - 15:00	4	48	0.000	4	48	0.005	4	48	0.005
15:00 - 16:00	4	48	0.000	4	48	0.000	4	48	0.000
16:00 - 17:00	4	48	0.000	4	48	0.000	4	48	0.000
17:00 - 18:00	4	48	0.000	4	48	0.000	4	48	0.000
18:00 - 19:00	4	48	0.000	4	48	0.000	4	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.037	4	48	0.068	4	48	0.105
08:00 - 09:00	4	48	0.079	4	48	0.084	4	48	0.163
09:00 - 10:00	4	48	0.079	4	48	0.053	4	48	0.132
10:00 - 11:00	4	48	0.095	4	48	0.100	4	48	0.195
11:00 - 12:00	4	48	0.089	4	48	0.137	4	48	0.226
12:00 - 13:00	4	48	0.100	4	48	0.100	4	48	0.200
13:00 - 14:00	4	48	0.105	4	48	0.084	4	48	0.189
14:00 - 15:00	4	48	0.079	4	48	0.100	4	48	0.179
15:00 - 16:00	4	48	0.089	4	48	0.084	4	48	0.173
16:00 - 17:00	4	48	0.195	4	48	0.084	4	48	0.279
17:00 - 18:00	4	48	0.068	4	48	0.121	4	48	0.189
18:00 - 19:00	4	48	0.058	4	48	0.074	4	48	0.132
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.073			1.089			2.162

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.032	4	48	0.063	4	48	0.095
08:00 - 09:00	4	48	0.053	4	48	0.047	4	48	0.100
09:00 - 10:00	4	48	0.058	4	48	0.079	4	48	0.137
10:00 - 11:00	4	48	0.074	4	48	0.126	4	48	0.200
11:00 - 12:00	4	48	0.116	4	48	0.079	4	48	0.195
12:00 - 13:00	4	48	0.063	4	48	0.084	4	48	0.147
13:00 - 14:00	4	48	0.137	4	48	0.063	4	48	0.200
14:00 - 15:00	4	48	0.068	4	48	0.063	4	48	0.131
15:00 - 16:00	4	48	0.042	4	48	0.047	4	48	0.089
16:00 - 17:00	4	48	0.042	4	48	0.016	4	48	0.058
17:00 - 18:00	4	48	0.053	4	48	0.074	4	48	0.127
18:00 - 19:00	4	48	0.016	4	48	0.021	4	48	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.754			0.762			1.516

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.000	4	48	0.016	4	48	0.016
08:00 - 09:00	4	48	0.005	4	48	0.016	4	48	0.021
09:00 - 10:00	4	48	0.000	4	48	0.021	4	48	0.021
10:00 - 11:00	4	48	0.000	4	48	0.011	4	48	0.011
11:00 - 12:00	4	48	0.005	4	48	0.032	4	48	0.037
12:00 - 13:00	4	48	0.005	4	48	0.000	4	48	0.005
13:00 - 14:00	4	48	0.000	4	48	0.005	4	48	0.005
14:00 - 15:00	4	48	0.011	4	48	0.011	4	48	0.022
15:00 - 16:00	4	48	0.011	4	48	0.000	4	48	0.011
16:00 - 17:00	4	48	0.011	4	48	0.000	4	48	0.011
17:00 - 18:00	4	48	0.000	4	48	0.000	4	48	0.000
18:00 - 19:00	4	48	0.000	4	48	0.021	4	48	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.133			0.181

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TRAIN PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.000	4	48	0.000	4	48	0.000
08:00 - 09:00	4	48	0.000	4	48	0.005	4	48	0.005
09:00 - 10:00	4	48	0.000	4	48	0.000	4	48	0.000
10:00 - 11:00	4	48	0.000	4	48	0.000	4	48	0.000
11:00 - 12:00	4	48	0.000	4	48	0.000	4	48	0.000
12:00 - 13:00	4	48	0.000	4	48	0.000	4	48	0.000
13:00 - 14:00	4	48	0.000	4	48	0.000	4	48	0.000
14:00 - 15:00	4	48	0.000	4	48	0.000	4	48	0.000
15:00 - 16:00	4	48	0.000	4	48	0.000	4	48	0.000
16:00 - 17:00	4	48	0.000	4	48	0.000	4	48	0.000
17:00 - 18:00	4	48	0.000	4	48	0.000	4	48	0.000
18:00 - 19:00	4	48	0.000	4	48	0.021	4	48	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.026			0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.000	4	48	0.000	4	48	0.000
08:00 - 09:00	4	48	0.000	4	48	0.000	4	48	0.000
09:00 - 10:00	4	48	0.000	4	48	0.000	4	48	0.000
10:00 - 11:00	4	48	0.000	4	48	0.000	4	48	0.000
11:00 - 12:00	4	48	0.000	4	48	0.000	4	48	0.000
12:00 - 13:00	4	48	0.000	4	48	0.000	4	48	0.000
13:00 - 14:00	4	48	0.000	4	48	0.000	4	48	0.000
14:00 - 15:00	4	48	0.000	4	48	0.000	4	48	0.000
15:00 - 16:00	4	48	0.000	4	48	0.000	4	48	0.000
16:00 - 17:00	4	48	0.000	4	48	0.000	4	48	0.000
17:00 - 18:00	4	48	0.000	4	48	0.000	4	48	0.000
18:00 - 19:00	4	48	0.000	4	48	0.000	4	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.000	4	48	0.016	4	48	0.016
08:00 - 09:00	4	48	0.005	4	48	0.021	4	48	0.026
09:00 - 10:00	4	48	0.000	4	48	0.021	4	48	0.021
10:00 - 11:00	4	48	0.000	4	48	0.011	4	48	0.011
11:00 - 12:00	4	48	0.005	4	48	0.032	4	48	0.037
12:00 - 13:00	4	48	0.005	4	48	0.000	4	48	0.005
13:00 - 14:00	4	48	0.000	4	48	0.005	4	48	0.005
14:00 - 15:00	4	48	0.011	4	48	0.011	4	48	0.022
15:00 - 16:00	4	48	0.011	4	48	0.000	4	48	0.011
16:00 - 17:00	4	48	0.011	4	48	0.000	4	48	0.011
17:00 - 18:00	4	48	0.000	4	48	0.000	4	48	0.000
18:00 - 19:00	4	48	0.000	4	48	0.042	4	48	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.159			0.207

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	48	0.074	4	48	0.153	4	48	0.227
08:00 - 09:00	4	48	0.137	4	48	0.153	4	48	0.290
09:00 - 10:00	4	48	0.137	4	48	0.153	4	48	0.290
10:00 - 11:00	4	48	0.168	4	48	0.237	4	48	0.405
11:00 - 12:00	4	48	0.216	4	48	0.253	4	48	0.469
12:00 - 13:00	4	48	0.168	4	48	0.184	4	48	0.352
13:00 - 14:00	4	48	0.247	4	48	0.153	4	48	0.400
14:00 - 15:00	4	48	0.158	4	48	0.179	4	48	0.337
15:00 - 16:00	4	48	0.142	4	48	0.132	4	48	0.274
16:00 - 17:00	4	48	0.247	4	48	0.100	4	48	0.347
17:00 - 18:00	4	48	0.121	4	48	0.195	4	48	0.316
18:00 - 19:00	4	48	0.074	4	48	0.137	4	48	0.211
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.889			2.029			3.918

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	41 - 52 (units:)
Survey date date range:	01/01/05 - 07/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRAVL - Site Report

Report ID 1

Name	Caffe Nero			**Survey Date**	19/10/2010
Business	Cafe			**Survey Hours 1**	0630-2100
Address	27 Haymarket			**Survey Hours 2**	
				Survey Code	988
District	Westminster				
Borough	WESTMINSTER				
Postcode	SW1Y 4EN			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	150
Class	A3 - Café			**Retail Floor Area (sq.m)**	80
Construction Phase				**Employees**	0

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

Managed Parking N **Waiting Restriction** U

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open Hours	0700 - 2030	0700 - 2030	0700 - 2030	0700 - 2030	0700 - 2030	0800 - 2100	0900 - 1900

	Home	Work	Else
Home	4	103	39
Work	5	54	5
Else	4	10	51

Disabled Access Unknown

Open To Public

Seats 60 **Screens** 0

Travel Plan Yes

Site Notes

The site is located on Haymarket, just south of Piccadilly Circus. The cafe is 150 square metres in size which includes the bar and seating area on the ground floor and the toilets downstairs. The cafe has 60 seats.

The area is very well served by public transport with the London Underground at Piccadilly Circus approximately 170
metres north west of the site. There are bus stops for a large number of services outside the site and along the
Haymarket (more details of these can be found in the PTAL information).

There is no on-site car park.

Name	Caffe Nero			**Survey Date**	19/10/2010
Business	Cafe			**Survey Hours 1**	0630-2100
Address	27 Haymarket			**Survey Hours 2**	
				Survey Code	988
District	Westminster				
Borough	WESTMINSTER				
Postcode	SW1Y 4EN			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	150
Class	A3 - Café			**Retail Floor Area (sq.m)**	80
Construction Phase				**Employees**	0

Survey Note

Caffe Nero on Haymarket in Westminster was surveyed on Tuesday the 19th October 2010.

The cafe has approximately 25 tables depending on the layout and 3 outside.

Visitors and staff were counted in and out of the entrance to the cafe on Haymarket. Visitors were interviewed on arrival, while they queued or on their exit.

Staff were asked to complete employee travel diaries throughout the day.

There were no deliveries during the survey.

Facilities

Exceptional Circumstances

TRAVL - Site Report

Report ID 1

Name	Caffe Nero			**Survey Date**	21/09/2011
Business	Cafe			**Survey Hours 1**	0600-1930
Address	Spring Street Paddington			**Survey Hours 2**	
				Survey Code	1055
District	W2 Head District				
Borough	WESTMINSTER				
Postcode	W2 3RA			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	110
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	4

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

Managed Parking N **Waiting Restriction** C

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open Hours	0630 - 1900	0630 - 1900	0630 - 1900	0630 - 1900	0630 - 1900	0700 - 1900	0700 - 1900

	Home	Work	Else
Home	30	77	6
Work	21	30	2
Else	2	2	6

Disabled Access Unknown

Open To Public yes

Seats 32 **Screens** 0

Travel Plan Yes

Site Notes

Caffe Nero is located on Spring Street, Paddington.

There is pay and display on-street parking located near to the site, although there is no on-site car park.

The site has easy access to public transport. The nearest train station is Paddington, which is less than 5 minutes walk away.

Paddington station has access to both National Rail and underground services. Paddington is served by 4 underground lines: Bakerloo, Circle, District and Hammersmith and City.

Bus services are numerous with 13 frequent services within 5 minutes walk.

Name	Caffe Nero			**Survey Date**	21/09/2011
Business	Cafe			**Survey Hours 1**	0600-1930
Address	Spring Street Paddington			**Survey Hours 2**	
				Survey Code	1055
District	W2 Head District				
Borough	WESTMINSTER				
Postcode	W2 3RA			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	110
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	4

Survey Note

The survey was undertaken on Wednesday 21st September 2011 between 06:00 - 19:30 hours. The weather was dry on the survey day.

Counts were undertaken at the access points and face-to-face interviews with visitors.

Out of the 5 full-time and 3 part-time employees, 2 part-time and 2 full-time staff were present on the day of the survey.

No deliveries were recorded on the survey day.

Facilities

Seating and toilet facilities.

Exceptional Circumstances

TRAVL - Site Report

Report ID 1

Name	Pret A Manger			**Survey Date**	03/07/2012
Business	Cafe			**Survey Hours 1**	0630-1830
Address	75B Victoria Street			**Survey Hours 2**	
				Survey Code	1072
District	Victoria				
Borough	WESTMINSTER				
Postcode	SW1H 0HW			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	250
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	0

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

Managed Parking N **Waiting Restriction** C

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open Hours	0700 - 1800	0700 - 1800	0700 - 1800	0700 - 1800	0700 - 1800	1000 - 1600	1000 - 1600

	Home	Work	Else
Home	12	58	6
Work	2	129	5
Else	4	9	7

Disabled Access Unknown

Open To Public

Seats 30 **Screens** 0

Travel Plan Yes

TRAVL - Site Report

Report ID 1

Name	Pret A Manger			**Survey Date**	03/07/2012
Business	Cafe			**Survey Hours 1**	0630-1830
Address	75B Victoria Street			**Survey Hours 2**	
				Survey Code	1072
District	Victoria				
Borough	WESTMINSTER				
Postcode	SW1H 0HW			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	250
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	0

Site Notes

Pret A Manger is among a number of shops, cafes and restaurants located on Victoria Street, a busy highsteet in Central London. National rail services are available at London Victoria Rail Station which is approximately a 9 minute walk from the cafe's front entrance.

The area is well served by public transport services with local bus services accessible within 1-8 minutes. The nearest London Underground station is St James' Park which is about a 4 minute walk from the cafe. Here, services on the Circle and District Lines can be accessed. Specific services offered on each line are as follows:

1. Circle Line - services to Edgeware and Hammersmith; and
2. District Line - services to Richmond, Upminster and Monument.

Below is a list of available local bus services:

VICTORIA STATION 73
VICTORIA STATION 38
VICTORIA STATION 82
VICTORIA ST BROADWAY 24
VICTORIA ST ARMY & NAVY 507
VICTORIA ST BROADWAY 211
VICTORIA ST BROADWAY 11
VICTORIA STATION 16
VICTORIA STATION 52
WESTMINSTER CATHEDRAL 44
VICTORIA ST BROADWAY 148
VICTORIA STATION 170
VICTORIA STATION 185
WESTMINSTER CATHEDRAL 2
WESTMINSTER CATHEDRAL 36
WESTMINSTER CATHEDRAL 436
GREAT SMITH STREET 88
PARLIAMENT SQUARE 12
PARLIAMENT SQUARE 159
PARLIAMENT SQUARE 53
PARLIAMENT SQUARE 453

Name	Pret A Manger			**Survey Date**	03/07/2012
Business	Cafe			**Survey Hours 1**	0630-1830
Address	75B Victoria Street			**Survey Hours 2**	
				Survey Code	1072
District	Victoria				
Borough	WESTMINSTER				
Postcode	SW1H 0HW			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	250
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	0

Survey Note

The survey was undertaken using one interviewer and one counter to record movements at the site.

Staff completed travel diaries which were collected at the end of the survey.

Survey hours: 0630 - 1830

Facilities

None - The cafe has neither seats nor customer toilet facilities. However, a standing area is availabe for customers wishing to eat in.

Exceptional Circumstances

None

TRAVL - Site Report

Report ID 1

Name	Caffe Nero			**Survey Date**	19/10/2010
Business	Cafe			**Survey Hours 1**	0630-2100
Address	27 Haymarket			**Survey Hours 2**	
				Survey Code	988
District	Westminster				
Borough	WESTMINSTER				
Postcode	SW1Y 4EN			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	150
Class	A3 - Café			**Retail Floor Area (sq.m)**	80
Construction Phase				**Employees**	0

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

Managed Parking N **Waiting Restriction** U

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open Hours	0700 - 2030	0700 - 2030	0700 - 2030	0700 - 2030	0700 - 2030	0800 - 2100	0900 - 1900

	Home	Work	Else
Home	4	103	39
Work	5	54	5
Else	4	10	51

Disabled Access Unknown

Open To Public

Seats 60 **Screens** 0

Travel Plan Yes

Site Notes

The site is located on Haymarket, just south of Piccadilly Circus. The cafe is 150 square metres in size which includes the bar and seating area on the ground floor and the toilets downstairs. The cafe has 60 seats.

The area is very well served by public transport with the London Underground at Piccadilly Circus approximately 170
metres north west of the site. There are bus stops for a large number of services outside the site and along the
Haymarket (more details of these can be found in the PTAL information).

There is no on-site car park.

Name	Caffe Nero			**Survey Date**	19/10/2010
Business	Cafe			**Survey Hours 1**	0630-2100
Address	27 Haymarket			**Survey Hours 2**	
				Survey Code	988
District	Westminster				
Borough	WESTMINSTER				
Postcode	SW1Y 4EN			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	150
Class	A3 - Café			**Retail Floor Area (sq.m)**	80
Construction Phase				**Employees**	0

Survey Note

Caffe Nero on Haymarket in Westminster was surveyed on Tuesday the 19th October 2010.

The cafe has approximately 25 tables depending on the layout and 3 outside.

Visitors and staff were counted in and out of the entrance to the cafe on Haymarket. Visitors were interviewed on arrival, while they queued or on their exit.

Staff were asked to complete employee travel diaries throughout the day.

There were no deliveries during the survey.

Facilities

Exceptional Circumstances

TRAVL - Site Report

Report ID 1

Name	Caffe Nero			**Survey Date**	21/09/2011
Business	Cafe			**Survey Hours 1**	0600-1930
Address	Spring Street Paddington			**Survey Hours 2**	
				Survey Code	1055
District	W2 Head District				
Borough	WESTMINSTER				
Postcode	W2 3RA			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	110
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	4

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

Managed Parking N **Waiting Restriction** C

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open Hours	0630 - 1900	0630 - 1900	0630 - 1900	0630 - 1900	0630 - 1900	0700 - 1900	0700 - 1900

	Home	Work	Else
Home	30	77	6
Work	21	30	2
Else	2	2	6

Disabled Access Unknown

Open To Public yes

Seats 32 **Screens** 0

Travel Plan Yes

Site Notes

Caffe Nero is located on Spring Street, Paddington.

There is pay and display on-street parking located near to the site, although there is no on-site car park.

The site has easy access to public transport. The nearest train station is Paddington, which is less than 5 minutes walk away.

Paddington station has access to both National Rail and underground services. Paddington is served by 4 underground lines: Bakerloo, Circle, District and Hammersmith and City.

Bus services are numerous with 13 frequent services within 5 minutes walk.

Name	Caffe Nero			**Survey Date**	21/09/2011
Business	Cafe			**Survey Hours 1**	0600-1930
Address	Spring Street Paddington			**Survey Hours 2**	
				Survey Code	1055
District	W2 Head District				
Borough	WESTMINSTER				
Postcode	W2 3RA			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	110
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	4

Survey Note

The survey was undertaken on Wednesday 21st September 2011 between 06:00 - 19:30 hours. The weather was dry on the survey day.

Counts were undertaken at the access points and face-to-face interviews with visitors.

Out of the 5 full-time and 3 part-time employees, 2 part-time and 2 full-time staff were present on the day of the survey.

No deliveries were recorded on the survey day.

Facilities

Seating and toilet facilities.

Exceptional Circumstances

TRAVL - Site Report

Report ID 1

Name	Pret A Manger			**Survey Date**	03/07/2012
Business	Cafe			**Survey Hours 1**	0630-1830
Address	75B Victoria Street			**Survey Hours 2**	
				Survey Code	1072
District	Victoria				
Borough	WESTMINSTER				
Postcode	SW1H 0HW			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	250
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	0

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

Managed Parking N **Waiting Restriction** C

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Open Hours	0700 - 1800	0700 - 1800	0700 - 1800	0700 - 1800	0700 - 1800	1000 - 1600	1000 - 1600

	Home	Work	Else
Home	12	58	6
Work	2	129	5
Else	4	9	7

Disabled Access Unknown

Open To Public

Seats 30 **Screens** 0

Travel Plan Yes

TRAVL - Site Report

Report ID 1

Name	Pret A Manger			**Survey Date**	03/07/2012
Business	Cafe			**Survey Hours 1**	0630-1830
Address	75B Victoria Street			**Survey Hours 2**	
				Survey Code	1072
District	Victoria				
Borough	WESTMINSTER				
Postcode	SW1H 0HW			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	250
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	0

Site Notes

Pret A Manger is among a number of shops, cafes and restaurants located on Victoria Street, a busy highsteet in Central London. National rail services are available at London Victoria Rail Station which is approximately a 9 minute walk from the cafe's front entrance.

The area is well served by public transport services with local bus services accessible within 1-8 minutes. The nearest London Underground station is St James' Park which is about a 4 minute walk from the cafe. Here, services on the Circle and District Lines can be accessed. Specific services offered on each line are as follows:

1. Circle Line - services to Edgeware and Hammersmith; and
2. District Line - services to Richmond, Upminster and Monument.

Below is a list of available local bus services:

VICTORIA STATION 73
VICTORIA STATION 38
VICTORIA STATION 82
VICTORIA ST BROADWAY 24
VICTORIA ST ARMY & NAVY 507
VICTORIA ST BROADWAY 211
VICTORIA ST BROADWAY 11
VICTORIA STATION 16
VICTORIA STATION 52
WESTMINSTER CATHEDRAL 44
VICTORIA ST BROADWAY 148
VICTORIA STATION 170
VICTORIA STATION 185
WESTMINSTER CATHEDRAL 2
WESTMINSTER CATHEDRAL 36
WESTMINSTER CATHEDRAL 436
GREAT SMITH STREET 88
PARLIAMENT SQUARE 12
PARLIAMENT SQUARE 159
PARLIAMENT SQUARE 53
PARLIAMENT SQUARE 453

Name	Pret A Manger			**Survey Date**	03/07/2012
Business	Cafe			**Survey Hours 1**	0630-1830
Address	75B Victoria Street			**Survey Hours 2**	
				Survey Code	1072
District	Victoria				
Borough	WESTMINSTER				
Postcode	SW1H 0HW			**Site Area (sq.m)**	0
Location	Central	**PTAL**	6	**Gross Floor Area (sq.m)**	250
Class	A3 - Café			**Retail Floor Area (sq.m)**	0
Construction Phase				**Employees**	0

Survey Note

The survey was undertaken using one interviewer and one counter to record movements at the site.

Staff completed travel diaries which were collected at the end of the survey.

Survey hours: 0630 - 1830

Facilities

None - The cafe has neither seats nor customer toilet facilities. However, a standing area is availabe for customers wishing to eat in.

Exceptional Circumstances

None

Appendix L – Travel Plan

Bartram's Convent

Travel Plan

Prepared by: ..... Checked by: .....

Rea Turohan
Graduate Consultant

Justin Sherlock
Associate Director

Approved by: .....

Tony Sheach
Director

Bartram's Convent Travel Plan

Rev No	Comments	Checked by	Approved by	Date
1	Draft report for client comment	JS	TS	09/09/14
2	Draft report following comments	JS	TS	18/09/14
3	Draft report following comments	JS	TS	19/09/14
4	Final report	JS	TS	29/09/14
5	Updated following highway authority comments	JS	TS	19/03/15

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Job No 60321537 Reference 60321537-M001-REP-0002 Date Created September 2014

Table of Contents

1. Introduction

1. Introduction

1.1. Introduction

1.1.1 AECOM has been commissioned by Pegasus Life to produce a BREEAM compliant Travel Plan (TP) in support of the proposals for the redevelopment of Bartram's Convent in Hampstead Heath, London. The development will involve the demolition of the existing convent building and construction of a new extra care facility for elderly people consisting of 60 one and two bedroom apartments with communal health and well being facilities. Shared communal facilities include a restaurant/ cafe, library, activity rooms and communal spaces, staff and concierge facilities, 28 disabled parking spaces and 59 cycle parking spaces.

1.1.2 The development will be accessed from Rowland Hill Street which serves the Royal Free Hospital located adjacent to the site. A plan showing the location of the site and the surrounding area is contained in **Appendix A**.

1.2. Travel Plan Details

1.2.1 Details of the relevant contacts for the travel plan are provided in **Table 1.1**.

Table 1.1: Travel Plan Contacts

Development Address	Travel Plan Coordinator	Travel Plan Author
Bartram's Convent, Rowland Hill Street, London NW3 2AD	TBC	Name: Rea Turohan Email:rea.turohan@aecom.com

1.3. What is a Travel Plan

1.3.1 A TP includes a series of measures and initiatives that will be introduced to provide residents, staff and visitors with an enhanced range of transport opportunities, ultimately aiming to reduce levels of single occupancy car use. They form an important element of the Government's Integrated Transport Strategy and are a means of managing the transport impacts generated by a development site.

1.3.2 It is envisaged that the measures included in a TP should demonstrate a holistic approach by incorporating both 'hard' engineering measures and the 'soft' marketing and management measures necessary to address the transport impacts arising from the development.

1.3.3 A TP should include targets, monitoring and management arrangements to ensure that the objectives of the plan are achieved and that it remains sustainable over the longer term.

1.4. Purpose of this Travel Plan

1.4.1 The main aim of this TP is to reduce the reliance on use of the private car and public transport use for essential and non-essential journeys made by employees, residents and visitors to and from the Bartram's Convent site.

1.4.2 This TP has been prepared in line with the guidance provided within:

- Department of Transport's (DfT) 'Delivering Travel Plans through the Planning Process';
- DfT 'Making Residential Travel Plans Work: Guidelines for New Developments'; and
- Transport for London's (TfL) 'Travel Planning Guidance Note' (November 2013).

1.4.3 This TP is fully compliant with the requirements of ATTrBuTE.

1.5. Benefits of this Travel Plan

1.5.1 A wide range of benefits can be accrued from the implementation of a TP, including a lower demand for car parking, improved health and well being of staff and residents, as well as reduced environmental effects in the vicinity of the site in terms of air quality, noise and congestion.

1.5.2 A broader range of benefits that can be achieved from the implementation of TP initiatives include:

- Improving accessibility by ensuring that walking, cycling and public transport measures are built into the design from the outset;
- Helping to reduce greenhouse gas emissions by ensuring that developments are accessible and reduce the need for car use;
- Improving the quality of life for employees and residents through time savings achieved as a result of less congestion and reduced stress levels;
- Reducing the number of car trips that would be predicted for the site without a TP; and,
- Providing residents with access to a full range of facilities and services.

1.6. Report Structure

1.6.1 Following this introduction, this TP is structured as follows:

- Section 2 describes the context of the plan in terms of national, regional and local policy as well as highlighting travel planning guidance;
- Section 3 outlines the site context in terms of highway access, pedestrian connectivity, cycle connectivity and public transport links;
- Section 4 outlines the development proposals;

- Section 5 provides indicative travel patterns for the proposed users of the site;
- Section 6 provides the aims and objectives of the TP;
- Section 7 outlines the targets of the TP;
- Section 8 discusses proposed measures and initiatives that could be implemented to meet the targets set out in section 7 of the TP;
- Section 9 discusses how the TP will be managed; and
- Section 10 discusses how the TP will be implemented, monitored and reported.

2. Transport Policy Considerations

2. Transport Policy Considerations

2.1 Introduction

2.1.1 This section considers the key transportation policies which are pertinent to the redevelopment proposals. The relevant policy documents are considered at national, regional, and local levels under their respective headings.

2.2 National Policy

National Planning Policy Framework

2.2.1 The Government's National Planning Policy Framework (NPPF) was adopted in March 2012, and outlines the Government's planning policies and how they are expected to be applied. The document replaces all existing Planning Policy Guidance notes and Planning Policy Statements.

2.2.2 The NPPF states that *'the purpose of the planning system is to contribute to the achievement of sustainable development*.' According to paragraph 9:

'Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- *making it easier for jobs to be created in cities, towns and villages;*
- *moving from a net loss of bio-diversity to achieving net gains for nature;*
- *replacing poor design with better design;*
- *improving the conditions in which people live, work, travel and take leisure; and*
- *widening the choice of high quality homes.'*

2.2.3 Regarding transport and travel, sustainable transport modes for the movement of goods and people are widely encouraged. Plans and decisions will take account of whether safe and suitable access to sites can be achieved for all people, whilst ensuring developments are designed to accommodate the efficient delivery of goods and supplies, give priority to pedestrian movements, and create safe and secure layouts which minimise conflicts between traffic and pedestrians.

2.2.4 With regards to parking, paragraph 39 states that: *'If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*

- *local car ownership levels; and*

- *an overall need to reduce the use of high-emission vehicles.'*

2.2.5 The document also states that any development proposals that generate significant amounts of movement should be supported by a Transport Statement or TA and a Travel Plan.

2.2.6 The NPPF states that a TA should consider the impact of the proposals on the surrounding road networks, identifying transport issues relating to proposed development, and outlining measures to mitigate these impacts where necessary. The process should also identify what measures will be required to improve accessibility and safety for all modes of travel. A Transport Statement is a simplified version of a Transport Assessment, required where it is agreed that the transport issues arising out of development proposals are limited and a full transport assessment is not required, whilst a Travel Plan is defined as being a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

2.2.7 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 sustainable access to the site can be achieved for all people.*

- *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'.*

2.3 Regional Policy

The Mayor's Transport Strategy

2.3.1 The Mayor's Transport Strategy, published in 2010, sets out the challenges and strategic policies and transport proposals to address them in London. Key goals that the Strategy seeks to achieve are:

- To support economic development and population growth;

- Enhance the quality of life for Londoners;

- Improve the safety and security of all Londoners;

- Improve Transport opportunities for all Londoners; and,

- Reduce transport's contribution to climate change, and improve its resilience;

2.3.2 Better integrated transport systems with enhanced interchanges are highlighted as important ways of getting the most from the transport system. Locating homes, services and employment opportunities together is central to the plans outlined in the Mayor's Strategy, by reducing the need to travel.

The London Plan

2.3.3 The London Plan – the Mayor's Spatial Development Strategy for greater London (2011) further expands upon the criteria set out in the Mayor's Transport Strategy, acting as a statutory planning framework to help

guide new developments in London. Focusing on the next two decades, the London Plan indicates that a sustainable development plan must be implemented, primarily based upon expansions to the existing walking, cycling, and public transport networks within London. Effective planning must be adopted to ensure the continued growth and expansion of London, with an integrated planning and transportation link at the forefront of these proposals.

2.3.4 The London Plan also sets out relevant car parking and cycle parking standards for use in determining the level of parking required for new development proposals.

2.3.5 For developments within London, TfL has produced TA guidance in order to assist in the creation of TAs, which takes account of the new planning powers afforded to the Mayor of London since 2006. The guidance recommends that all movements by both people and vehicles should be considered within the TA, with additional consideration placed upon new provisions for sustainable movements. The subsequent travel demand as generated by such developments must also be considered, along with how the newly-generated demand will be both implemented and managed.

2.3.6 A number of policies within the London Plan are relevant to this development as follows:

2.3.7 Policy 6.1 'Strategic Approach' states that *'The Mayor will work with all relevant partners to encourage the closer integration of transport and development by encouraging patterns of development that reduce the need to travel, especially by car'*. In addition those developments that generate high levels of trips will only be supported in locations with high levels of public transport accessibility.

2.3.8 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'*.

2.3.9 Policy 6.3 further states that *'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. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans'*.

2.3.10 Policy 6.9 'Cycling' states that *'developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists'*.

2.3.11 Policy 6.10 'Walking' states that *'development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space'*.

2.3.12 Policy 6.13 'Parking' states *that 'the maximum parking standards set out in the Parking Addendum should be applied to planning applications'*.

The London Plan Revised Early Minor Alterations (October 2013)

2.3.13 Revised Early Minor Alterations to the London Plan (REMA) were made in October 2013 in order to ensure that the Plan is as up-to-date as possible, in particular regarding references to Government guidance and national legislation enacted since July 2011. Revisions within Section 6, pertaining to transport, are primarily related to cycle parking standards.

Draft Further Alterations to the London Plan (2014)

2.3.14 In January 2014 the Draft Further Alterations to the London Plan (FALP) were published with suggested amendments to this draft published in July 2014 following a period of consultation. In respect of transport the main changes relate to car and cycle parking.

2.3.15 In respect to cycle parking FALP outlines in Table 6.3 proposed changes to cycle parking standards from the currently adopted London Plan and recommends that for Sui Generis uses such as this development that the most relevant standard for the land uses proposed is applied.

2.3.16 In respect of car parking the FALP recommends that where a development is located in an area of good public transport accessibility the development should aim for significantly less than one space per unit. However, it also states that adequate parking for disabled users should be provided, preferably on site. No explicit standards are outlined for Sui Generis uses but standards are provided for other uses.

2.4 Local Policy

Camden's Local Development Framework and Core Strategy

2.4.1 Camden's Local Development Framework (LDF) replaced the Unitary Development Plan (UDP) in November 2010. The LDF comprises the Core Strategy, Development Policies DPD, Site Allocations DPD, Area Action Plan and the Policies Map. These documents, together with the Mayor's London Plan, forms the Development Plan for Camden.

2.4.2 Camden's Core Strategy sets out the key elements of the Council's planning vision and strategy for the borough. It is the central part of the LDF, covering the physical aspects of location and land use, social and economic matters.

2.4.3 Seeking to ensure a housing policy which adapts to a growing population, policy CS6 sets out objectives for:

- The overall number of additional homes expected to be built in the borough;
- The proportion of affordable housing that the Council will seek;
- The Council's priorities in terms of mix of sizes and types of homes that are needed for particular groups of people; and
- The flexible implementation tools that will be used to support continued delivery if economic conditions threaten the supply of homes.

It is specified in Policy CS6 that '*the Council will aim to minimise social polarisation and create mixed and inclusive communities across Camden by:*

- *Seeking a diverse range of housing products in the market and affordable sectors to provide a range of homes accessible across the spectrum of household incomes;*
- *Seeking a range of self-contained homes of different sizes to meet the Council's identified dwelling-size priorities;*
- *Seeking a variety of housing types suitable for different groups, including families, people with mobility difficulties, older people, homeless people and vulnerable people; and*

- *Giving priority to development that provides affordable housing and housing for vulnerable people'.*

2.4.4 Policies CS1 to CS4 regulate the distribution of development and growth within the Borough:

Camden Council is looking to focus the borough's growth in the most suitable locations making best use of the limited land. Accessibility is a key factor in order to determine whether an area is suitable for development. The council will promote:

- *'a concentration of development in the growth areas of King's Cross, Euston, Tottenham Court Road, Holborn and West Hampstead Interchange;*

- *appropriate development at other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road/ Swiss Cottage, Kentish Town, Kilburn High Road and West Hampsted; and*

- *more limited change elsewhere'.*

Policy CS4 sets the following as requirements of the Council for developments within areas of limited change:

- Improvements to walking routes and other links;

- Contributions towards regeneration and training in deprived areas; and

- Provision of open space and other community facilities where there are local deficiencies.

2.4.5 Policy CS13 sets out the strategies to tackle climate change. Camden's Community Strategy commits the Council to reduce Camden's carbon dioxide emissions in line with the national target of 80% by 2050. A study commissioned by Camden Council, (Delivering a Low Carbon Camden), found that 30% of Camden's current emissions come from domestic buildings, 58% from non-domestic buildings and 12% from transport. Even though climate change is not specific to Camden, the Council has developed strategies that meet appropriately borough's dense and historic character and sensitive environments:

- Reducing the effects of and adapting to climate change;

- Local energy generation;

- Water and surface water flooding; and

- Camden's carbon reduction measures.

2.4.6 Policy CS11 of the Core Strategy sets out objectives for the promotion of a sustainable and efficient travel by:

- *'Improving strategic transport infrastructure to support growth;*

- *Promoting sustainable travel;*

- *Making private transport more sustainable; and*

- *Promoting the sustainable movement of freight'.*

Camden's Local Development Framework and Development Policies

2.4.7 The Development Policies set out detailed planning criteria used to determine planning applications in the borough. Development Policies DP16 to DP21 relate to promotion of sustainable and efficient transport.

2.4.8 Development Policy DP16 outlines the method by which transport implications of a development are assessed, in order to ensure that growth in the borough is integrated with existing places and transport networks, and does not generate excessive demand on transport infrastructure. In order to ensure this the following needs to be addressed:

- Movements to, from and within the site. The development is expected to make appropriate connections to the highway and street spaces;
- Where existing or committed transport capacity cannot meet the additional need generated by the development, infrastructure improvements are expected to be delivered; and
- Safe pick-up, drop-off and waiting areas for taxis, private cars and coaches where these are likely to be associated with the development.

Development Policy DP16 Appendix 1 sets out the threshold for developments that require a TA. When a TA is required this should:

- Consider movements by all modes associated with the proposal and the impact of these on the existing network;
- Identify the routes over which existing and proposed trips are likely to take place;
- Address the movement of all deliveries, servicing, refuse and other material and goods movements associated with the development;
- Consider the cumulative impacts of the proposals; and
- Indicate the infrastructure mitigation measures if required.

2.4.9 When a TA is required a Travel Plan is also expected to be submitted and TFL guidance followed. Further guidance is provided within the Camden Planning Guidance and in Making Residential Travel Plans Work: Guidelines for New Development (Department for Transport, 2005).

2.4.10 Development Policy 17 sets out the requirements for promoting walking, cycling and use of public transport:

- Convenient, safe and well-signed routes including footways and cycle ways designed to appropriate widths;
- 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;
- Safe road crossings where needed; and
- Bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

2.4.11 Development Policy 18 sets out the parking standards that the Council seeks to ensure that developments provide. Parking standards are set out in Appendix 2. Development Policy 19 sets out the Council's

approach to parking standards. To manage the impact of on-street parking provision the Council will resist development that:

- Harm highway safety or hinder pedestrian movement;
- Provide inadequate sightlines for vehicles leaving the site;
- Add to on-street parking demand where on-street parking spaces cannot meet existing demand, or otherwise harm existing on-street parking conditions;
- Require detrimental amendment to existing or proposed Controlled Parking Zones;
- Create a shortfall of parking provision in terms of the Council's Parking Standards for bicycles, people with disabilities, service vehicles, coaches and taxis;
- Create a shortfall of public car parking, operational business parking or residents' parking; and
- Create, or add to, an area of car parking that has a harmful visual impact.

2.4.12 Development Policy 20 sets out the Council's requirements for new developments in relation to the movement of goods and materials both during construction and when in operation. The Council seeks to minimise the movements of goods and materials by road, in particular:

- Developments that are expected to generate significant movement of goods should consider sustainable modes of transport such as rail and canal links;
- The Council will promotes freight consolidated facilities and encourage the use of cycle courier services for local deliveries;
- The Council seek to promote and protect facilities for the movement of goods by rail and water.

2.4.13 The Council seek to minimise the impact of the movement of goods and materials by road. The developments expected to generate significant movements of goods or materials by road should:

- Be located close to the TfL Road Network or other Major Roads;
- Avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;
- Accommodate goods vehicles on site;
- Seek opportunities to minimise disruption for local communities through effective management.

Camden's Planning Guidance

2.4.14 The Camden Planning Guidance (CPG) is a document to support the policies in Camden's Local Development Framework (LDF). This guidance is consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SPD).

2.4.15 Section 7 outlines policies relating to transport. Within this section the content and threshold for a Transport Assessment is provided. This is required for developments that generate:

- More than 1,000 person trips per day; or

- More than 100 person trips during the morning or evening peak (0700-1000 or 1600-1900); or
- More than 500 vehicle movements per day; or
- More than 100 vehicle movements in any single hour; or
- More than 20 heavy goods vehicles (over 7½ tonnes) per day; or
- Any heavy goods vehicle movements between midnight and 6am.

2.4.16 This document explains the circumstances under which travel plans are required, what they are intended to achieve, how they should be prepared and what measures should be considered for inclusion.

2.4.17 The Camden Planning Guidance also provides guidance on delivery and servicing plans. The guidance applies to all development proposals which are likely to generate delivery and servicing movements and therefore may incur significant noise and disturbance impacts.

2.4.18 The guidance also sets out detailed guidance for on-site parking provision, in particular:

- Implementation of numerical car parking standards;
- Dimensions and layout of spaces, including dedicated spaces for disabled people;
- Underground and stacked parking;
- Car clubs and pool cars; and
- Electric charging points;

2.4.19 Further guidance is available also on the following:

- Vehicle access;
- Streets and public spaces;
- Cycling facilities; and
- Minicab offices.

2.4.20 In relation to parking CPG 7 directs readers to Policy DP18 of Camden's Development policies but states, *'where car-free and car-capped developments contain wheelchair housing, the Council will expect a parking space to be provided for each wheelchair dwelling'.*

2.5 Travel Planning Guidance

Delivering Travel Plans through the Planning Process (DfT, 2009)

2.5.1 This document was published in April 2009 and sets out the role the planning process can play in securing an effective TP, which minimises the impact of development on transport infrastructure and assists in reducing CO_2 emissions. In particular, it highlights that the key to a robust travel plan is the development of a clear and integrated framework together with an explicit relationship between the TP and the development site.

2.5.2 The document addresses current policy and describes the role of both the Local Authority and the applicant in facilitating the travel planning process. In particular, specific reference is made to securing the travel plan through condition or planning obligation, such as the Section 106 agreement, in order to ensure that it has an outcome. In order to understand if a travel plan has been effective, the document also outlines the importance of a monitoring and enforcement regime, and the specification of outcomes which are clear and measurable.

2.5.3 In delivering a successful TP, the document also highlights the importance of involving all parties who are likely to influence the strategy to ensure that the document is an important part of the development delivery.

2.5.4 Finally, the document outlines that TP's need to be a 'living document', which is updated to ensure that remains effective and relevant.

Making Residential Travel Plans Work: Guidelines for New Development (DfT, 2005)

2.5.5 This guide was commissioned by the DfT in order to bring together emerging principles of good practice and to identify issues that need to be taken into account in developing residential travel plans and securing them through the planning system.

2.5.6 This guide provides detailed advice on all aspects of preparing a residential travel plan and securing it through the planning process. It is intended to help local authorities, developers and their consultants.

2.5.7 The main objectives of a residential travel plan should be:

- To address residents need for access to a full range of facilities for work education, health, leisure, recreation and shopping;
- To reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of a travel plan;
- To promote healthy lifestyles and sustainable, vibrant local communities;
- To encourage good urban design principles that open up the permeability of development for walking and cycling linked to the design and access statements; and

2.5.8 To address specific problems identified in the development's Transport Assessment.

Travel Planning Guidance Note November 2013 (TfL)

2.5.9 This guidance supersedes the previous TfL guidance 'Travel Planning for New Development in London: Incorporating Deliveries and Servicing' (January 2012). The document provides an overview of the requirements for preparing a TP for new developments and extension of existing sites located in London.

2.5.10 The document provides development scale guidelines for the preparation of a travel plan, outlining that for residential developments a travel plan statement should be prepared for between 50 and 80 units and a full travel plan should be prepared for equal or more than 80 units. In respect of this TP, the document states *'councils may adopt their own travel plan requirements for developments that are below the TfL thresholds, and where these are lower than those in Table 2.1, TfL supports their use'.*

3. Accessibility Appraisal

3. Accessibility Appraisal

3.1 Introduction

3.1.7 This Chapter considers the site location and the existing transport conditions in the vicinity of the site in terms of access by all modes. This Chapter then proceeds to provide a review of the Personal Injury Accident (PIA) history in the vicinity of the site.

3.2 Site Description

3.2.7 The site is located to the south of Rowland Hill Street, adjacent to the Royal Free Hospital, in Hampstead Heath, London. Rowland Hill Street is a private road serving the hospital, however, the development has rights of access. A site location plan is included in **Appendix A.** Hampstead Heath Overground and Belsize Park Underground stations are within a short walking distance of the site, and numerous bus routes and services are located nearby further enhancing the accessibility of the site to public transport services.

3.3 Pedestrian Facilities

3.3.7 The site is located within walking distance of a number of bus services, Underground and Overground stations. Assuming the industry standard walking speed of 80 metres per minute, and originating from the main pedestrian site entrance on Rowland Hill Street, Hampstead Heath Overground Station is six minutes walk towards the north, whilst Belsize Park Underground Station is five minutes walk towards the south. The site also has very good access to the bus network, with the closest bus stops, located on Rosslyn Hill being less than two minutes walk away. The nearest bus stops, London Underground and Overground Stations are shown on the plan contained in **Appendix B**.

3.3.8 The development is within easy walking distance of a number of commercial, retail and leisure facilities. Cafes, pubs, supermarkets and other shops and facilities such as pharmacies and post office etc, are located along Rosslyn Hill towards Belsize Park station and along Pond Street towards the Overground station. Pedestrian footways are provided along all roads and ensure a safe pedestrian route from the site to the main public transport nodes and amenities. Also facilities such as signalised, zebra and uncontrolled crossings, pedestrian guard railing and tactile paving are in place to ensure that pedestrian movement is both a safe and attractive option for visitors and residents. A plan showing pedestrian isochrones is contained in **Appendix C**.

3.3.9 Site access is provided along Rowland Hill Street, a Royal Free Hospital private road. There is a 1.5m wide footway along the southern side of Rowland Hill Street, providing a safe pedestrian route from the site to Rosslyn Hill. Footways bound both sides of Rosslyn Hill, where the closest bus stops are located. The western footway on Rosslyn Hill is 2.8m wide whilst the eastern footway is 4.5m wide. Controlled pedestrian crossings along Rosslyn Hill are located approximately 120 and 80m west and east of Rowland Hill Street respectively. Hampstead Heath Overground station and other bus services are located 400m towards the northeast. A pedestrian footpath is provided between Rowland Hill Street and Pond Street. The footway along the northern side of Rowland Hill Street is discontinuous and of variable width, being only 0.8m wide for the majority of its length.

3.4 Cycle Facilities

3.4.7 Cycling is a popular and common mode of transport within London, providing a low cost and efficient means of travel. Improvements and upgrades to London's cycle network mean that extensive routes are now in place offering cyclists greater priority along London's roads. The plan contained in **Appendix D** shows cycle isochrones, illustrating the area that can be reached within a ten-and twenty minutes cycle ride. In addition, off-road cycle routes within the cycle isochrones are included on the plan.

3.5 Public Transport

Public Transport Accessibility Level (PTAL)

3.5.7 The Public Transport Accessibility Level index was developed by the London Borough of Hammersmith and Fulham to identify those areas most accessible to public transport, and is used by TfL as a guide to public transport accessibility.

3.5.8 The site has a PTAL rating of five. This is a high PTAL rating and equates to an accessibility level for the site described as 'very good'.

3.5.9 Further details of the PTAL calculation are included in **Appendix E.**

Bus Services

3.5.10 The site is well located in terms of access to bus based travel. Analysis of the PTAL report for the site indicates that there are a total of five bus routes that are accessible within a 640m walking of the site (which is the distance defined by TfL as an acceptable walking distance to access bus based transport). These routes connect the site to destinations throughout Brent Cross, Archway, Old Kent Road, Elephant and Castle, Waterloo, Golders Green, Finchley Road, City Thameslink, Holborn, St Pancras, King's Cross, Camden, Swiss Cottage, Tottenham Court Road, Trafalgar Square, and Westminster.

3.5.11 The closest bus stop to the site is located to the southeast along Rosslyn Hill, approximately 120m walking distance from the site. Services from this stop are towards Old Kent Road connecting the site with Camden, Waterloo and Elephant and Castle. A further bus stop on Rosslyn Hill to the north of the site is located 290m walking distance from the site and provides connections with Finchley Road, Hampstead, Golders Green and Upper Holloway. Further services are available from the Royal Free Hospital stops located along and in the proximity of Pond Street.

3.5.12 The closest bus stops to the site (Rosslyn Hill/Pond Street) feature bus stop flags with timetable information and a bus shelter. The stop to the north on Rosslyn Hill features real time information in addition to the flag and shelter.

3.5.13 **Table 3.1** shows the relevant bus routes which serve the site. These are also illustrated on the plan contained in **Appendix B**.

Table 3.1 – Bus Services in the vicinity of the Site (services / hour)

Bus Stop Name	Walk Distance (metres)	Walk Time (minutes)	Services Available
Belsize Park Gardens	544	6.8	268
Royal Free Hospital	101	1.2	268, C11, 168
Belsize Avenue	395	4.9	268
Haverstock Arms	602	7.5	C11, 168
Belsize Park Station	338	4.2	C11, 168
Hampstead Heat/ Pond Street	244	3	46, 24, C11, 168
South End Green	393	4.9	46, 24, C11, 168
Fleet Road Royal Free	406	5	24
Haverstock Hill Downside Cr	468	5.8	C11, 168
Rosslyn Hill/ Pilgrims Lane	521	6.5	46, 268,

Note: All bus service data has been obtained from the PTAL assessment of the site

3.5.14 **Table 3.1** above demonstrates that there are a wide range of frequent bus services available from the stops closest to the site on Rosslyn Hill/ Pond Street.

Rail Services

3.5.15 London Overground services are available from Hampstead Heath station located approximately 500 metres (six minutes walk) from the site. Services are available towards Stratford or to Richmond and Clapham Junction. Trains run with frequencies of 7.5 minutes for the Richmond to Stratford route and 15 minutes for Clapham Junction to Stratford route. The location of the Overground station in relation to the site is displayed on the plan in **Appendix B.**

Underground Services

3.5.16 The site is located approximately 400m walking distance from Belsize Park Underground Station. Belsize Park is on the Northern line, providing direct services to Euston, King's Cross, St Pancras, Waterloo and London Bridge stations with onward connections to National Rail services. Northern line services operate every 4 to 6 minutes in either direction from 05:41 AM to 00:19 AM.

3.6 Highway Network

3.6.7 Vehicular access to the site is provided along Rowland Hill Street, a private road serving the Royal Free Hospital. Rowland Hill Street is a two way road that is approximately 9m wide in the vicinity of the site access. Parking bays for the hospital are located on the northern side of the carriageway. Within the hospital grounds Rowland Hill Street connects with Pond Street in the North. Parking bays are provided on the western side of Rowland Hill Street, these bays form part of the parking for the hospital and are available on a pay and display basis for £3 per hour. Provision for on street parking for long stay or residential uses is generally considered to be absent in this location. Rowland Hill Street forms a priority junction with Rosslyn Hill in the west. Visibility from Rowland Hill Street along Rosslyn Hill measured at a setback of 2.4 meters is in excess of 70 meters and therefore considered adequate to serve the development.

3.6.8 Rosslyn Hill is a two way single carriageway road which is subject to a speed limit of 20 mph. Rosslyn Hill in the vicinity of Rowland Hill Street features a northbound bus lane and parking bays along the eastern side of the carriageway. The bus lane operates Monday to Friday 07:00 to 19:00. A taxi rank is located on the eastern side of the carriageway to the north of Rowland Hill Street.

3.7 Access to local amenities

3.7.7 Access to local amenities has been considered by reference to the number of services and facilities available within walking and cycling distance of the site. Accessibility by walking and cycling has been assessed with reference to IHT guidelines ‘Providing for Journeys on Foot’ (2000). This guide outlines preferred and acceptable walking and cycling distances for a variety of journey purposes. An acceptable walking distance to access an amenity is generally considered to be up to 80m.

3.7.8 The development is within easy walking distance of commercial, retail and leisure facilities. Cafes, pubs, food and other shops and facilities such as pharmacies, post office etc, are located along Rosslyn Hill towards the Underground station and along Pond Street walking towards the Overground station.

3.7.9 The Royal Free Hospital is adjacent to the site and provides further facilities such as an ATM and pharmacy. The closest GP’s are located to the East and South of the site at approximately 350-400m walking distance. Hampstead orthodontic practice is located northeast from the site approximately 550m away; with further dentist practices located along Rosslyn Hill 350 metres to the north of the site. Pharmacies are located along with retail and restaurants and cafes next to Hampstead Heath Overground station and along Pond Street.

3.7.10 Numerous cafes and pubs are also located along Rosslyn Hill, the closest is only 50m from the site. Further facilities such as a post office and bank are located on the same road towards Belsize Park station and a library is located 500m east of the site.

3.7.11 **Table 3.2** below shows cycle and walking times to a number of sample locations, assuming an average walk speed of 4.8 kph and an average speed of 13kph and a willingness to cycle for up to 20 minutes.

Table 3.2 – Walking and cycling times to local amenities

Destination	Distance (metres)	Cycle time to / from the site (minutes)	Walking time to / from the site (minutes)
Belsize Park Station	397	2	5
Hampstead Heath Station	524	2	7
Hospital	150	1	2
GP Rosslyn Hill Surgery	350	2	4
Dentist-Lippa R	320	1	4
Hotel-Premier Inn	130	1	2
Bank-Natwest	370	2	5
Pharmacy	400	2	5
Food store-M&S	350	2	4
Cafe/Pub	50	1	1
Restaurant	100	1	1

3.7.12 **Table 3.2** demonstrates that a variety of amenities and facilities are available within an acceptable walking and cycling distance of the site. A plan showing local amenities is included in **Appendix F**.

3.8 Summary

3.8.1 This chapter has presented a review of the existing transport conditions in the vicinity of the site and it is considered that the site is sustainably located and is readily accessible by a range of modes including walking, cycling and public transport facilities.

4 Development Proposals

4. Development Proposals

4.1 Introduction

4.1.1 This section provides an outline of the development proposals including a review of access, servicing and parking.

4.2 Existing Site

4.2.1 The existing site is a former convent which has operated since 1959 as a hostel for primarily students. Since the 1970's it has operated solely as a hostel for students and their families. The site features a single point of vehicular access located on Rowland Hill Street, a private road that serves the Royal Free hospital located adjacent to Bartram's Convent.

4.3 Development Proposals

4.3.1 The development will involve the demolition of the existing convent building and construction of a new extra care facility for elderly people consisting of 60 one and two bedroom apartments with communal health and well being facilities. Shared communal facilities include a restaurant/ cafe, library, activity rooms and communal spaces, staff and concierge facilities, 28 disabled parking spaces and 59 cycle parking spaces.

4.3.2 The cafe will feature approximately 84 covers and will be available primarily for residents and their visitors. However, the cafe/restaurant will also be open for members of the general public to enjoy.

4.3.3 Within the lower ground floor a health and well being centre will be located offering fitness facilities and a range of treatments. The facility will only be available to residents and guests and as such will not feature any public access. In addition to the health and well being centre the basement will house cycle storage and a refuse area. The basement will house further cycle parking in addition to car parking facilities for the development. Plans showing the development proposals are contained within **Appendix H.**

4.3.4 The Bartram's Convent site currently has a Sui Generis land use and it is proposed that the development will also be classed under this use. The site will feature a total Gross Internal Area (GIA) of approximately 8700m² and employ up to 20 staff on a daily basis.

4.4 Access Arrangements

Pedestrians and Cyclists

4.4.1 Pedestrian access to the development will be provided directly from Rowland Hill Street to the north of the site at the location of the existing pedestrian access point. Access to the basement cycle parking will be via the lifts contained in the building. Lockers, showers and changing facilities will be provided for staff to ensure that cycling is a viable mode of transport to/from the site.

4.4.2 Cycle parking will be provided in two locations on the lower ground floor with a further store within the basement. A shared cycle and wheelchair store with room for 13 bicycles located on the lower ground floor will be accessible directly from the servicing space. A further staff only cycle store with room for eight

bicycles will be located within the lower ground floor. A further 38 spaces will be provided in the basement for use by staff, residents and visitors. The cycle stores on the lower ground floor will be accessible at grade from the access on Rowland Hill Street. The cycle store within the basement will be accessible via the vehicular access to the site from Rowland Hill Street and then via the lifts in the building which will be of sufficient size to enable a bicycle to be accommodated.

4.4.3 The level of cycle parking required within developments in Camden is outlined within Camden's Development Policies (2010). No specific standards are outlined for Sui Generis use, and therefore these standards cannot be applied directly to this development. However, the Development Policies document states that where a Sui Generis use is proposed reference can be made to similar land uses for the specific activities proposed on the site. On this basis cycle parking has been reviewed against the requirements for residential, cafe and health and well being type uses. **Table 4.1** below outlines Camden's cycle parking standards based upon the land use classes most comparable to the proposed development.

Table 4.1 – Camden Development Policies Cycle Parking Standards

Proposed Land Use	Cycle Parking Requirements	Provision Required (based upon total 8900m² floorspace)
C2 Residential Institution (8070m² floorspace)	Staff: From 500m² 1 space per 250m² Visitors: From 500m² 1 space per 250m²	Staff: 31 Visitors: 31
A3 Cafe/Restaurant (190m² floorspace)	Staff: From 500m² 1 space per 250m² Visitors: From 500m² 1 space per 250m²	Staff: 0 Visitors: 0
D2: Recreation and Leisure (440m² floorspace)	Staff: From 500m² 1 space per 250m² Visitors: From 500m² 1 space per 250m²	Staff: 0 Visitors: 0

4.4.4 The cycle parking standards suggest that approximately 62 spaces (based upon an approximate floorspace of 8700m²) would be required across the site.

4.4.5 Cycle parking standards are also outlined within the London Plan and FALP. As new cycle parking standards are proposed in the FALP this has been used to assess the level of parking required at the development. Whilst no standards are outlined for Sui Generis uses the FALP recommends reference to similar land use classes in a similar way to the Camden standards. **Table 4.2** below outlines the standards based upon the land use classes most comparable to the proposed development.

Table 4.2 – Draft Further Amendments to the London Plan Cycle Parking Standards

Proposed Land Use	Long Stay Parking	Short Stay Parking	Provision Required
C2 Residential Institution (20 staff and 111 bedroom)	One space per five staff members	One space per 20 bedrooms	Long stay: 4 Short stay: 6
A3 Cafe/Restaurant (190m²)	From a threshold of 100m² 1 space per 175m²	From a threshold of 100m² one space per 40m²	Long stay: 1 Short stay: 3

D2: Recreation and Leisure (staff included in C2 use above and 440m²)	One space per 8 staff	One space per 100m²	Long stay: 0 Short stay: 5

4.4.6 Based upon **Table 4.2** above and the cycle parking standards outlined within the FALP a total of 17 spaces would be required. The design team have given consideration to both Camden and emerging London Plan policy along with BREEAM requirements and propose the provision of 59 cycle parking spaces. This level of provision is considered acceptable and in compliance with policy given the Sui Generis use, type of users anticipated at the site (residents aged over 60) and the small number of staff (20) expected to work at the site on a daily basis.

4.4.7 Based upon experience from other sites that Pegasus Life have developed it is considered that this level of provision is ample to serve the likely demand at the site. However, in order to ensure that sufficient space is provided cycle parking use will be monitored through the travel plan. If demand exceeds supply further spaces will be provided.

Wheelchair Store

2.5.11 A wheelchair store for mobility scooters will also be provided on the lower ground floor with space for seven wheelchairs and will be accessible from the site access on Rowland Hill Street.

Vehicles and Servicing

4.4.8 The existing vehicular access point on Rowland Hill Street will be retained and improved as part of the development proposals. A widened vehicle crossover will be constructed to enable access to the site for parking, servicing and cyclists.

4.4.9 The development includes both a cafe on the ground floor as well as a health and well being centre on the lower ground floor. These uses are likely to generate a small demand for deliveries. A servicing area is proposed adjacent to the building that can be accessed at lower ground floor level. This servicing area has been designed to accommodate the type and frequency of servicing vehicles required to serve the site.

Refuse collection

4.4.10 The refuse store included within the development proposals will be located on the lower ground floor. Refuse collection will therefore take place from the servicing area adjacent to the building and be accessible from Rowland Hill Street via the existing vehicle crossover.

Vehicle parking

4.4.11 It is proposed that the Bartram's Convent site will feature 28 parking spaces. The spaces will be located in the basement and accessible via the car stacker. The car stacker will be specified for disabled users and therefore all spaces in the basement will in effect be disabled spaces. The car stacker will also feature electric vehicle charging capability ensuring that the parking is in compliance with London Plan policy. The car stacker will be available primarily for residents with staff provided access on a needs basis (such as carers who need to travel) along with regular visitors.

Taxis

4.4.12 Taxis will be able to pick up and drop off at the front of the site on Rowland Hill Street. Pedestrians will then be able to access the site via the pedestrian access point on Rowland Hill Street. On street taxi facilities are considered acceptable given the relatively low demand for this mode of transport anticipated within the trip generation in the next section. In the unlikely event that congestion does occur taxis would be able use the servicing area to pick up and drop off users of the site.

Emergency Vehicle Access

4.4.13 In the event of an emergency fire tenders would be able to stop on Rowland Hill Street or within the servicing area to access the site.

4.4.14 Ambulances accessing the site would be able to stop within the servicing area should they need to access the site.

5 Travel Surveys

5. Travel Surveys

5.1 Introduction

5.1.1 This section provides an assessment of the likely travel patterns of future residents of the Bartram's Convent. The data that informs the likely travel patterns from this site has been derived using information from the current travel patterns for residents of Hampstead Heath/Camden.

5.2 Indicative Travel Patterns

5.2.1 An indicative modal split for the residents of Hampstead Heath/Camden has been derived using 2011 Census journey to work data for the Hampstead ward in the London Borough of (LB) Camden in which the site is located. A summary of the journey to work data for residents in the Hampstead ward is included in **Table 5.1** below.

Table 5.1 – 2011 Travel to Work Census Data for Hampstead Ward

Mode	Count	Percentage
Underground, Metro, Light Rail, Tram	2543	48.1%
Train	224	4.2%
Bus, Minibus or Coach	460	8.7%
Taxi	71	1.3%
Motorcycle, Scooter or Moped	88	1.7%
Driving a Car or Van	746	14.1%
Passenger in a Car or Van	48	0.9%
Bicycle	267	5.0%
On Foot	785	14.8%
Other Method of Travel to Work	60	1.1%
Total	**5292**	**100%**

5.2.2 The results of the Census journey to work data demonstrates that the majority of trips undertaken by residents of Hampstead are via Underground (48.1%). The second most popular form of transport is via walking (14.8%) followed closely by car driver (14.1%), bus/ coach (8.7%) and cycle (5%).

5.2.3 It is considered that the implementation of this TP will encourage residents to undertake their trips by more sustainable modes of travel including walking and cycling, reducing the emphasis on private car and public transport use.

5.2.4 The Transport Assessment (TA) that accompanies this application provides an evaluation of the number of person trips that will be generated by the proposed development. The person trips have been derived from TRICS and TRAVL for each land use and have been split across the modes of travel identified in **Table 5.1**. The resultant peak hour and daily trip generation for the proposed development is shown in **Table 5.2** below.

Table 5.2 – Proposed Multi-modal trip generation for site (taken from the TA)

Mode	AM Peak (08:00-09:00)			Development Peak (13:00-14:00)			PM Peak (17:00-18:00)			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Underground, Metro, Light Rail, Tram	7	5	**12**	9	5	**14**	4	6	**10**	68	66	**134**
Train	1	0	**1**	1	1	**1**	0	1	**1**	8	6	**14**
Bus, Minibus or Coach	1	1	**2**	1	1	**2**	1	1	**2**	13	13	**25**
Taxi	0	0	**0**	0	0	**0**	0	0	**0**	2	2	**5**
Motorcycle, Scooter or Moped	0	0	**0**	0	0	**0**	0	0	**0**	2	2	**4**
Driving a Car or Van	1	1	**3**	2	1	**4**	1	2	**3**	18	19	**36**
Passenger in a Car or Van	0	0	**0**	0	0	**0**	0	0	**0**	2	2	**3**
Bicycle	1	1	**1**	1	0	**1**	0	1	**1**	7	7	**13**
On Foot	9	11	**20**	21	22	**42**	5	6	**11**	106	120	**226**
Other	0	0	**0**	0	0	**0**	0	0	**0**	1	1	**3**
Total	**20**	**20**	**40**	**36**	**31**	**67**	**12**	**17**	**29**	**227**	**237**	**464**

5.2.5 The data in **Table 5.2** above shows that the main mode of transport for residents of the proposed development is projected to be by foot with up to 42 movements occurring by this mode during the development peak period. The second most popular mode of transport is projected to be via underground.

6. Travel Plan Aims and Objectives

6. Travel Plan Aims and Objectives

6.1 Introduction

6.1.1 The site has a 'medium-high' PTAL rating and as such it would be expected that the site will have a low car mode share at the point of opening. This is reflected in the modal split analysis within the previous section that identifies that car driver trips account for only 14.1% of work based journeys in the Hampstead ward in which the site is located.

6.1.2 This does not mean, however, that this TP cannot contribute to ensuring and furthering the sustainable travel credentials of the development proposals. A set of key aims and objectives have been identified which the TP will operate towards.

6.2 Aims

6.2.1 The overall aims of this TP are to:

- Reduce carbon emissions from travel associated with the development and minimize the environmental impacts of all aspects of the development's travel activity;
- Raise the awareness of sustainable travel options and ensure benefits of sustainable modes of transport are apparent to users of the site;
- Reduce the overall level of impact of the development on the surrounding area, with respect to transport movements to and from the site;
- Promote and encourage the use of modes of transport that improve health; and
- Set an example of good practice for the area.

6.3 Objectives

6.3.1 The aims of this TP are supported by five main objectives, which are as follows:

- The encouragement of walking as a means of transport in its own right or as part of a journey in conjunction with other modes of transport as well as promoting its health benefits;
- The encouragement of cycling as a healthy form of private transport;
- Reduce the emphasis on public transport as the primary mode of travel to the site for staff trips under 5km; and
- Implement effective travel targets which are SMART (**S**ite-specific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related).

7. Targets

7 Targets

7.1 Introduction

7.1.1 To support the aims and objectives of this TP, mode share targets will be set. As per TfL's 'Travel Planning Guidance Note November 2013' the targets set in this TP will be SMART:

- **Site -specific**: The targets take into account the location of the site in terms of accessibility and the type of development proposed;
- **Measureable**: The proportion of users using each mode of transport will be measured and monitored using the travel questionnaires as outlined in section ten of this report;
- **Achievable**: It is considered that through the measures included within this TP relating to public transport, walking and cycling that the targets are achievable;
- **Realistic**: Given the low baseline proportion of walking and cycling trips a target increase in these types of trips is considered realistic. A reduction in car driver based trips (by 5%) for journeys of less than 5km is considered realistic as it is likely that these journeys could be undertaken by walking and cycling; and
- **Time-bound**: The targets are to be met within five years of initial occupation of the development.

7.2 Targets

7.2.1 TfL's 'Travel Planning Guidance Note November 2013' does not contain any specific guidance on the amount in which a travel plan should aim to reduce single occupancy car trips. However, the document does provide a summary of the London wide targets which are set out in the Mayor's Transport Strategy. These include:

- Achieve a 5% modal share for cycling (currently 2%);
- Significantly increase walking mode share above the current 24%;
- To reduce private motorised transport by 4% from a base of 43%;
- Achieve a 60% reduction in London's CO2 by 2025; and
- Balance capacity and demand for public transport.

7.2.2 Given that the site is located in a sustainable location with the Census mode share information indicating that the majority of trips are already being undertaken via the underground, the modal share targets for this TP are to reduce car driver trips as well as public transport trips and to increase walking and cycling trips which are considered to be more sustainable than public transport use. This is considered to reflect the London wide targets set out in the Mayor's Transport Strategy by helping to decrease demand on an already congested public transport network.

7.2.3 The indicative targets to be achieved within five years of occupation of the development are outlined below:

- Decrease single occupancy car driver trips undertaken by residents/visitors/staff by 5%, when compared with the base year;
- Increasing pedestrian based trips for all users by 3% (for trips of less than 5km) when compared with the base year; and
- Increasing cycle based trips for staff by 2% (for trips of less than 5km) when compared with the base year.

7.2.4 In order to inform the targets set by this TP, the above percentages have been applied to the 2011 Census journey to work data as detailed in section 5 of this report. The resultant projected mode share targets are outlined in **Table 7.1**.

Table 7.1: Projected Mode Share Target

Mode	Percent Mode Share	
	2011 Census	Mode Shift Target
Underground, Metro, Light Rail, Tram	48.1%	48.1%
Train	4.2%	4.2%
Bus, Minibus or Coach	8.7%	8.7%
Taxi	1.3%	1.3%
Motorcycle, Scooter or Moped	1.7%	1.7%
Driving a Car or Van	14.1%	9.1%
Passenger in a Car or Van	0.9%	0.9%
Bicycle	5.0%	8.0%
On Foot	14.8%	17.8%
Other Method of Travel to Work	1.1%	1.1%
Total	**100%**	**100%**

7.2.5 It is considered that a reduction in single occupancy car driver trips 5% and an increase in pedestrian trips for all users and cycle based trips for staff within five years of opening of the site are achievable and realistic.

7.3 How the Targets meet the TP Objectives

7.3.1 The above targets are considered to meet the objectives of this TP by reducing the use of private car by residents/visitors/staff of the site and increase trips via foot and cycle.

7.3.2 The proposed Targets have been prepared in line with latest government and TfL guidance and are designed to be SMART.

8. Proposed Measures and Initiatives

8. Proposed Measures and Initiatives

8.1 Introduction

8.1.1 This section of the report outlines the measures and initiatives that will be introduced at the site to achieve the targets set out in section seven. The final measures and initiatives that will be used will be agreed between Pegasus Life and the London Borough of Camden prior to first occupation.

8.1.2 The measures and initiatives outlined below have been divided into physical 'hard' measures and 'soft' measures such as information, education and promotion.

8.2 'Hard' Measures

8.2.2 The following 'hard' measures will be implemented at the site in conjunction with this TP.

Cycling

8.2.3 In order to facilitate and increase the use of the bicycle as a means of travel to the development among staff, residents and visitors secure cycle parking will be provided.

8.2.4 A total of 59 cycle parking spaces will be provided within dedicated areas on the lower ground and basement floors. Lockers, showers and changing facilities will also be provided to ensure cycling is a viable means of transport for users of the site. The spaces on the lower ground floor will be accessible via the vehicular entrance to the site whilst the basement spaces can be accessed using the lifts in the building. The layout and location of the cycle parking is shown within the plans in **Appendix G**.

8.2.5 Staff and resident's feedback will provide an indication of the success, or otherwise, of the cycle parking facilities provided. If the cycle parking facilities are found to be under used, it may be necessary to survey residents and staff to identify any underlying causes for the low usage and determine measures to encourage increased use.

8.2.6 Cycle route maps will be made available to staff and residents through the welcome pack, community notice board and online (see below). Maps showing the locations of facilities within the vicinity of the site that would be of use to residents (bus stops, rail stations, convenience stores etc) will be provided in the welcome packs, on the community notice board and on the travel website.

Car Parking Provision

8.2.7 Beside a disabled parking bay, a total of 28 car park spaces are proposed on site located within the basement and accessible via the car lift and car stacker. Electric vehicle charging will be provided in accordance with London Plan Policy. A further disabled parking space will be provided at the entrance on Rowland Hill Street for visitors.

8.3 'Soft' Measures

8.3.1 The following 'soft' measures will be implemented at the site in conjunction with this TP.

Car Sharing

8.3.2 Car sharing is aimed at minimising the number of single occupancy car trips by encouraging people to car share. Car sharing benefits staff financially, whilst also reducing the number of cars on the highway network. Lift sharing will be encouraged internally by the travel plan co-ordinator and through the welcome packs and notice board. Where matches within the site cannot be found, established lift share services such as www.liftshare.com will be promoted.

Car Club Scheme

8.3.3 Zipcar offer a local car club scheme in which residents will be able to rent and pick up a car locally for a specified length of time, thus providing a viable alternative to private car ownership. The nearest car club bays to the development are 240 meters away southwest from the site on Ornan Road at the junction with Perceval Avenue Street. As part of the welcome pack handed to residents of the site the car club will be promoted as a viable alternative to car ownership.

Welcome Packs

8.3.4 An introductory Travel Information Welcome Pack is intended to motivate residents and staff of the site to use sustainable modes of travel. A Welcome Pack will be issued to all new residents on completion of the purchase of a property or for staff when they commence work. This will help to establish sustainable travel patterns from the outset. As a minimum, each pack will include:

- An offer of a visit from the Travel Plan Co-ordinator (TPC) to provide information about sustainable travel;
- Provision of walking and cycling maps showing routes to local facilities and public transport facilities, including walking/cycling times;
- Car share scheme details;
- Car club membership details;
- Site specific public transport information and timetables; and,
- A feedback survey to gather early information about perceived transport choices, the impact of the TP and ways of improving it.

8.3.5 The Welcome Pack will be kept up to date by the TPC and should an apartment change ownership or a new member of staff start within the life of the TP an up to date Welcome Pack will be provided.

Community Notice Board

8.3.6 A Community Notice Board providing travel and community information to staff and residents will be provided at a prominent location within the site. The board will display a map of the site and surrounding area and local bus information including timetables, bus stop locations and route maps. In addition, details regarding car sharing and the car club will be provided.

8.3.7 The board will also be used to inform staff and residents of any forthcoming travel initiatives or events that are being organised by the TPC.

8.3.8 The exact location of the notice boards will be determined once the final layout has been confirmed.

Travel Website

8.3.9 A dedicated travel website could be established which provides detailed information regarding sustainable modes of travel including walking, cycling and public transport.

Newsletter

8.3.10 A newsletter could be created and disseminated to users of the site on a six monthly basis. The newsletter would provide an update on the progress of the plan as well as details about upcoming events and promotions.

Pedestrian and Cycle Promotion

8.3.11 Residents will be provided with a map of the local facilities which are easily accessible by cycling or walking, together with an indication of suggested routes. Regular updates will be made available by the TPC via the Community Notice Board.

8.3.12 Travel Information Welcome Packs will be issued to all staff and residents and will comprise of promotional material highlighting the benefits of walking and cycling.

8.3.13 A walking and cycling group will be introduced to promote walking and cycling amongst residents and to organise walking and cycling events.

8.3.14 Staff could be offered the opportunity to purchase a bicycle through the Cycle2Work scheme. This national scheme enables staff to purchase a bicycle in a tax efficient manner through salary sacrifice.

Promotional Events

8.3.15 Promotional events will be organised to encourage the use of more active transport modes amongst staff and residents. The promotional events will be aligned with local and national events to give staff and residents the opportunity to take part in larger events that they would not normally enter.

Visitors

8.3.16 Visitors of the site will be made aware of the presence of the TP and limited parking availability on site. Details about travelling to the site by sustainable modes could be made available on the site website.

9. Travel Plan Management

9 Travel Plan Management

9.3 Introduction

9.1.1 It is important to have a strong organisational structure with clearly defined roles in order to deliver a successful TP. This includes identifying key responsibilities, how the TP will be implemented, how the initiatives will be enacted and the procedure for monitoring and review. This section outlines how the travel plan will be managed.

9.2 Management

Travel Plan Co-ordinator

9.2.1 The day to day operation of the travel plan will be the responsibility of an appointed TPC. Details of the appointed TPC will be provided to the London Borough of Camden within three months of permission being granted. The TPC will be responsible for:

- Marketing and publicising of the TP;
- Acting as the “Public Face” of the TP, the key contact point for staff and residents;
- Letting staff and residents know of the benefits of the TP and taking a more sustainable approach to transport;
- Ensuring all information provided is relevant and up to date;
- Responsibility for the delivery of the identified initiatives;
- Investigating the potential for new measures and initiatives;
- Liaising with key service providers and the Local Authority;
- Identify and encourage participation in national and local events that promote sustainable travel;
- Organising the monitoring of the TP; and
- Reporting the results of the monitoring.

9.2.2 The TPC will dedicate a sufficient amount of time to ensure all tasks are completed for developing the initiatives and implementing an overall strategy for the development. The amount of time required will vary from month to month depending on the survey and resultant measures.

9.2.3 The TPC will have a good knowledge of the local facilities in the area and will fully believe in the strategy to be implemented at the development. It is likely that the TPC will be assumed by the manager of the site.

9.2.4 The TPC will be appointed at least one month prior to occupation of the site to ensure the measures and initiatives of the plan can be instilled from the offset. It is envisaged that the TPC will be assumed by the manager of the site. Alternatively, a consultant could be employed to act as the TPC.

Travel Plan Working Group

9.2.5 A TP should be seen as an evolving document which is subject to ongoing review and tailored to maximise its effectiveness. This process of management and review will be undertaken by a steering group containing representatives from the management team, staff, residents, as well as the TPC. The Local Authority and key service providers will also be consulted as part of the review process. The site manager will be responsible for ensuring that the role of the TPC and the steering group are adequately resourced to undertake their tasks efficiently.

9.2.6 Not all members of the Travel Plan Working Group will be known until the whole site is occupied. As soon as available, a contact list of the nominated people associated with the TP will be drafted.

10. Implementing, Monitoring and Review

10 Implementing, Monitoring and Review

10.1 Introduction

10.1.1 Continuous monitoring of this TP will be required to determine the effectiveness of measures and initiatives. This section of the document gives a suggested strategy for implementing, monitoring and reviewing the progress of the TP with respect to the objectives and targets that have been set out for a period of five years following initial occupation. The first data collection exercise (a questionnaire to establish baseline travel habits) will be undertaken within six months of initial occupation of the site.

10.2 Securing the Plan

10.2.1 This TP will be secured through a planning condition and S106 agreement relating to the development permission.

10.3 Implementation

10.3.1 This TP looks to establish a sustainable approach to travel provision and the behaviour of those travelling to and from the site. This TP will seek to influence the transport choices made by staff and residents to and from the site. The way this TP is implemented will determine how successful the measures and initiatives are in influencing this behaviour and there are a number of areas which can be targeted to maximise its impact.

10.3.2 Travel behaviour is determined at a very early point and once people settle in to a particular routine it is difficult to alter. It is therefore important that every effort is made to influence peoples' decisions at the earliest possible opportunity. In line with this, the measures and initiatives will be implemented from the point of occupation, where appropriate. On first occupation, residents will be issued with Travel Welcome Packs which will contain relevant information on walking, cycling and public transport facilities that are available in the vicinity of the site.

10.3.3 The effectiveness of this TP will also benefit from interaction between those responsible for its management and those who it is designed to benefit. This is a two way process with the need to encourage a strong sense of ownership among residents. This can lead to a greater participation in events and initiatives and strengthen a feeling of involvement. This process then benefits from feedback provided by those taking part in the scheme, supplying a source of ideas and comments from those directly impacted, while the TPC and Travel Plan Working Group provide information back to them as part of the review and informing process. This becomes a continuous transferring of ideas and strengthens the interaction of the groups. This may be facilitated by having regular TP meetings or the production of a TP newsletter.

10.4 Monitoring

10.4.1 Monitoring will be undertaken for a period of five years. The monitoring and review process will be implemented to generate information by which the success of the travel plan can be evaluated. Monitoring and review will be the responsibility of the TPC and the Working Group.

10.4.2 A travel questionnaire will be issued to all staff and residents within six months of initial occupation of the development or upon 75% occupation (whichever comes first) in order to establish baseline travel patterns. This baseline survey and all subsequent surveys will be iTrace compliant. Following the baseline survey

further monitoring surveys will be undertaken in years one, three and five. The travel questionnaires will seek to establish:

- Household structure;
- The number of trips made per day (by day of the week) by journey purpose and mode of travel by journey purpose;
- Opportunities for linked trips by journey purpose;
- Particular needs for the use of a private car;
- Special needs requirements; and
- Attitudes towards other travel arrangements that could be considered and ways which they could be encouraged to do so.

10.4.3 An important part of the monitoring process will be making the results available to the relevant groups to increase awareness and ensure the accountability of the TP, to legitimise it and encourage further feedback. The TPC will be responsible for the public reporting of the results and this may occur through:

- Publication of a Travel Plan Report;
- Information provided in newsletters; and
- Notices posted on the travel plan notice board and provided within the Welcome Pack.

10.4.4 In order to ensure that the targets are met additional measures and initiatives could be provided should the monitoring demonstrate that the targets may not be met.

10.4.5 As requested in TfL's 'Travel Planning Guidance Note November 2013' this TP will be monitored through the iTrace system.

10.5 Reporting and Review

10.5.1 This TP will be reviewed annually with the first review to be undertaken after one year of the TP being implemented (one year after initial occupation) in order to measure its effectiveness. The TPC will be responsible for the review process with the support of the Working Group.

10.5.2 A Monitoring Report will be developed by the TPC summarising the results of the surveys. This report will be circulated to staff and residents, the London Borough of Camden and key stakeholders.

10.5.3 The report will include the current survey results compared against the targets established within the baseline travel survey. Should the results of the survey show that the targets are not being met the report will include details of measures which are to be implemented in order to help improve mode share.

10.5.4 The review of the TP will consider staff and residents travel needs arising from new developments in transport provision. The travel plan will be updated as appropriate to account for this.

10.6 Annual Action Plan

10.6.1 A draft Annual Action Plan for the site has been drawn up and is contained within **Appendix H**. The Action Plan will be finalised with the relevant names against each task following initial occupation of the site.

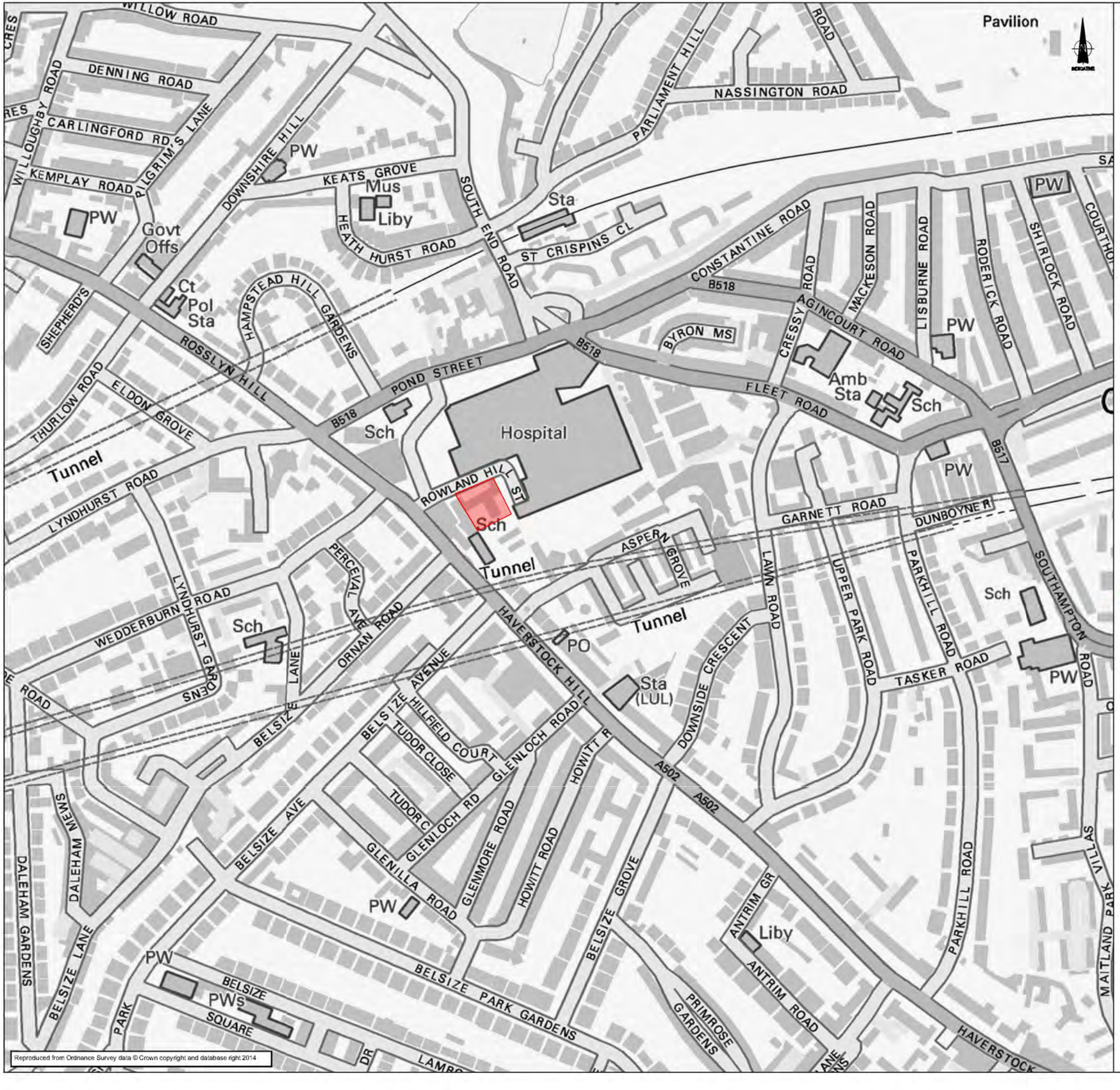
10.7 Budget

10.7.1 The management of this TP creates an ongoing requirement for funding for administrative purposes and to support the role of the TPC.

10.7.2 The measures and initiatives outlined in this TP as well as the role of the TPC will be funded by Pagasus Life of the site. The required level of funding will be agreed between the developer and the London Borough of Camden following acceptance of this TP.

Appendix A – Site Location Plan

ISO A3 420 x 297mm



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PROJECT

Bartrams Convent

ISSUE/REVISION

	02/09/14	RT	RT	JS	NA
I/R	DATE:	DESIGN	DRAWN	CHK'D	APP'D

PROJECT NUMBER

60237873

SHEET TITLE

SITE_LOCATION

SHEET NUMBER

APPENDIX_A

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Appendix B – Public Transport Plan

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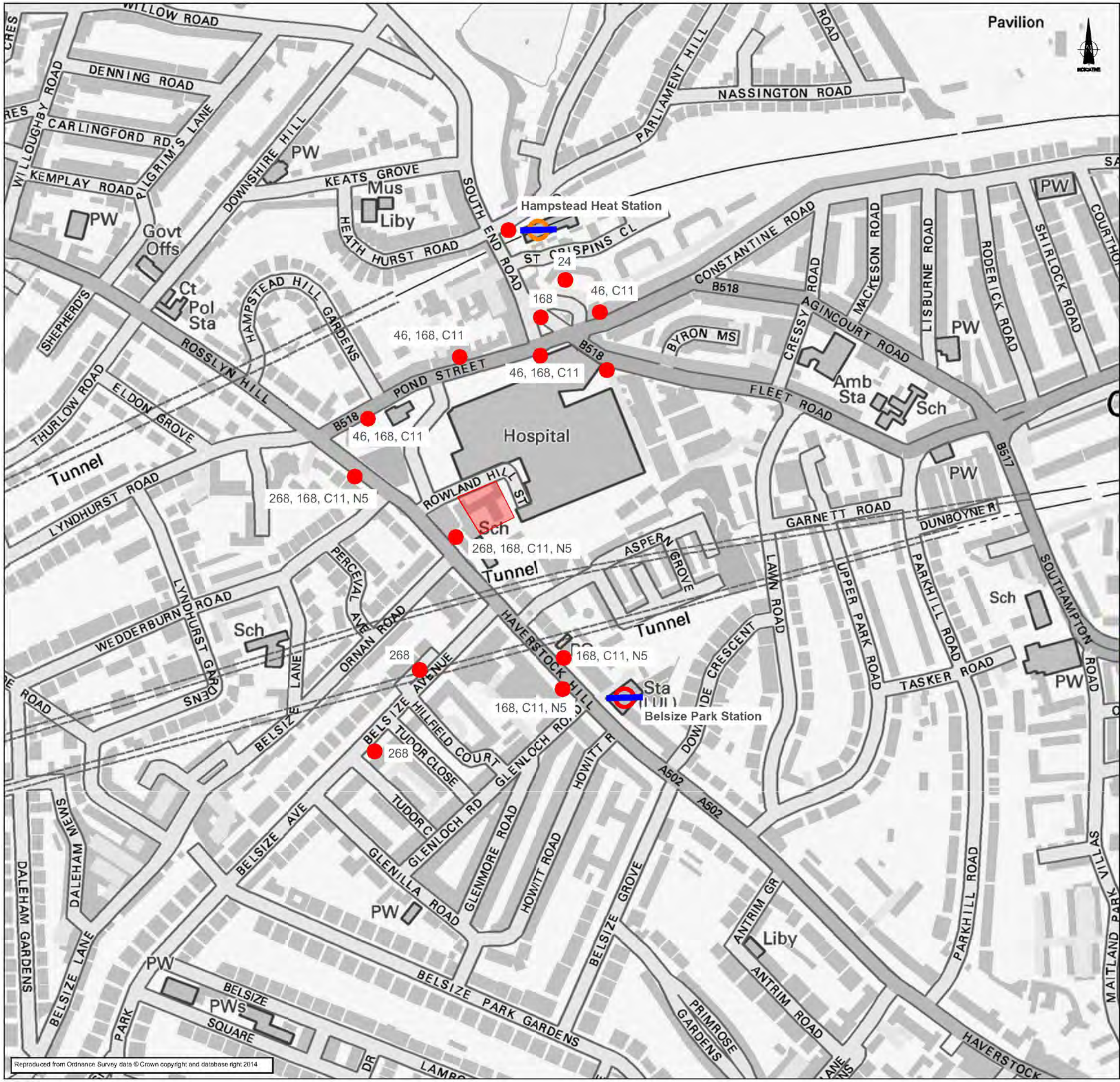

NOTES

KEY

- Site Location
- Underground station
- Overground station
- Bus stop
- XX Service number

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PROJECT

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ISSUE/REVISION

I/R	DATE	DESIGN	DRAWN	CHK'D	APP'D
	02/09/14	RT	RT	JS	NA

PROJECT NUMBER

60237873

SHEET TITLE

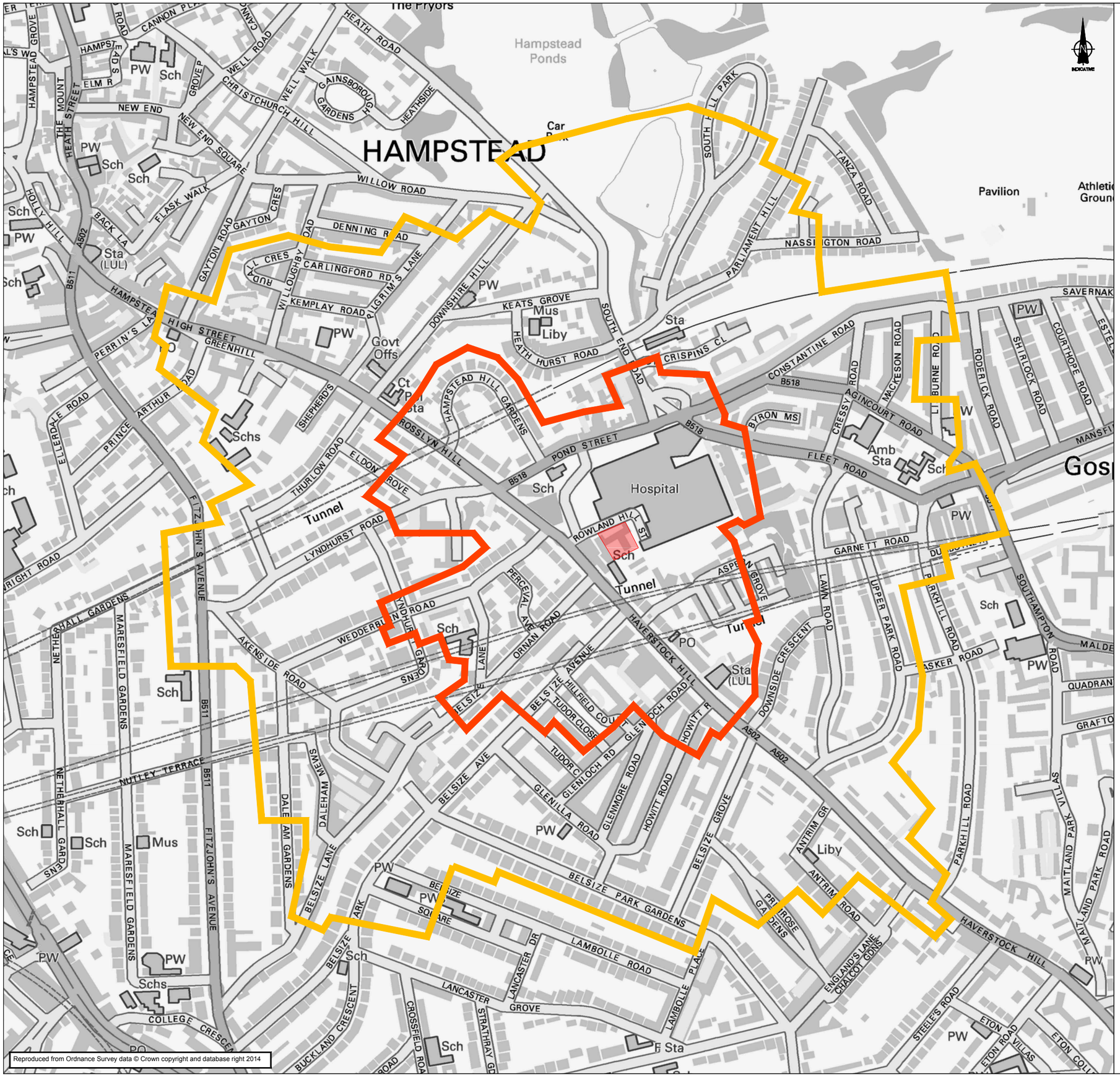
PUBLIC_TRANSPORT

SHEET NUMBER

APPENDIX_B

Appendix C – Pedestrian Isochrones Plan

ISO A3 420 x 297mm



NOTES

KEY

- Site Location
- 400m Walking Isochrone
- 800m Walking Isochrone

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PROJECT NUMBER

60237873

SHEET TITLE

PEDESTRIAN_ISOCHRONE_PLAN

SHEET NUMBER

APPENDIX_C

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Appendix D – Cycle Isochrones Plan