

Omar Shafi

**6 NUTLEY TERRACE
LONDON
NW3**

Transport Statement

February 2012

TTP Consulting

**131-151 Great Titchfield Street
London
W1W 5BB
Tel: 020 3008 8940**

www.ttp-consulting.co.uk

Registered in England: 7441800

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1 INTRODUCTION

- 1.1 TTP Consulting are retained by Omar Shafi (the Applicant) to provide traffic and transportation advice in relation to the proposal to develop 6 Nutley Terrace in the London Borough of Camden. The site location is shown at **Figure 1**.
- 1.2 The Applicant is seeking to redevelop the site, which is currently occupied by a 7 bed house, to provide a 5 bed house and a 6 bed house.
- 1.3 The proposed site layout is at **Appendix A**, indicating the areas available for off street car and cycle parking.
- 1.4 The remainder of the report is set out as follows;
- Section 2 - describes the existing situation;
 - Section 3 - details the relevant national, regional and local policy guidance;
 - Section 4 - identifies the effects of the development proposals; and
 - Section 5 - summarises and concludes

2 EXISTING SITUATION

- 2.1 The site is bounded by Nutley Terrace to the north, with No.4 Nutley Terrace to the east and Nutley Cottage to the west.
- 2.2 The existing site has a crossover providing access to a garage and hardstanding area used for parking. Both of the adjacent properties also have crossovers providing access to parking, as do many of the surrounding properties.

Accessibility

- 2.3 The site is accessible by all modes being within an existing urban environment with roads that are served by good quality footpaths on both sides of the road in the vicinity of the site.

On Foot

- 2.4 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey. Planning Policy Guidance Note 13 "Transport" refers to a distance of 2km as the maximum over which walking might replace car trips. Similarly, The Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 2.5 There are footways along both sides of all of the roads in the immediate vicinity of the site providing access to residential, commercial, community and leisure facilities along with public transport services. Both Hampstead High Street and Finchley Road are within a 1km walk of the site, offering a variety of shops and other facilities.

By Bicycle

- 2.6 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Institution of Highways and Transportation. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are by car. The guidelines highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles.
- 2.7 PPG 13 states that cycling has the potential to replace short car trips, particularly those under 5km.

- 2.8 The western section of Nutley Terrace is part of a signed cycle route and Akenside Road and Belsize Lane are indicated as quieter roads recommended by cyclists.

By Public Transport

- 2.9 The site is accessible by public transport with bus services running along Finchley Road, Fitzjohn's Avenue and Hampstead High Street and Underground services available at Finchley Road, Swiss Cottage and Hampstead stations.

Underground Services

- 2.10 Finchley Road Underground station is located within a 600m walk distance to the south west, offering Jubilee and Metropolitan Line services, with each line offering regular services in either direction.
- 2.11 Swiss Cottage Underground station on the Jubilee Line is within an 800m walk distance to the south and Hampstead on the Northern Line is within a 900m walk to the north.

Bus Services

- 2.12 There are a number of bus services that operate within the vicinity of the site on a regular basis.
- 2.13 These include Routes 13, 82, 113, 187, 268 and C1 which run along Finchley Road and the 46, 210, 268 and 603 services which run through Hampstead.
- 2.14 The closest bus stops to the site are on Fitzjohn's Avenue served by the 46 (Farringdon – Lancaster Gate) service, with additional services available at peak times via the 603 (Muswell Hill – Swiss Cottage) service.
- 2.15 The services provide regular connections to destinations including Edgware, Brent Cross Shopping Centre, Golders Green, Cricklewood, St John's Wood Belsize Park, Archway, Marble Arch, Victoria, Oxford Circus and Piccadilly Circus enabling people to readily access a wide variety of destinations. The local area bus spider map is included at **Appendix B** for information.

Public Transport Accessibility Level (PTAL)

- 2.16 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service

availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

2.17 Walk times are calculated from the specified point of interest to all public transport access points: bus stops, light rail stations, underground stations and Tramlink halts, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail etc) are then added to give a single value. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.

2.18 The measure, therefore, reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and,
- The level of service at the public transport access points – i.e. average waiting time.

2.19 TfL's Planning Information Database gives the site a PTAL Level of 4, indicating that the site has an average level of accessibility to public transport. **Appendix C** includes a copy of TfL's PTAL calculation for the site.

Local Highway Network

2.20 Nutley Terrace, which runs in a broadly east-west direction past the site is part of a 20 mph zone. It is a single carriageway road with one lane in each direction and is approximately 8m wide. There is a footway along both sides and residents permit parking is generally provided on both sides of the road.

2.21 Fitzjohn's Avenue is a 30 mph route to the west of the site and runs north-south, it is a single carriageway road with one lane in each direction and a hatched central reserve which allows for regular pedestrian refuge crossing facilities to be provided. A zebra crossing is also available just to the north of the junction with Nutley Terrace.

- 2.22 Residents parking bays are provided on both sides of the carriageway for the majority of the length of Fitzjohn's Avenue and bus stops are provided close to junction with Nutley Terrace.
- 2.23 Daleham Gardens is part of the 20mph zone, is to the east of the site and runs north-south. It is a single carriageway road with one lane in each direction, regularly spaced speed humps and residents bays provided on both sides of the carriageway.
- 2.24 These roads provide access to a predominantly residential area.

On Street Parking

- 2.25 The site is within the Borough's CA-B Belsize Controlled Parking Zone. Residents' bays are controlled 09:00 to 18:30 Monday to Friday and 09:30 to 13:30 on a Saturday.
- 2.26 A parking survey was carried out overnight on Tuesday 10th January, covering the roads surrounding the site. The survey data and a plan showing an inventory for the survey area is at **Appendix D**.
- 2.27 On Nutley Terrace the available resident permit bays were 45% occupied, and including pay and display bays and sections of single yellow line the use of available overnight parking was only 30%.
- 2.28 Considering resident bays only the results by road were:
- Nutley Terrace - 45% occupation;
 - Fitzjohn's Avenue - 90%;
 - Netherhall Gardens - 79%;
 - Maresfield Gardens - 72%;
 - Akenside Road - 64%;
 - Wedderburn Road - 84%; and
 - Daleham Gardens - 70%.
- 2.29 Overall the survey showed that on average across the area 74% of resident bays were occupied, 9% of pay and display bays and 0% of single yellow lines. Considering these bay

types and lengths of single yellow lines, only 41% of available overnight parking spaces were utilised.

Local Car Clubs

- 2.30 There are a high number of car club spaces in the vicinity, with the closest bays on Nutley Terrace and Belsize Crescent, within 150m of the site.

3 POLICY GUIDANCE

- 3.1 This section summarises the relevant transport policies at national, regional and local level and these are considered in the context of the development of the site and how it complies with those policies.

National Guidance

Planning Policy Guidance 13 (PPG13) – Transport (Jan 2011)

- 3.2 PPG13 sets out government transport policy and provides advice on integrated transport and land use planning. PPG13 seeks to promote developments that minimise the need to travel by car and promote transport choices that help to minimise CO₂ and other polluting emissions.

- 3.3 The objectives of PPG13 are stated as to:

"Promote more sustainable transport choices for both people and moving freight;

Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and

Reduce the need to travel, especially by car."

- 3.4 PPG13 goes on to state that when considering the location of sites for development, local authorities should:

"Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges"; and

"Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling"

- 3.5 The accessibility of the site is described in detail at **Section 3** of this report.

Planning Policy Statement 3 (PPS3) - Housing (June 2011)

- 3.6 PPS3 places the obligation on local planning authorities to assess the potential and suitability of development sites for housing against the criterion of the location and accessibility of the site to jobs, shops and services by modes of transport other than the car and states that LPA's should take account of:

"Accessibility of proposed development to existing local community facilities, infrastructure and services, including public transport. The location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services."

- 3.7 PPS3 stresses the importance of locating residential developments in areas of good accessibility and close to local facilities, such as the proposed development site.

Regional Guidance

The London Plan (July 2011)

- 3.8 The London Plan provides policies and advice on matters that are of strategic importance to Greater London. It is a requirement that local policies, as set out in Unitary Development Plans (UDPs) and emerging Local Development Frameworks (LDFs), should be in accordance with it. The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

- 3.9 Policy 6.1 Strategic Approach states that:

"The Mayor will work with all relevant partners to encourage the closer integration of transport and development ... encouraging patterns and nodes of development that reduce the need to travel, especially by car."

- 3.10 Policy 6.13 Parking states that:

"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use"

- 3.11 At Table 6.2 the London Plan indicates a maximum standard of 2-1.5 car parking spaces for a residential unit of 4 bedrooms or more, in line with the development proposals.

- 3.12 The site is accessible to public transport and the local facilities and so is a suitable location for the residential units proposed and provides appropriate car and cycle parking facilities in line with London Plan standards.

Local Guidance

Camden Local Development Framework (Core Strategy and Development Policies)

- 3.14 LB Camden policy guidance is set out in the Core Strategy and Development Policies, both of which were adopted in November 2010 with policies DP16 through DP19 covering transport related issues.
- 3.15 Policy DP16 states that:
- “The Council will seek to ensure that development is properly integrated with the transport network. We will resist development that fails to assess and address any need for the following:*
- *Movements to, from and within the site;*
 - *Links to existing transport networks; and*
 - *Additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet additional need generated by the development;*
- 3.16 Policy DP17 encourages walking, cycling and the use of public transport in all new developments.
- 3.17 It is set out at paragraph 18.2 of the Development Policies that development in the Central London area, town centres and other areas or high public transport accessibility should be car free. The site falls outside of these areas.
- 3.18 It is also set out at paragraph 18.8 that new developments in areas of high on-street parking stress should be car capped. Nutley Terrace is not included in the list of streets with high levels of parking stress set out in the December 2006 Camden Planning Guidance. The parking survey results (**Appendix D**) discussed in Section 2 of this report provide recent data which confirms that Nutley Terrace remains a street with significant spare parking capacity.

Camden Draft Transport Strategy

- 3.19 Camden’s draft Transport Strategy was published in January 2011 as part of the Local Implementation Plan. It sets out the direction the Council want to take on transport and puts in place objectives accordingly. The objectives relevant to the planning application site are as follows:

1. *"Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a low carbon and low waste borough.*
2. *Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden."*

Summary

3.20 The site is highly accessible to public transport, will have a permit free agreement and so is in accordance with the policies set out above which encourage developments in accessible areas which limit the use of the car. The proposal is in line with both Camden and TfL parking standards.

4 EFFECT OF THE PROPOSALS

4.1 This section considers the potential traffic and transport effects of the proposed development.

4.2 It is proposed to redevelop the site, which is currently occupied by a 7 bed house, to provide a 5 bed house and a 6 bed house.

Trip Generation and Impact on the Highway Network

4.3 The site has an average level of accessibility to public transport (PTAL 4) as set out in Section 2, with footways, cycle friendly roads and public transport services and the facilities of Hampstead High Street and Finchley Road available in close proximity to the site.

Parking

Car Parking

4.4 The results of the parking surveys, discussed at Section 2, show that on Nutley Terrace only 45% of resident parking bays were occupied overnight, and including pay and display bays and sections of single yellow line only 30% of available overnight parking was used.

4.5 The existing property on the site has off-street parking and we understand that the occupants of the property currently hold 5 residents parking permits.

4.6 In order to ensure that the planning application proposal does not result in an increase in on-street car parking, the Applicant will enter into a legal undertaking restricting the future residents / tenants of the residential units from obtaining residents' parking permits.

4.7 The proposal by creating an additional crossover will require the loss of on-street resident parking for 1 vehicle. However, making the proposed development permit free will offset the loss of 1 on-street parking space and based on the existing demand for 5 parking permits will on balance provide additional parking capacity on street.

4.8 As set out in Section 3, the proposed car parking provision is in accordance with the London Plan and Camden parking policies.

Cycle Parking

4.9 The gardens to the rear of the properties provide for a secure environment for cycle storage.

- 4.10 The layout plans at **Appendix A** indicate a space for two cycles to the side of each property meeting the required cycle parking standards, though the gardens allow for additional cycles to be readily accommodated.

Refuse

- 4.11 The houses will have a refuse and recycling store area, close to the site frontage to Nutley Terrace. Residents will transfer items from individual storage areas to street, prior to the time of collection.

5 SUMMARY AND CONCLUSION

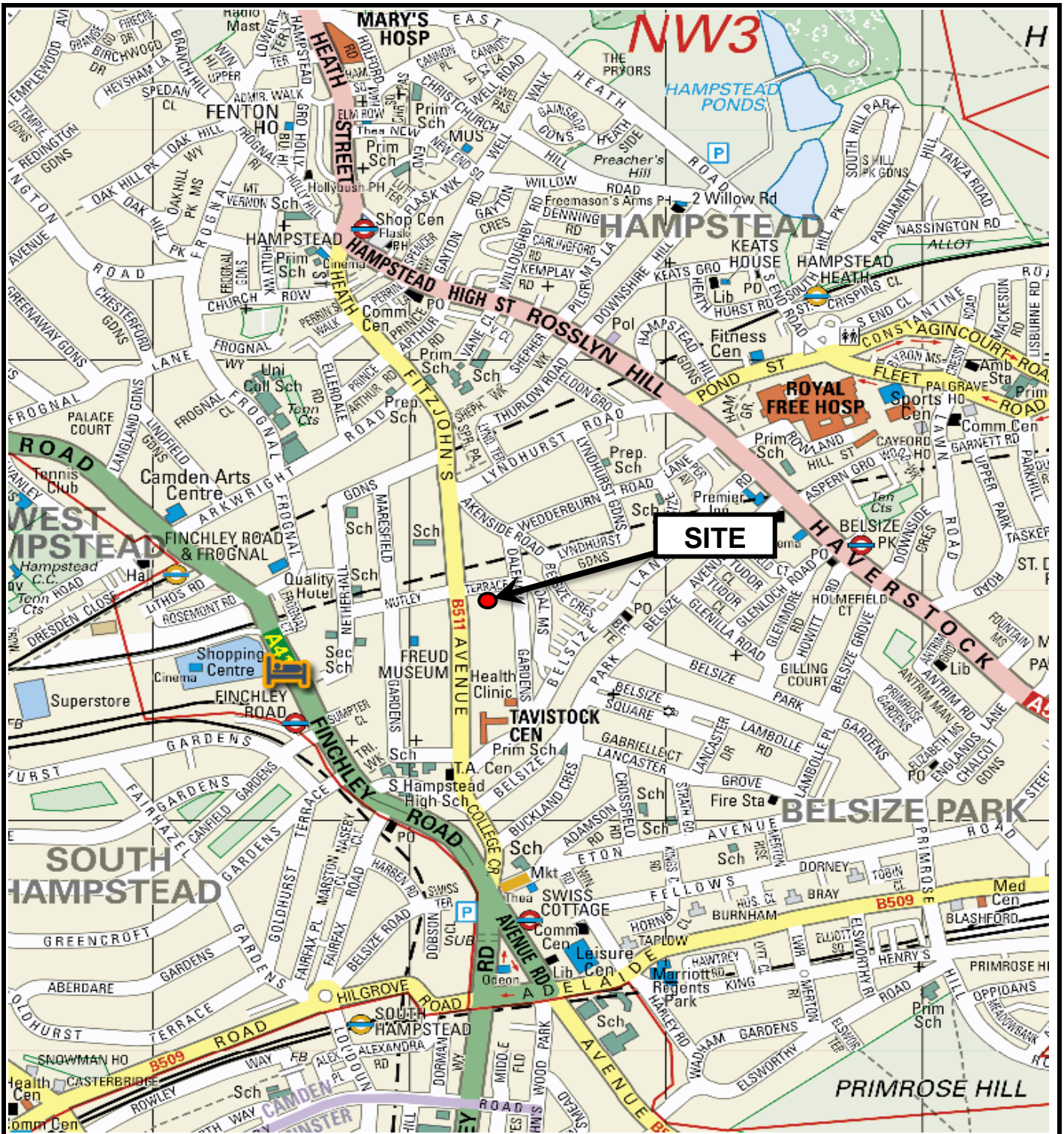
Summary

- 5.1 It is proposed to redevelop the site, which is currently occupied by a 7 bed house, to provide a 5 bed house and a 6 bed house each with off street parking.
- 5.2 The site is accessible by public transport with bus services running along Finchley Road and Fitzjohn's Avenue or Hampstead High Street and Underground services available at Finchley Road, Swiss Cottage and Hampstead stations.
- 5.3 The proposal by creating an additional crossover will require the loss of on-street resident parking for 1 vehicle. However, by making the proposed development permit free this will offset the loss of an on-street parking space and based on the existing demand for 3 parking permits will on balance provide additional parking capacity on street.
- 5.4 The January 2011 parking surveys, as set out at Section 2, show that resident parking bays on Nutley Terrace were only 45% occupied overnight, so even without a permit free agreement the proposed loss of a parking bay would not cause any difficulties for existing residents seeking to park. This recent data reconfirms the position that Nutley Terrace is not included in the list of streets with high levels of parking stress where it is set out that developments should be car capped.
- 5.5 The site is also not within the areas set out in Camden's Development Policies document where residential developments should be car free and so the proposed off-street parking is in accordance with policy. However, a permit free agreement will be offered.

Conclusion

- 5.6 In light of the above, we conclude that the planning application proposal is acceptable in traffic and transport terms, accords with Camden's transport policies, and will have no impact upon the availability of on-street parking in the area for existing residents.

FIGURES



6 Nutley Terrace

Omar Shafi

Drawing Title

Site Location Plan

TTP Consulting Ltd

131-151 Great Titchfield Street

London W1W 5BB

020 3008 8940

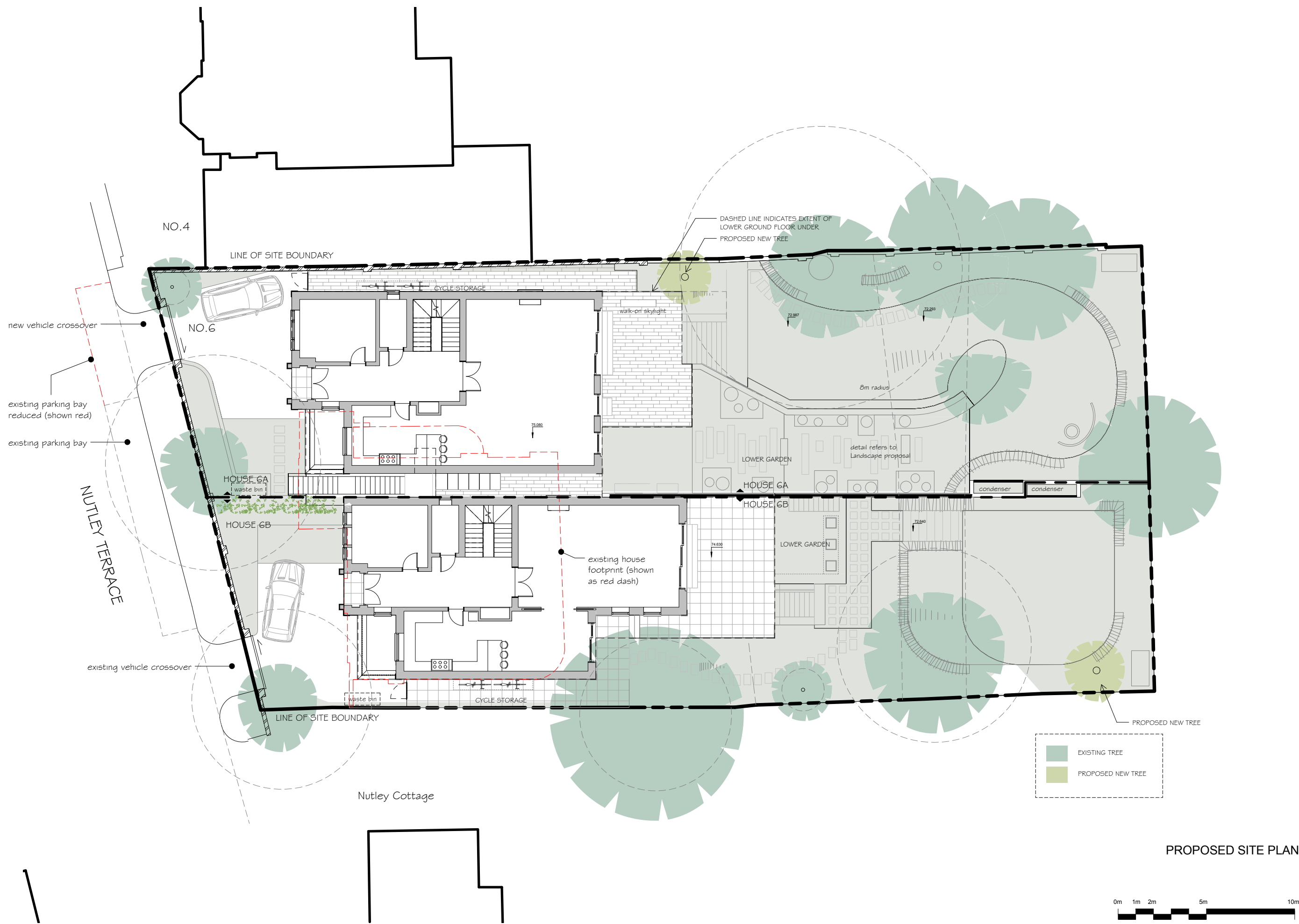
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Name	Date	Name	Date
NB	09.01.2012	PAC	09.01.2012

Scale
Not to Scale

Drawing Number	Rev
Figure 1	

APPENDIX A

Architect's Layout Drawings



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Notes/Legends

P1 Planning Application Submission 08.05.12 SHY RS
 Rev: Issues 001 mm of By: Check

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KSR architects
 14 Greenland Street
 London
 NW1 0ND
 t + 44 (0)20 7692 5000
 f + 44 (0)20 7692 5050
 www.ksr-architects.com

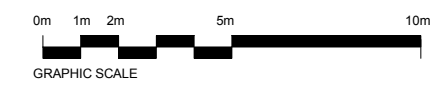
Project:
6 NUTLEY TERRACE
 London NW3 5BX

Title:
PROPOSED SITE PLAN

Date: MAY 2012 Drawn By: SHY Checked: RS

Scale: 1:100 @A1 / 1:200 @A3

Project Ref: NUT Drawing No: NUT-000 Revision: P1





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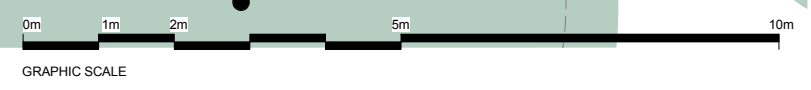
KSR architects
 14 Greenlands Street
 London NW3 5BX
 t +44 (0)20 7692 5000
 f +44 (0)20 7692 5050
 www.ksr-architects.com

Project: **6 NUTLEY TERRACE**
 London NW3 5BX

Title: **PROPOSED GROUND FLOOR PLAN**

Date: MAY 2012 Drawn By: SHY Check: RS
 Scale: 1:50 @A1 / 1:100 @A3

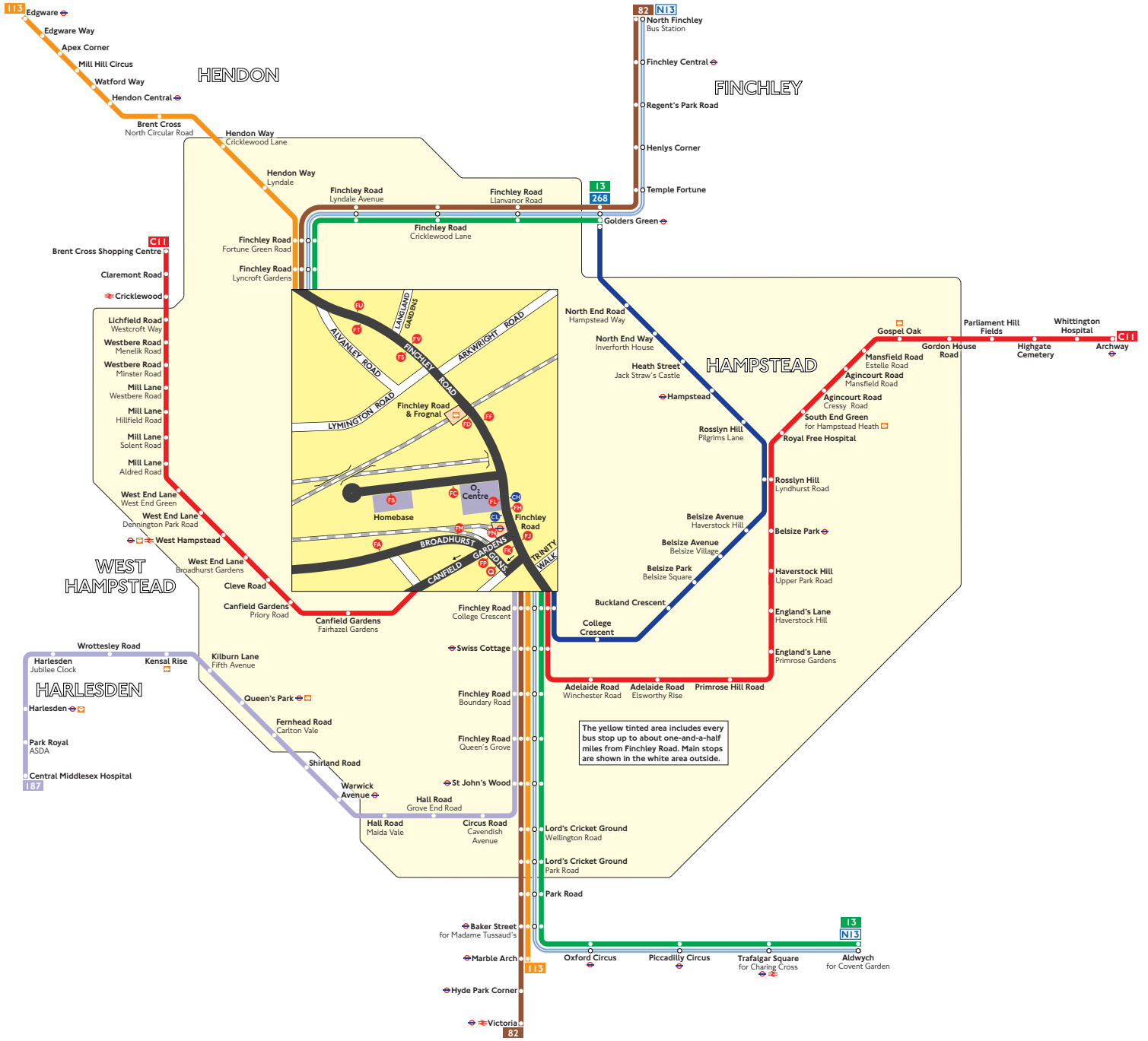
Project Ref: **NUT** Drawing No: **NUT-002** Revision: **P1**



APPENDIX B

Bus Map

Buses from Finchley Road



Key

- 13** Day buses in black
- N13** Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail

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

Route finder

Day buses

Bus route	Towards	Bus stops
13	Aldwych	FP FB FJ FU FV
	Golders Green	FD FK FL FS FT
82	North Finchley	FD FK FL FS FT
	Victoria	FP FB FJ FU FV
113	Edgware	FD FK FL FS FT
	Marble Arch	FP FB FJ FU FV
187	Central Middlesex Hospital	FB FC CH FJ
268	Golders Green	FB FC CH FJ
C11	Archway	FA FJ FM FN
	Brent Cross Shopping Centre	FP

Night buses

Bus route	Towards	Bus stops
N13	Aldwych	FP FB FJ FU FV
	North Finchley	FD FK FL FS FT

Coaches

Towards	Coach stops
Coaches northbound	CL
Coaches to central London	CH

Buses from Hampstead

Route finder

Day buses

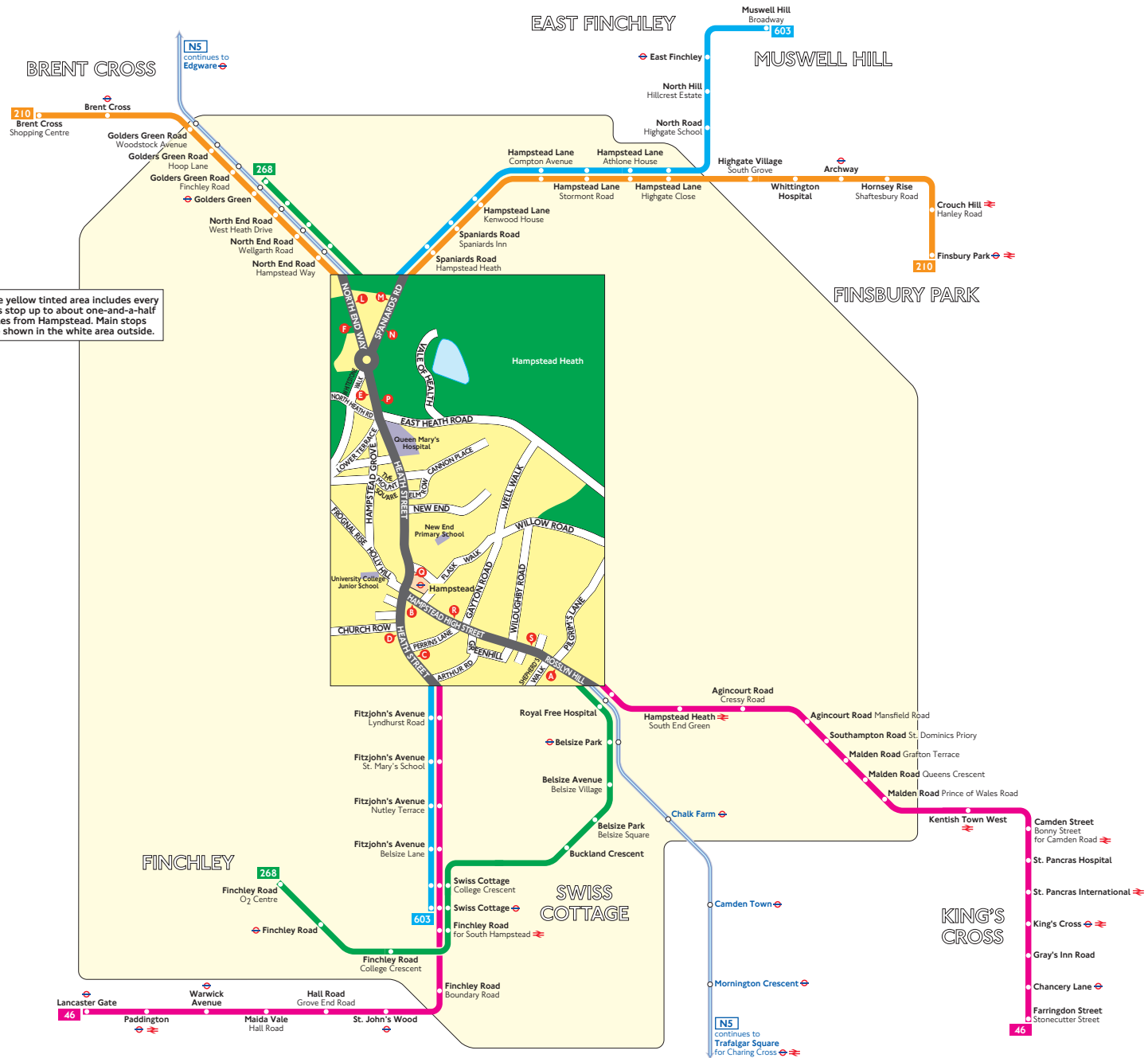
Bus route	Towards	Bus stops
46	Farringdon	D R S
	Lancaster Gate	A B C
210	Brent Cross	F N
	Finsbury Park	L M
268	Finchley Road	L P Q R S
	Golders Green	A B E F
603	Muswell Hill	D E M
	Swiss Cottage	C N P O

■ Mondays to Fridays peak hours only

Night buses

Bus route	Towards	Bus stops
N5	Edgware	A B E F
	Trafalgar Square	L P Q R S

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



APPENDIX C

PTAL Calculation

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20120301162731
Description 20120301162731
Run by user PTAL web application
Date and time 03/01/2012 16:27

Walk File Parameters

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

Coordinates: 526637, 184981

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	FITZJOHNS AV NUTLEY TERR	46	102.96	6.0	1.0	1.29	7.0	8.29	3.62	3.62
BUS	SWISS COTTAGE COLLEGE CR	268	611.35	5.0	0.5	7.64	8.0	15.64	1.92	0.96
LU LRT	Finchley Road	Metropolitan Line Aldgate to Wembley Park	865	1.0	0.5	10.81	30.75	41.56	0.72	0.36
LU LRT	Finchley Road	Metropolitan Line Aldgate to Harrow-on-the-Hill	865	2.3	0.5	10.81	13.79	24.61	1.22	0.61
LU LRT	Swiss Cottage	Jubilee Line Stanmore to Stratford	835.31	17.8	1.0	10.44	2.44	12.88	2.33	2.33
LU LRT	Swiss Cottage	Jubilee Line Stratford to Wembley Park	835.31	4.4	0.5	10.44	7.57	18.01	1.67	0.83
LU LRT	Finchley Road	Metropolitan Line Amersham to Aldgate	865	3.0	0.5	10.81	10.75	21.56	1.39	0.7

LU LRT	Finchley Road	Metropolitan Line Watford to Baker Street	865	3.0	0.5	10.81	10.75	21.56	1.39	0.7
LU LRT	Finchley Road	Metropolitan Line Rickmansworth to Baker Street	865	0.3	0.5	10.81	100.75	111.56	0.27	0.13
LU LRT	Finchley Road	Metropolitan Line Uxbridge to Aldgate	865	6.3	0.5	10.81	5.51	16.32	1.84	0.92
LU LRT	Finchley Road	Metropolitan Line Watford to Aldgate	865	2.3	0.5	10.81	13.79	24.61	1.22	0.61
LU LRT	Finchley Road	Metropolitan Line Aldgate to Watford	865	4.0	0.5	10.81	8.25	19.06	1.57	0.79
LU LRT	Finchley Road	Metropolitan Line Baker Street to Amersham	865	2.3	0.5	10.81	13.79	24.61	1.22	0.61
LU LRT	Finchley Road	Metropolitan Line Baker Street to Uxbridge	865	0.3	0.5	10.81	100.75	111.56	0.27	0.13
LU LRT	Finchley Road	Metropolitan Line Uxbridge to Baker Street	865	3.0	0.5	10.81	10.75	21.56	1.39	0.7
LU LRT	Finchley Road	Metropolitan Line Chesham to Aldgate	865	0.7	0.5	10.81	43.61	54.42	0.55	0.28
LU LRT	Finchley Road	Metropolitan Line Baker Street to Watford	865	1.7	0.5	10.81	18.4	29.21	1.03	0.51

LU LRT	Finchley Road	Metropolitan Line Hillingdon to Baker Street	865	0.3	0.5	10.81	100.75	111.56	0.27	0.13
LU LRT	Swiss Cottage	Jubilee Line Willesden Green to Stratford	835.31	4.4	0.5	10.44	7.57	18.01	1.67	0.83
LU LRT	Finchley Road	Metropolitan Line Croxley to Aldgate	865	0.3	0.5	10.81	100.75	111.56	0.27	0.13
LU LRT	Finchley Road	Metropolitan Line Baker Street to Wembley Park	865	0.3	0.5	10.81	100.75	111.56	0.27	0.13
LU LRT	Finchley Road	Metropolitan Line Baker Street to Harrow-on-the-Hill	865	0.3	0.5	10.81	100.75	111.56	0.27	0.13
LU LRT	Hampstead	Northern Line Edgware to Morden	934.52	9.7	0.5	11.68	3.84	15.52	1.93	0.97
LU LRT	Hampstead	Northern Line Edgware to Morden	934.52	8.3	0.5	11.68	4.36	16.05	1.87	0.93
LU LRT	Hampstead	Northern Line Kennington to Edgware	934.52	5.0	0.5	11.68	6.75	18.43	1.63	0.81

NR SAP Points Not Found

Total AI for this POI is 18.85.

PTAL Rating is 4.

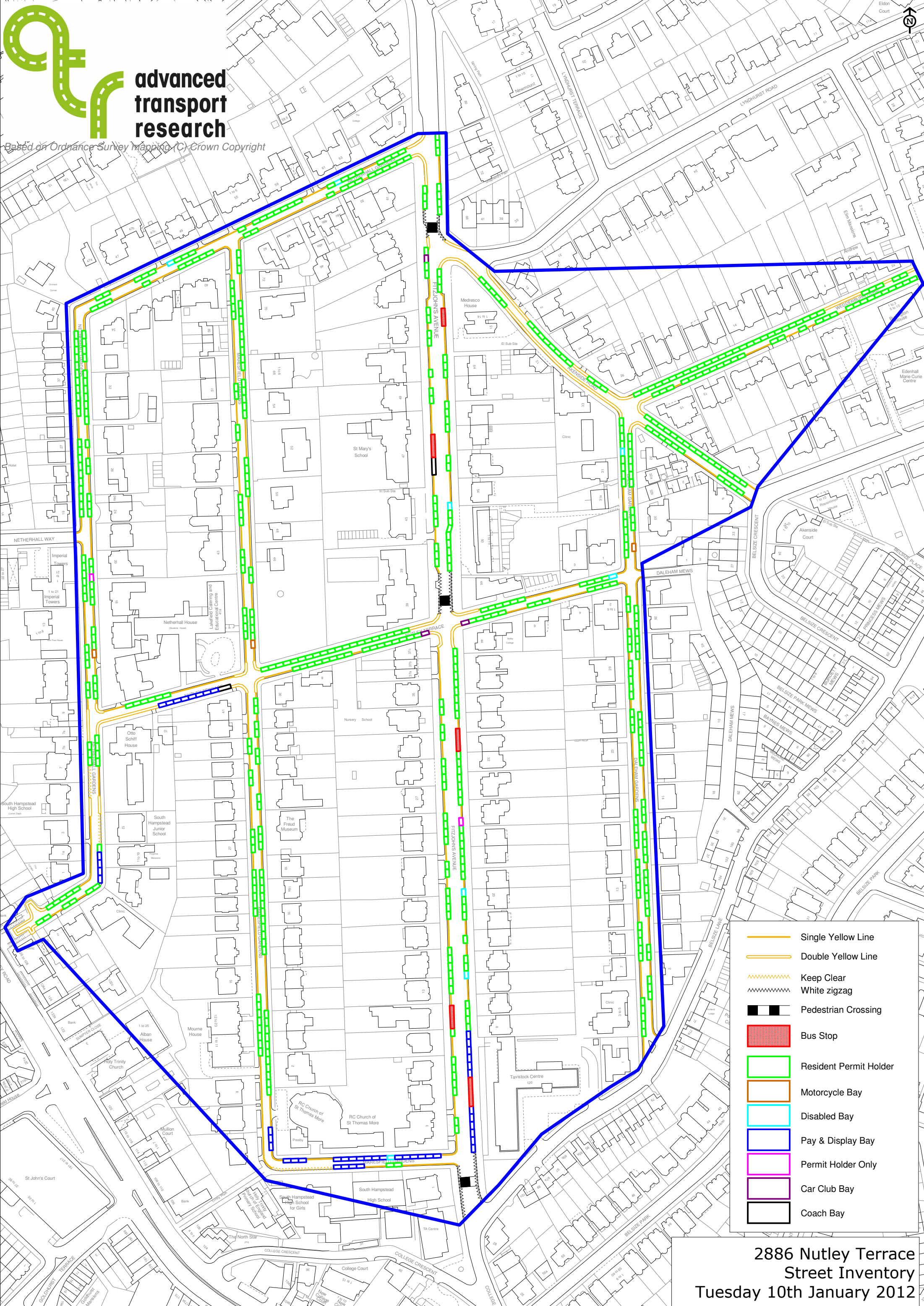
APPENDIX D




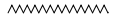









Parking Surveys



**advanced
transport
research**

Based on Ordnance Survey Mapping (C) Crown Copyright



-  Single Yellow Line
-  Double Yellow Line
-  Keep Clear
-  White zigzag
-  Pedestrian Crossing
-  Bus Stop
-  Resident Permit Holder
-  Motorcycle Bay
-  Disabled Bay
-  Pay & Display Bay
-  Permit Holder Only
-  Car Club Bay
-  Coach Bay

**2886 Nutley Terrace
Street Inventory
Tuesday 10th January 2012**

		Resident Permit Bay			Pay & Display Bay			Disabled Bay			Car Club Bay			Permit Holder Bay			Single Yellow Line				Double Yellow Line			
0200	Street	Bays	Filled	Stress	Bays	Filled	Stress	Bays	Filled	Stress	Bays	Filled	Stress	Bays	Filled	Stress	Length (m)	Possible Spaces	Cars Parked	Stress	Length (m)	Possible Spaces	Cars Parked	Stress
	Fitzjohns Avenue	112	101	90%	12	1	8%	3	3	100%	1	0	0%	1	0	0%	392	78	0	0%	57	11	0	0%
	Netherhall Gardens	124	98	79%	4	1	25%	2	1	50%				1	0	0%	518	103	1	1%	129	25	0	0%
	Maresfield Gardens	104	75	72%	23	0	0%	1	0	0%							708	141	1	1%	10	2	0	0%
	Nutley Terrace	64	29	45%	8	2	25%	1	1	100%	2	1	50%				169	33	0	0%	100	20	0	0%
	Akenside Road	42	27	64%													40	8	0	0%	210	42	0	0%
	Wedderburn Road	61	51	84%													47	9	0	0%	57	11	0	0%
	Daleham Gardens	89	62	70%				1	0	0%							400	80	0	0%	11	2	0	0%