156 West End Lane

a2dominion

FRAMEWORK TRAVEL PLAN

June 2016

A2Dominion Development Limited

West End Lane, West Hampstead
Framework Travel Plan

30760/D009B
June 2016

TPP
transport planning practice

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1 INTRODUCTION

1.1.1 Transport Planning Practice is appointed by A2Dominion Developments Limited to provide transport advice in relation to the proposed redevelopment at 156 West End Lane, West Hampstead, London, NW6.

1.1.2 A planning application for the site was submitted by A2Dominion Developments Limited in November 2015. Following the submission, the applicant has been in dialogue with London Borough of Camden (LBC) Officers regarding the development proposals, which has culminated in a revised scheme.

1.1.3 The revised scheme, shown in **Figure 1** of this report, includes changes to the internal layouts of a number of units, reconfigures the fifth floor of the east building and increases amenity space for the benefit of future residents and the public. This results in the net of one dwelling overall, bringing the total number of residential units proposed to 163, the loss of 4 disabled car parking spaces at the request of LBC and a reduction of 33sqm in non-residential floorspace.

1.1.4 The description of the development is as follows:

> *"Demolition of all existing buildings and redevelopment of the site to provide 163 mixed-tenure homes (Use Class C3), new floorspace for town centre uses (Use Classes A1, A2, A3, D1 or D2), new employment floorspace (including four dedicated units for start-up businesses) (Use Class B1), a community meeting room and new and improved public open spaces, together with associated new landscaping, on-site access, servicing and disabled car parking".*

1.1.5 This Framework Travel Plan (FTP) now reflects and assesses the changes made and responds to the requests for further information from both LBC and the Greater London Authority (GLA).

1.1.6 The site has an excellent public transport accessibility with a PTAL of 6a. Accordingly, there are numerous public transport services in the vicinity of the site. West Hampstead Overground and Underground stations are all within a short walk of the site, which provide direct access to the Jubilee Line, Thameslink and Overground services.

1.1.7 This FTP has been prepared in accordance with London Borough of Camden (LBC) Planning Guidance CPG 7 and Transport for London's (TfL's) Travel Planning Guidance.

1.1.8 A2Dominion recognise the benefits of encouraging the use of sustainable and active travel modes by the site users. They are committed to delivering effective Travel Plan's (TP's) on many development sites, as well as reducing car use and providing improved transport facilities and services to the local area.

1.2 Proposed Development

1.2.1 The planning application proposes a residential-led mixed use development comprises 163 new homes of mixed tenure, 891sqm non-residential space at ground floor level, 600sqm B1 (Office) use on the first floor, 271sqm start-up units fronting Potteries Path at ground floor level and a community hall (totalling 62sqm) adjacent to the start-up units with associated cycle parking, car parking, highways and landscaping.

1.2.2 The development schedule is provided in **Table 1.1** below.

Table 1.1 – Breakdown of land use

		Development Proposals		
		Private	**Affordable**	**TOTAL (units or sqm)**
Residential	1 bedroom	35	23	58
	2 bedroom	52	37	89
	3 bedroom	-	12	12
	4 Bedroom	-	4	4
Non-residential use		891sqm		
Employment	Office	600sqm		
	Start-up Units	271sqm		
Community Use		62sqm		

1.3 Car parking

1.3.1 The site is extremely well served by public transport and has a PTAL level of 6a. The Mayor, through the London Plan, sets out a series of policies that seek to reduce car use in the city and encourage travel by public transport, walking and cycling (Policies 6.1, 6.7, 6.9, 6.10, 6.12, and 6.13). The proposed development

will complement these policies through design, effective travel planning, as well as providing a car-free development with 12 disabled parking spaces allocated for wheelchair accessible units.

1.3.2 For the residential part of the development, 12 wide parking bays capable of accommodating a disabled user are proposed. These spaces have been provided to accord to the disabled unit provision of 1:1 for the affordable rented units, with none provided for the remainder of the wheelchair accessible residential units of other tenure. Due to the highly accessible location of the proposed development, no other non-wheelchair accessible spaces are proposed. This was agreed during pre-application scoping between the Applicant and LBC Planning and Transport Officers.

1.3.3 Two spaces have been identified for electric vehicle charging points, with a further 20% of the total number of spaces reserved as passive provision to meet the relevant London Plan policy objectives.

1.4 Cycle parking

1.4.1 Cycle parking for the development will be provided in excess of the GLA London Plan (2015) standards, providing a total of 310 secure spaces located in dedicated stores for long-stay or in the landscaped areas around the proposed building for short-stay.

1.4.2 **Table 1.2** sets out the cycle parking provision for the proposed development.

Table 1.2 – GLA cycle parking requirements

Land Use	Unit Type	No. Of Units / Size	Long Stay	Short Stay
Residential	-	163	268	4
Non-residential	-	891sqm	5	19
Flexible employment use	Office	600sqm	10	2
	Start-up Units	271sqm		
Community Use	-	62sqm	0	1
TOTAL			**283**	**26**

1.4.3 The location of the cycle parking areas are illustrated on TPP Drawing **30760/AC/034_A**.

1.5 Travel Plan purpose

1.5.1 The purpose of this FTP is to set out the strategy for minimising users' dependence on private car and for maximising the use of public transport, walking and cycling. Its objective is to promote sustainable modes of travel, which reflects Government policy objectives in respect of transport.

1.5.2 This FTP is an interim document that will be reviewed upon occupation of the development.

1.5.3 Following this introductory section, the remainder of the report is set out as follows:

- **Section 2: Policy background** – sets out the current policy related to Travel Plans.
- **Section 3: Existing transport conditions** – describes the current site in relation to the transport network and the accessibility by different transport modes.
- **Section 4: Proposed travel patterns** – sets out the likely modal split of the future residents.
- **Section 5: Travel Plan aims, objectives and targets** – sets out the objectives and aims of the document and targets against which the FTP will be assessed.
- **Section 6 and 7: Proposed Travel Plan measures** – gives details of the measures that will be implemented to residents and commercial occupiers as part of the FTP to help deliver sustainable patterns of travel.
- **Section 8: Travel Plan targets and monitoring** – explains how the FTP will be monitored and enforced. An action plan is also provided.
- **Section 9: Summary and conclusion** – provides a summary and conclusion.

2 POLICY CONTEXT

2.1.1 This section sets out the context of the site in relation to national, regional and local policy.

2.2 National Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) was published on the 27th March 2012 and supersedes all previous national planning policy documents including Planning Policy Statements and Planning Policy Guidance. It focuses on a presumption in favour of sustainable development. One of the core planning principles relates to actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling and focusing significant development in locations which are or can be made sustainable.

2.2.2 The NPPF recognises that the transport system should be balanced in favour of sustainable transport modes so that people are given a real choice about how they travel. It encourages solutions which support reductions in both greenhouse gas emissions and congestion.

2.2.3 Developments which generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. All developments which generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and provide a Travel Plan. Planning decisions should then consider whether opportunities for sustainable travel modes have been taken up, whether safe and suitable access to the site can be achieved for all people and whether improvements can be undertaken within the transport network which cost effectively limit the significant impacts of the development.

2.2.4 The proposed site is located in an area with a PTAL of 6a which indicates an excellent level of access to public transport facilities.

2.3 Regional Policy

The London Plan (2015)

2.3.1 The London Plan provides the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the

development of London over the next 20-25 years. Minor alterations to the London Plan were introduced in March 2016 which include updated car parking policies.

2.3.2 Travel Plans can help to deliver many of the transport objectives set out within the London Plan's Policy 6.1 'Strategic Approach' which include reducing the need to travel, reducing car use and supporting measures that encourage a shift to more sustainable modes and technology.

2.3.3 The London Plan encourages and supports the use of Travel Plans for development proposals. Policy 6.3 'Assessing Transport Capacity' states that Travel Plans should be provided for applications above the thresholds set out in TfL guidance.

2.3.4 The London Plan sets out standards for car parking and cycle parking. Policy 6.13 on 'Parking' states that in locations with high public transport accessibility, car-free developments should be promoted. Table 2.1 sets out the cycle parking standards for the land uses associated to the proposed development.

Table 2.1 – The London Plan (2015) cycle parking standards

Land use		Cycle parking	
		Long-stay	Short-stay
A1	Food Retail	From a threshold of 100sqm: 1 space per 175 sqm	From a threshold of 100 sqm: first 750sqm: 1 space per 40 sqm thereafter: 1 space per 300 sqm
	Non-Food Retail	From a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	From a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm
A2/ A3	Financial and Professional services Cafés & Restaurants	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm
B1	Business Offices	1 space per 90 sqm	First 5000 sqm, 1 space per 500 sqm thereafter: 1 space per 5,000 sqm
D1	Community use	1 space per 8 staff	1 space per 100 sqm
D2			1 per 30 seats

2.4 Local Policy

Camden Core Strategy 2010 – 2025, Local Development Framework

2.4.1 Camden's Core Strategy sets out the key elements of the Council's planning vision and strategy for the Borough.

2.4.2 One of the Borough's key objectives is to reduce the environmental impact of transport and make Camden a better place to walk and cycle.

2.4.3 Camden's policy highlights that development should be designed in such a way that makes full use of its transport accessibility and promote developments with a high density at locations which are well served by public transport. There are a number of key transport improvements proposed for Camden which include the following:

- Continuing improvements to King's Cross – St Pancras underground station;
- King's Cross mainline station improvements;
- Thameslink improvements including new services;
- Increased capacity on many Underground lines;
- A new public square at the front of King's Cross station; and
- Improved walking routes.
- Expanding the availability of car clubs and pool cars as an alternative to the private car;
- Minimising provision for private parking in new developments, in particular through car free developments in the borough's most accessible locations and car capped developments;
- Restricting new public parking and promote the re-use of existing car parks, where appropriate;
- Promoting the use of low emission vehicles, including through the provision of electric charging points; and ensure that growth and

development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.

Camden Development Policies 2010 – 2025, LDF

2.4.4 Set out within the LDF are a number of Development Policies. Those which are relevant to transport are headings DP16 to DP21.

DP16: The Transport Implications of Development

2.4.5 The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:

- Movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;
- Additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans; and
- Safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development.

DP17: Walking, Cycling and Public Transport

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

- A convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;
- 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;
- Bus stops, shelters, passenger seating and waiting areas, signage and timetable information;
- The Council will resist development that would be dependent on travel by private motor vehicles;
- The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the co-ordination of arrival and departure timetabling on different services as far as possible; and
- Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers.

DP18: Parking Standards and Limiting the Availability of Car Parking

2.4.7 The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.

2.4.8 Development should comply with the Council's parking standards, as set out in **Table 2.2** below. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'. For car free and car capped developments, the Council will; limit on-site car parking to spaces designated for disabled people, any operational or servicing needs, and spaces designated for the

occupiers of development specified as car capped. Residents will not be permitted to apply for on-street parking permits and legal agreements will ensure that future occupants are aware they are not entitled to on street parking permits.

2.4.9 Developments will also be expected to meet the Council's minimum standards for cycle parking, as set out in Table 2.2 below and the Council will strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough and seek the provision of electric charging points as part of any car parking provision.

Table 2.2 – Camden Car Parking Standards for Residential Developments

Vehicle Type	Standard
Cycles	Residents – 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability. Visitors – from threshold of 20 units, 1 space per 10 dwellings or part thereof.
People with disabilities	Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities. General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 10 units, 1 space per 20 units of part thereof, with dimensions suitable for use by people with disabilities.
General car parking	Low parking provision areas: maximum of 0.5 spaces per dwelling. Rest of borough: maximum of 1 space per dwelling.

DP19: Managing the Impact of Parking

2.4.10 The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces. We will resist development that would:

- 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;
- Create, or add to, an area of car parking that has a harmful visual impact.

2.4.11 The Council will require off-street parking to:

- Preserve a building's setting and the character of the surrounding area;
- Preserve any means of enclosure, trees or other features of a forecourt or garden
- that make a significant contribution to the visual appearance of the area; and
- Provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.

DP20: Movement of Goods and Materials

2.4.12 In order to minimise the movement of goods and materials by road the Council will:

- Expect development that would generate significant movement of goods or materials both during construction and in operation to minimise the movement of goods and materials by road, and consider the use of more sustainable alternatives such as rail and canal links;
- Promote the development and use of freight consolidation facilities and other initiatives with potential to reduce the impact of goods vehicles, and encourage the use of cycle courier services for local deliveries; and
- Seek to promote and protect facilities for the movement of goods by rail and water, including facilities for transfer between road, rail and canal.

2.4.13 The Council will expect development that would generate significant movement of goods or materials by road, both during construction and in operation, to:

- 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; and
- Seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.

DP21: Development Connecting to the Highway Network

2.4.14 The Council will expect developments connecting to the highway network to:

- Ensure the use of the most appropriate roads by each form of transport and purpose of journey, in accordance with Camden's road hierarchy;

- Avoid direct vehicular access to the TfL Road Network (TLRN) and other Major Roads; and

- Avoid the use of local roads by through traffic.

2.4.15 The Council will expect works affecting highways to:

- Avoid disruption to the highway network and its function, particularly use of appropriate routes by emergency vehicles;

- Avoid harm to on-street parking conditions or require detrimental amendment to Controlled Parking Zones;

- Ensure adequate sightlines for vehicles leaving the site;

- Address the needs of wheelchair users and other people with mobility difficulties, people with sight impairments, children, elderly people and other vulnerable users;

- Avoid causing harm to highway safety or hinder pedestrian movement and avoid unnecessary street clutter;

- Contribute to the creation of high quality streets and public spaces; and

- Repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development.

2.4.16 Where development will be connected to the highway network, the Council will require all new public highways to be constructed to a standard it considers to be appropriate for adoption, and expect the routes to be adopted, owned and managed by the relevant Highway Authority.

2.5 Camden Planning Guidance 7 – Transport

2.5.1 This document contains further information on the Core Strategy and concise design guidance on what is expected from Transport Assessments, Travel Plans and Delivery and Servicing Management Plans.

2.5.2 As part of this further guidance it states the following;

Meeting the Needs of Disabled People

2.5.3 Car-free development and car-capped development should be designed taking into account the needs of disabled car users. Blue Badge holders are able to use parking spaces in Controlled Parking Zones without a parking permit. Minimum parking standards apply to parking for people with disabilities, and 1 parking space for people with disabilities is required per 10 general-purpose dwellings (see Appendix 2 of the Camden Development Policies document). In addition, where car-free and car-capped developments contain wheelchair housing, the Council will expect a parking space to be provided for each wheelchair dwelling. Where a resident in need of a reserved disabled parking space moves into a development with no off-street spaces, the Council will consider a request for a designated disabled space on-street in the same way whether the development is formally car-free or not.

2.6 Fortune Green and West Hampstead Neighbourhood Plan

2.6.1 The London Borough of Camden adopted the Fortune Green and West Hampstead Neighbourhood Plan on 16 September 2015. The Fortune Green and West Hampstead Neighbourhood Plan (2015) is part of the Council's statutory Development Plan and is therefore a 'material consideration' in determining planning applications.

West Hampstead Growth Area - 156 West End Lane

2.6.2 This site, currently owned by Camden Council, is due to be sold and redeveloped. As part of the West Hampstead Growth Area it is expected to provide a significant number of new homes, as well as employment opportunities. The existing building on the site is considered of poor quality design and to have a negative impact on the immediately adjacent Conservation Area. Any redevelopment of this site needs to provide a mixed-use development, satisfying or making an appropriate contribution to the following needs:

- Housing, including a significant amount of affordable homes and 3 or 4 bedroom homes (see Policy 1).
- Offices for small, micro and start-up businesses - including the possibility of serviced offices and studio space.

- Flexible commercial and retail space that can be used for a range of employment uses.

- Retail space on the ground floor along West End Lane, which is fitting of the character of the Town Centre (see Policy 12) and set back from the pavement.

- The design of any new building will need to reflect the design of neighbouring buildings and the neighbouring Conservation Area (see Policies 2 & 3), including use of red brick.

- The height of any new development shall be no taller than the existing five-storey building – unless it can be demonstrated that there is no damage to the character of the Conservation Area, its setting, and the views from and into the site.

- The provision of new green/open space to address the deficiencies outlined in the CCS.

- The provision of space for a community meeting room for local groups and businesses.

- Improvements to the neighbouring Potteries Path to provide a safe route for pedestrians and cyclists.

- The investigation of opportunities for a pedestrian bridge over the railway line to the O2 Centre car park.

3 EXISTING TRANSPORT CONDITIONS

3.1 Site location

3.1.1 The site, shown in **Figure 1** of this report, is located within the LBC off West End Lane. It is bounded by Network Rail railway tracks to the south, the rear of properties fronting Lymington Road to the north and a publicly accessible Multi Use Games Area (MUGA) to the west. The site is not within a conservation area, however the West End Green Conservation Area is located directly to the north.

3.1.2 West End Lane runs along the site's western boundary and provides the sole point of access for vehicles. The site is bounded to the south by Potteries Path. This is a pedestrian/cycle route providing access to the MUGA and links the Dresden Close residential area with West End Lane.

3.2 Public Transport

3.2.1 The site benefits from excellent public transport links, being close to a number of different bus services as well as West Hampstead's Thameslink, London Overground and London Underground Stations. Details of the services are outlined in the following paragraphs.

3.2.2 The site is situated a short distance north of West Hampstead Thameslink and Overground stations. West End Lane is served by several bus routes, discussed in more detail below.

Public Transport Accessibility Level (PTAL)

3.2.3 The PTAL methodology for assessing a site's accessibility calculates an index of accessibility, based on the proximity and frequency of public transport services. The index level is grouped into six PTAL bands, with the highest and lowest subdivided into two, as shown in **Table 3.1**.

Table 3.1 – Description of Public Transport Accessibility Levels (PTAL)

Index	PTAL Level	Description
0.01 to 5.00	1a, b	Very poor
5.01 to 10	2	Poor
10.01 to 15	3	Moderate
15.01 to 20	4	Good
20.01 to 25	5	Very good
25.01+	6a, b	Excellent

3.2.4 TfL's webCAT website confirms that the site has a PTAL rating of 6a, which indicates an excellent level of access to the public transport facilities. The PTAL assessment is included as **Appendix A** of this report.

Buses

3.2.5 The site is well connected to the London Bus Network with five bus routes serving the site on West End Lane. The nearest bus stop (Stop N) is located opposite the site on the western side of West End Lane. Services in the opposite direction can be accessed from Stop W which is approximately 110m to the south of the site by the West End Lane junction with Blackburn Road.

3.2.6 The available services, approximate distance from the site and number of buses in each way per hour are set out in **Table 3.2**, and shown in **Figure 2** of this report.

Table 3.2 – Local Bus Services

Service	Route	Stop	Distance (m)	AM Peak buses / hr	PM Peak buses / hr
C11	Brent Cross – Archway Station	W	110	9	9
	Archway Station – Brent Cross	N	60	9	9
139	West End Green – Waterloo Station	W	110	8	8
	Waterloo Station – West End Green	N	60	7	8
328	Golders Green Station – Chelsea Worlds End	W	110	9	9
	Chelsea Worlds End – Golders Green Station	N	60	9	9
187	West Hampstead – Central Middlesex Hospital	FB	620	7	7
268	West Hampstead – Golders Green	FB	620	5	5
Total				**63**	**64**

Underground

3.2.7 West Hampstead Underground Station is located approximately 250m (3 minute walk) to the south of the site. Access to this station is via West End Lane. From here the Jubilee Line provides direct access to much of Central London and a number of key transport hubs including Waterloo, London Bridge and Stratford. **Table 3.3** shows the number of services operating in each direction during the AM and PM peak hours.

Table 3.3 – Underground Weekday Peak Hour Frequencies

Line	Station	Direction	AM peak hour frequency	PM peak hour frequency
Jubilee	West Hampstead	Northbound	28	29
		Southbound	29	30
Total			**57**	**59**

London Overground

3.2.8 West Hampstead London Overground Station is located approximately 170m (2.5 minute walk) to the south of the site. Access to the station is again via West End Lane. From here the London Overground Line provides direct access to a number of different stations including Richmond, Clapham Junction and Stratford. **Table 3.4** shows the number of services operating in each direction during the AM and PM peak hours.

Table 3.4 – London Overground Weekday Peak Hour Frequencies

Line	Station	Direction	AM peak hour frequency	PM peak hour frequency
London Overground	West Hampstead	Eastbound	8	8
		Westbound	9	8
Total			**17**	**16**

West Hampstead Thameslink

3.2.9 West Hampstead Thameslink Station is located approximately 150m (2 minute walk) to the south of the site. Step free access to the station is provided from West End Lane. From here Thameslink services provide direct access to a number of different stations including Kings Cross, London Blackfriars, St. Albans, Luton

and Sutton. **Table 3.5** shows the number of services operating in each direction during the AM and PM peak hours.

Table 3.5 – Thameslink Weekday Peak Hour Frequencies

Line	Station	Direction	AM peak hour frequency	PM peak hour frequency
Thameslink	West Hampstead	Eastbound	8	7
		Westbound	4	4
Total			**12**	**11**

3.3 Walking

3.3.1 The site is located in an area with an established network of footways. Due to its London location, numerous public transport services, employment opportunities and amenities can be accessed on foot. Details of the existing pedestrian infrastructure on each of the roads surrounding the site are provided below.

West End Lane

Inset 3.1 – West End Lane from roof of existing building

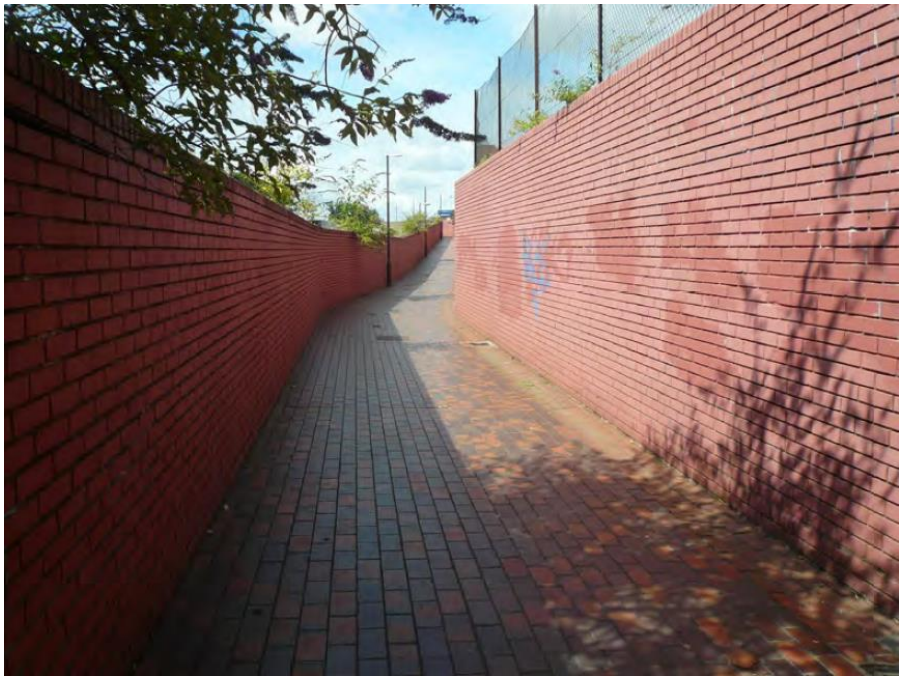
3.3.2 West End Lane runs along the site's western edge and provides one of the pedestrian access points into the existing site. The footways on West End Lane are

regarded as being satisfactory, of standard width and well lit. However, the effective footway width outside of the site is hindered by railings outside of the existing retail units (shown in blue on **Inset 3.1**), which serve to protect pedestrians from the cross-sectional level difference present on the footway. This reduces the width of the footway to approximately 4.5m in the vicinity of the site.

3.3.3 A disabled parking bay is provided off-carriageway on the eastern footway of West End Lane in front of the site. This is accessed via a dropped kerb positioned immediately to the north of the pedestrian crossing.

3.3.4 A signal controlled pedestrian crossing directly outside the site, which provides a formal crossing point to West Hampstead Thameslink Station. An additional signal controlled pedestrian crossing is incorporated approximately 80m further south along West End Lane, on the route to West Hampstead Underground and Overground Stations.

Potteries Path



Inset 3.2 – Potteries Path looking west

3.3.5 Potteries Path is a pedestrian/cycle route providing access to the MUGA and links the Dresden Close residential area with West End Lane. The path is approximately 3.0m wide and bounded by high (approx. 2.0m) walls either side.

3.3.6 Whilst reasonably well used, the Fortune Green and West Hampstead Neighbourhood Plan identifies that this route should be upgraded to provide a safer route for pedestrians and cyclists.

3.4 Cycling

3.4.1 The local cycle network is shown in **Figure 3** based on TfL cycle guides (numbers 4 and 7 which cover the study area).

3.4.2 West End Lane is identified in TfL's Cycling in Central London guide as a route signed or marked for use by cyclists on a mixture of quiet or busier roads.

3.4.3 The A5 Kilburn High Road, located to the west of the site can be accessed via Iverson Road and is a marked cycle route providing a link to the north and south.

3.5 Local Highway

3.5.1 West End Lane, classified as the B510, runs in a north south direction. It is not recognised as part of TfL's strategic road network (TLRN). The road is single carriageway, subject to a 20mph speed limit, with single yellow lines on either side of the road and no loading restrictions.

3.5.2 A signal controlled pedestrian crossing lies directly opposite, which is on a key desire line for pedestrians routing between West Hampstead Stations and West End Lane itself.

3.5.3 To the north of the site West End Lane enters into Fortune Green Road before joining the TLRN at the A41 Finchley Road. To the south West End Lane enters Abbey Road and beyond provides a number of links into Central London.

3.5.4 The site falls within the CA-P (a) Camden Council Controlled Parking Zone (CPZ). This zone is in operation Monday to Friday from 08:30-18:30.

4 PROPOSED TRAVEL PATTERNS

Residential element of the proposals

Trip Generation

4.1.1 To assess the potential trip generation of the residential part of the development proposals, the TRICS (version 7.2.2) database was interrogated for appropriate sites. Sites were selected based on the following order of criteria:

- Location (Greater London)
- Good public transport accessibility ("PTAL 4 to 6")
- Type of development (Residential apartments)
- Tenure Mix (Mixed Private/Affordable housing)
- Size of development (between 45 and 226 units)

4.1.2 The resultant sites from the search of the TRICS database are detailed in **Table 4.1** below.

Table 4.1 – TRICS sites used to derive residential trip generation

Survey Code	Address	Survey Date
EG-03-M-02	Featherstone Road, Southall	17/07/2014
GR-03-M-01	Greenwich High Road, Greenwich	25/11/2014
HD-03-M-01	Uxbridge Road, Hayes	11/09/2014

4.1.3 The relevant TRICS outputs have been included in **Appendix B** of this report.

4.1.4 The derived trip rates, expressed as trips per dwelling, are summarised in **Table 4.2**. The trip rates have been multiplied by the number of units to provide the total estimated number of person trips generated by the residential part of the development proposals. The total person trips are those trips undertaken by all modes to and from the development. Based on the trip generation characteristics

of these sites, at full occupation the residential development is predicted to generate approximately 122 and 92 two-way person trips during the morning and evening peak hours respectively.

Table 4.2 – Total proposed residential person trip generation

	AM peak (0800-0900)			PM peak (1700-1800)		
	In	Out	Total	In	Out	Total
Person trip rate (per unit)	0.15	0.60	0.75	0.42	0.15	0.57
163 units	24	98	122	68	24	92

Note: Calculations are subject to rounding

Modal split

4.1.5 The person trips have been distributed across the different modes of travel based on 2011 Census data for the "Method of Travel to Work" of the resident population for the Super Output Area Lower Layer of Camden 010E, adjusted to reflect the limited parking availability for the site.

4.1.6 A summary of the modal split for the output area is show in **Table 4.3**.

Table 4.3 – Additional residential trips by mode of travel

Mode	Mode split	AM peak			PM Peak		
		In	Out	Total	In	Out	Total
Underground	58%	14	57	71	39	13	52
Train	14%	3	14	17	10	3	13
Bus, minibus or coach	8%	2	8	10	5	2	7
Taxi or minicab	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	1%	0	1	1	1	0	1
Driving a car, van or HGV	7%	2	7	8	5	2	7
Passenger in a car or van	0%	0	0	0	0	0	0
Bicycle	4%	1	4	5	3	1	4
On foot	7%	2	7	9	5	2	7
Other	0%	0	0	0	0	0	0
Total		**24**	**98**	**122**	**68**	**23**	**92**

Note: Calculations are subject to rounding

Non-residential element of the proposals

4.1.7 To assess the potential trip generation of the retail aspect of the development proposals, the TRICS database was interrogated for appropriate sites. In order to assess "the worst case scenario" A1 (retail) sites were selected based on the following order of criteria:

- Location (Greater London)
- Type of development (Convenience store)
- Size of development

4.1.8 The resultant sites from the search of the TRICS database are detailed in **Table 4.4** below.

Table 4.4 – Selected retail sites

Survey Code	Address	Survey Date
CN-01-O-01	Chalk Farm Road, Camden	11/12/2012
HK-01-O-01	Mare Street, Hackney	11/12/2012

The derived trip rates, expressed as trips per 100m^2, are summarised in **Table 4.5**. The trip rates have been applied to the GIA of the proposed retail element of the development to provide the total estimated number of person trips generated by this component of the proposals. Based on the trip generation characteristics of these sites, the retail development is predicted to generate approximately 1325 and 1830 two-way person trips during the morning and evening peak hours respectively.

Table 4.5 – Total proposed retail person trip generation

	AM peak (0800-0900)			PM peak (1700-1800)		
	In	Out	Total	In	Out	Total
Person trip rate (per 100sqm)	75.83	72.92	148.75	99.58	105.83	205.42
891sqm	676	650	1325	887	943	1830

Note: Calculations are subject to rounding

4.1.9 However, due to the nature of "Local" stores, it has been assumed (for the purpose of assessment) that all of the peak hour trips generated by the proposed retail unit will already be present on the network as part of a linked, pass-by or diverted trip. As such, we have excluded the trip generation associated with the proposed retail use.

Flexible employment element of the proposals

4.1.10 To assess the potential trip generation of the flexible employment space, the TRICS database was interrogated for appropriate sites. Sites were selected based on the following order of criteria:

- Location (Greater London)
- Type of development (Office)
- Size of development

4.1.11 The resultant sites from the search of the TRICS database are detailed in **Table 4.6** below.

Table 4.6 – Selected employment sites

Survey Code	Address	Survey Date
CI-02-A-01	Cannon Street, City of London	21/10/2009
WH-02-A-02	Battersea Park Road, Battersea	10/05/2012

4.1.12 The derived trip rates, expressed as trips per 100m^2, are summarised in **Table 4.7**. The trip rates have been applied to the GIA of the proposed flexible employment (office and start-up) space to provide the total estimated number of person trips generated by this component of the proposals. Based on the trip generation characteristics of these sites, the retail development is predicted to generate approximately 41 and 43 two-way person trips during the morning and evening peak hours respectively.

Table 4.7 – Selected employment sites

	AM peak (0800-0900)			PM peak (1700-1800)		
	In	Out	Total	In	Out	Total
Person trip rate (per 100sqm)	4.04	0.70	4.73	0.62	4.35	4.96
871sqm	35	6	41	5	38	43

Note: Calculations are subject to rounding

4.1.13 As there are no parking spaces associated with the flexible employment space it has been assumed (for the purpose of assessment) that all of the journeys to site are completed by other modes.

4.1.14 The mode share (adjusted to reflect the car-free nature of the development) is presented in **Table 4.8** below.

Table 4.8 – Additional employment trips by mode of travel

Mode	Mode Share	AM peak			PM Peak		
		In	Out	Total	In	Out	Total
Underground	39%	14	2	16	2	15	17
Train	22%	8	1	9	1	8	9
Bus, minibus or coach	18%	6	1	7	1	7	8
Taxi or minicab	1%	0	0	0	0	0	0
Motorcycle, scooter or moped	2%	1	0	1	0	1	1
Driving a car, van or HGV	0%	0	0	0	0	0	0
Passenger in a car or van	2%	1	0	1	0	1	1
Bicycle	3%	1	0	1	0	1	1
On foot	13%	5	1	6	1	5	6
Other	0%	0	0	0	0	0	0
Total	**100%**	**35**	**6**	**41**	**5**	**38**	**43**

Note: Calculations are subject to rounding

Community element of the proposals

4.1.15 The proposed community use is likely to be used as a meeting space for occasional public use/hire. In acknowledgement of this, it is unlikely that a significant amount of trips will be generated by this unit during the morning and evening peak hours. As such, a trip generation assessment has not been carried out for the community space.

Combined

4.1.16 **Table 4.9**, below, summarises the all-modes trip generation for all components of the proposed development.

Table 4.9 – Proposed development trips

Mode	AM peak			PM Peak		
	In	Out	Total	In	Out	Total
Underground	27	59	87	41	28	69
Train	11	15	26	11	12	23
Bus, minibus or coach	8	9	17	6	9	15
Taxi or minicab	0	0	1	0	0	1
Motorcycle, scooter or moped	1	1	2	1	1	2
Driving a car, van or HGV	2	7	8	5	2	6
Passenger in a car or van	1	1	1	0	1	1
Bicycle	2	4	6	3	2	5
On foot	6	8	14	6	7	12
Other	0	0	0	0	0	0
Total	**59**	**104**	**163**	**73**	**61**	**134**

Note: Calculations are subject to rounding

4.1.17 As can be seen, the proposed development is predicted to result in a total of approximately 163 and 134 two-way trips during the morning and evening peak hours respectively.

5 TRAVEL PLAN OBJECTIVES AND TARGETS

5.1.1 This section outlines the overarching objectives and the proposed FTP targets.

5.2 Aim

5.2.1 A FTP sets out a package of measures aimed at encouraging environmentally sustainable travel choices. The main aim of this FTP is to:

> *Create a sustainable, community driven environment for the development, which promotes a range of lifestyle and travel choices and reduces reliance on the private car.*

5.3 Objectives

5.3.1 Objectives are the high-level aims of the Travel Plan. They help to give the document direction and provide a clear focus; these include:

- To raise awareness of sustainable modes of travel available to residents, employees and visitors;
- To reduce the amount of single occupancy car trips to the development; and
- To encourage car-sharing or use of car clubs in order to reduce single occupancy vehicle use.

5.4 Targets

5.4.1 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-bound.

5.4.2 The main target of the Travel Plan will be to minimise car trips to and from the development and to promote the use of alternative, sustainable travel modes. Additional targets could also include:

- To increase the cycle mode share of cycling by 10 percentage points for residents and commercial occupiers;
- To increase the on foot mode share of pedestrians by 5 percentage points for residents and commercial occupiers;

- 80% of residential occupiers to be aware of the travel plan within 3 months of full occupation.

5.4.3 The suggested targets represent what is considered to be an achievable increase and move towards sustainable travel as a result of the introduction of the Travel Plan and the proposed measures. It can be seen in **Table 4.9** that the majority of the development trips are expected to travel sustainably and therefore it is essential that this is achieved and maintained.

6 PROPOSED TRAVEL PLAN MEASURES FOR RESIDENTS

6.1.1 A range of Travel Plan measures will be implemented to bring together a co-ordinated approach to encourage residents to use sustainable modes of transport.

6.2 Physical Design

6.2.1 'Hard' engineering measures will be incorporated into the design of the development which will influence travel patterns, and will have a significant impact upon reducing dependence upon the private car from the outset.

Car parking provision

6.2.2 12 disabled parking spaces will be provided for the wheelchair accessible units in the development.

Electric car charging points

6.2.3 2 spaces have been identified for electric vehicle charging points, with a further 20% of the total number of spaces reserved as passive provision to meet the relevant London Plan policy objectives.

Cycle parking provision

6.2.4 Cycle parking for the development will be provided in accordance with GLA London Plan (2015) standards, providing a total of 284 long-stay spaces located in dedicated stores internal to each building. In addition to the long-stay spaces, a total of 26 easily accessible short-stay spaces for visitors will be provided in the landscaped areas outside of the proposed building.

6.3 Travel information and awareness initiatives

6.3.1 The following paragraphs describe a number of measures and initiatives proposed to provide information about travel options to residents at the development.

Information Packs

6.3.2 All residents moving into new properties will be provided with an Information Pack by the sales and marketing team when they exchange contracts to purchase a property or sign tenancy agreements. The content of the Information Pack is expected to include the following:

- an explanation of the Travel Plan, its purpose, aims and objectives and measures;
- contact details for the estate management team;
- information on the location of local amenities and services;
- information on the health benefits of walking and a map showing the accessible areas on foot within typical journey times;
- TfL cycle network map and information on the cycle tools in TfL journey planner;
- information on cycle training available to people living or working in LBC;
- information re-affirming the inability of residents to purchase a CPZ parking permit;
- promotional material setting out the benefits of cycling;
- bus network maps and timetable information;
- London Underground and rail network maps and timetables; and
- links to TfL journey planner website and National Rail website which provide journey planning and live departure information.

6.4 Initiatives to encourage walking and cycling

6.4.1 Walking and cycling are considered the most important modes at a local level, being sustainable and healthy. Residents will also be made aware of the cycle advice available within the TfL journey planner.

6.4.2 The residents will have access to cycle parking as described earlier in this chapter and will benefit from having a good connection to West End Lane and the wider cycle network beyond.

6.5 Initiatives to encourage public transport use

6.5.1 The Information Pack will provide detailed information on the public transport services available from the site which will include route maps. Information on the

TfL online journey planner and live bus stop tracking websites and smartphone applications will also be provided.

6.6 Initiatives to reduce car use

6.6.1 The car free nature of the development will go a significant way to limiting car ownership with only disabled parking available on-site for the accessible units.

6.6.2 In addition to the above, it is considered that further initiatives to reduce car use will be achieved organically through the highly-accessible town-centre location of the proposed development and actively through promotion of public transport, walking, cycling and car sharing.

7 PROPOSED TRAVEL PLAN MEASURES FOR NON-RESIDENTIAL OCCUPIERS

7.1.1 Initial measures could be implemented prior to full occupation to encourage employees and visitors to take up environmentally sustainable travel choices from the outset.

7.1.2 The Travel Plan requires consideration of all types of travel relevant to the building users, which refers to staff, visitors and personnel who make deliveries and/or collections to and from the development. These groups may have different travel patterns and it is important to provide Travel Plan measures which are targeted to their needs.

7.1.3 The following measures could be considered at the outset.

7.2 Travel Information Pack

7.2.1 Just as a Travel Information Pack will be distributed amongst the residents, a Commercial Travel Information pack will be prepared by the commercial (including non-residential unit) occupiers in collaboration with the appointed Travel Plan Coordinator (TPC), who will advise them regarding sustainable transport. The provision of such information is essential in fostering sustainable travel habits early, before employees settle into unsustainable habits when a sustainable alternative may be more suitable.

7.2.2 The information packs will include the following:

- The aims and objectives of the Travel Plan, for example the benefits to the environment of reduced car use and the health benefits of walking and cycling.
- Information on travel planning website services such as TfL and DfT journey planners, to raise awareness of transport options, and alternatives in case of delays or cancellations.
- Maps showing the pedestrian and cycle routes to the site, as well as destinations of local facilities with routes and journey times by walking, cycling and public transport.
- Cycle route maps including the locations of cycle parking and TfL cycle docking stations.

- Location map of the nearby car club bays and information on how to become a member.
- Train and bus service maps and timetables to highlight the services available.
- Advice on measures to reduce the need to travel such as the use of TfL's cycle hire scheme.
- Information related to cycle training in the local area.

7.3 Marketing and promotion

7.3.1 The TPC will advise the occupiers on implementing a range of marketing measures to ensure that all building users are aware of their role in achieving the aims of the Travel Plan and help to encourage new employees to use sustainable travel alternatives. The following are examples of such measures:

Website

7.3.2 Providing information on the location of the nearest transport links, including local buses and London Underground stations, cycling routes and Car Club bays, on the company website. Information on the purpose of the Travel Plan would also be provided along with the strategies and measures implemented. This would encourage visitors, new members of staff (and potentially interviewees seeking employment) to use sustainable modes of transport.

Notice boards

7.3.3 Provision of notice boards in the entrance foyers, clearly displaying the information to staff and visitors. This would provide travel information and updates on improvements and any proposed measures. The notice boards would keep employees and visitors up-to-date with changes in the travel options available which would keep them travelling by sustainable modes and to encourage others to use such modes either for the first time or on a more regular basis.

7.4 Promotion of public transport

7.4.1 The location and accessibility of the site means that public transport will be the travel mode of choice for the vast majority of employees and visitors. Nonetheless,

the TPC will inform the occupiers regarding the following initiatives that could be considered to assist building users to use the public transport network:

Route maps

7.4.2 Making public transport information, including bus route maps and timetables, available to all staff to highlight the services available. In particular, this would assist in informing staff of the most efficient way to travel to meetings and other business-related journeys.

7.5 Promotion of cycling

7.5.1 Cycling is the quickest form of transport for many journeys in London, especially on congested routes. One of the key advantages of cycling is a greater certainty of journey time which cannot be achieved by other vehicular modes on a congested network. A number of measures will be introduced to promote and encourage cycling, the main aspect will be provision of secure cycle parking facilities for staff.

7.5.2 The TPC will also advise and also assist the occupiers on setting up the following measures that could encourage cycling by the staff:

Route maps

7.5.3 Provision of cycle route maps to staff so that they are aware of the opportunities available to them. These will be included within the Travel Information Packs.

Cycle training

7.5.4 Provision of information on cycle safety training or refresher courses offered by the Council and privately, for less confident cyclists to encourage them to take up cycling within 12 months of first occupancy. The aim of the courses will be for new cyclists to gain confidence to use London's busy roads as well as advising on good cycling techniques, so encouraging staff to take up cycling.

Bicycle Users Group

7.5.5 Setting up a bicycle users group for employees to provide a useful forum to bring together cyclists within the development so that they can share best practice and information, and organise promotional events. This forum could also encourage experienced cyclists to become a 'buddy' for new or less confident cyclists.

7.6 Promotion of sustainable practices for deliveries

7.6.1 The baseline survey will collect information on the delivery patterns and the TPC will advise the occupiers about the following measures that could be implemented to make the servicing operations more sustainable:

Consolidating deliveries

7.6.2 Discussing the feasibility of consolidating deliveries which would involve combining and reducing the number of vehicle trips with the delivery operators.

Green vehicles

7.6.3 Use of hybrid, electric and other low carbon emission vehicles that are less harmful to the environment. Encouraging the use of delivery and collection companies which use green vehicles.

Time restrictions

7.6.4 Deliveries could be restricted from taking place during the peak traffic hours to help reduce congestion on local roads.

7.6.5 The tenancy agreement for the commercial occupiers will include a clause which states that they will work with the TPC to implement the Travel Plan for the development and work towards its targets.

7.7 Disabled access

7.7.1 There is a good level of provision for disabled commuters on the public highway from all approaches to the site. All junctions in the vicinity of the site and all the routes to the nearest bus, rail and underground stations benefit from dropped kerbs. This will allow wheelchair users to cross safely. In addition, all the nearby junctions benefit from tactile surfacing and dropped kerbs or raised tables to aide wheelchair users and the visually impaired.

8 TRAVEL PLAN MANAGEMENT AND MONITORING

8.1 Travel Plan Co-ordinator

8.1.1 As mentioned in Chapter 7 of this report, a TPC will be appointed who will be responsible for implementing, managing and promoting the Travel Plan to residents and occupiers of the non-residential part of the scheme. The TPC will be a member of the estate management team, who will be funded through service charges at the development. The general responsibilities of the role include:

- be available as a first point of contact for residents to discuss transport issues;
- to promote the Travel Plan to new and existing residents;
- to discuss any problems with relevant officers at the LBC and TfL; and
- to facilitate and be responsible for the monitoring of the Travel Plan which will include undertaking travel questionnaire surveys and preparing monitoring reports.

8.1.2 The amount of time required to undertake the duties associated with the Travel Plan will vary depending on a specific task. However, the TPC will allow sufficient time to carry out the measures outlined in the Action Plan and to undertake the maintenance of necessary systems, data and paperwork.

8.2 Monitoring

8.2.1 The monitoring regime for the development has been determined with reference to the requirements set out in the TfL 'Travel Planning Guidance' document. This recommends that Travel Plans are monitored by means of TRICS compliant surveys.

8.2.2 Therefore TRICS compliant travel surveys will be undertaken within six months of occupation. This will ascertain the baseline travel patterns and help set travel mode split targets.

8.2.3 The surveys will be commissioned by TPC and will take place in years 1, 3 and 5 after the initial baseline survey. The TPC will examine the survey results against the Travel Plan targets and produce a monitoring report which will be submitted to the LBC.

8.2.4 The travel surveys will aim to achieve a minimum response rate of 30%. To seek to achieve this, an advanced warning letter will be issued explaining the need for the surveys as part of the site-wide Travel Plan. There will also be reminder postcards issued to encourage completion of the questionnaires.

8.3 Future surveys timing

8.3.1 The precise dates of the future surveys will depend on the date of the baseline survey which will be undertaken within six months of first occupation.

8.3.2 Following the initial surveys, follow up surveys will take place 1, 3 and 5 years later. Therefore, at present, it is not possible to agree the calendar dates of the future surveys. These will be clarified and agreed after the initial surveys have been undertaken.

8.4 Funding and securing the Travel Plan

8.4.1 The Travel Plan will be secured through a condition of any forthcoming planning permission for the development.

8.4.2 The Travel Plan measures will be funded by the developer. Any ongoing costs, such as the duties of the TPC, including the preparation of the Information Packs will be funded by the management company.

8.5 Enforcement

8.5.1 The Travel Plan will be reviewed after five years at which point if targets have not been achieved, possible amendments will be agreed between LBC and the TPC.

8.6 Action plan

8.6.1 The action plan will be completed if there is a grant of planning permission.

9 SUMMARY AND CONCLUSION

9.1.1 In November 2015, A2 Dominion Developments Limited (the applicant) submitted a planning application for the site. Since the submission, the applicant has been in dialogue with London Borough of Camden regarding the scheme which has resulted in some minor changes to the scale of the proposed building. This Transport Assessment relates to and assesses the changes that have been made.

9.1.2 The proposals include the demolition of all existing buildings and redevelopment of the site to provide 163 mixed-tenure homes (Use Class C3), new floorspace for town centre uses (Use Classes A1, A2, A3, D1 or D2), new employment floorspace (including four dedicated units for start-up businesses) (Use Class B1), a community meeting room and new and improved public open spaces, together with associated new landscaping, on-site access, servicing and disabled car parking

9.1.3 Based on the predicted modal split of the site, provisional targets for each mode have been set. It should be noted that the actual baseline mode share will be determined following travel surveys that will take place post-occupation. The targets will need to be revised in the light of these surveys and agreed with the relevant LBC Travel Plan officer.

9.1.4 A package of measures will be introduced to ensure the targets could be met. The measures will be reviewed following the grant of planning permission.

9.1.5 The measures will be secured through a S106 agreement. Sufficient time will be allowed for the Travel Plan Co-ordinator to fulfil the Travel Plan obligations.

9.1.6 The Travel Plan's progress will be monitored in accordance with the TRICS compliant methodology which is required for Travel Plans.

9.1.7 The TPC will commission TRICS-compliant travel surveys in years 1, 3 and 5 after the initial baseline survey. The TPC will examine the survey results against the Travel Plan targets and produce a monitoring report which will be submitted to LBC.

9.1.8 The Travel Plan will be reviewed after five years at which point if targets have not been achieved, amendments will be agreed between LBC and the TPC.

Figures

T:\30000_projects\30760 West End Lane, West Hampstead\ACAD\022 - Figure 1.dwg

Site location plan

TPP
transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

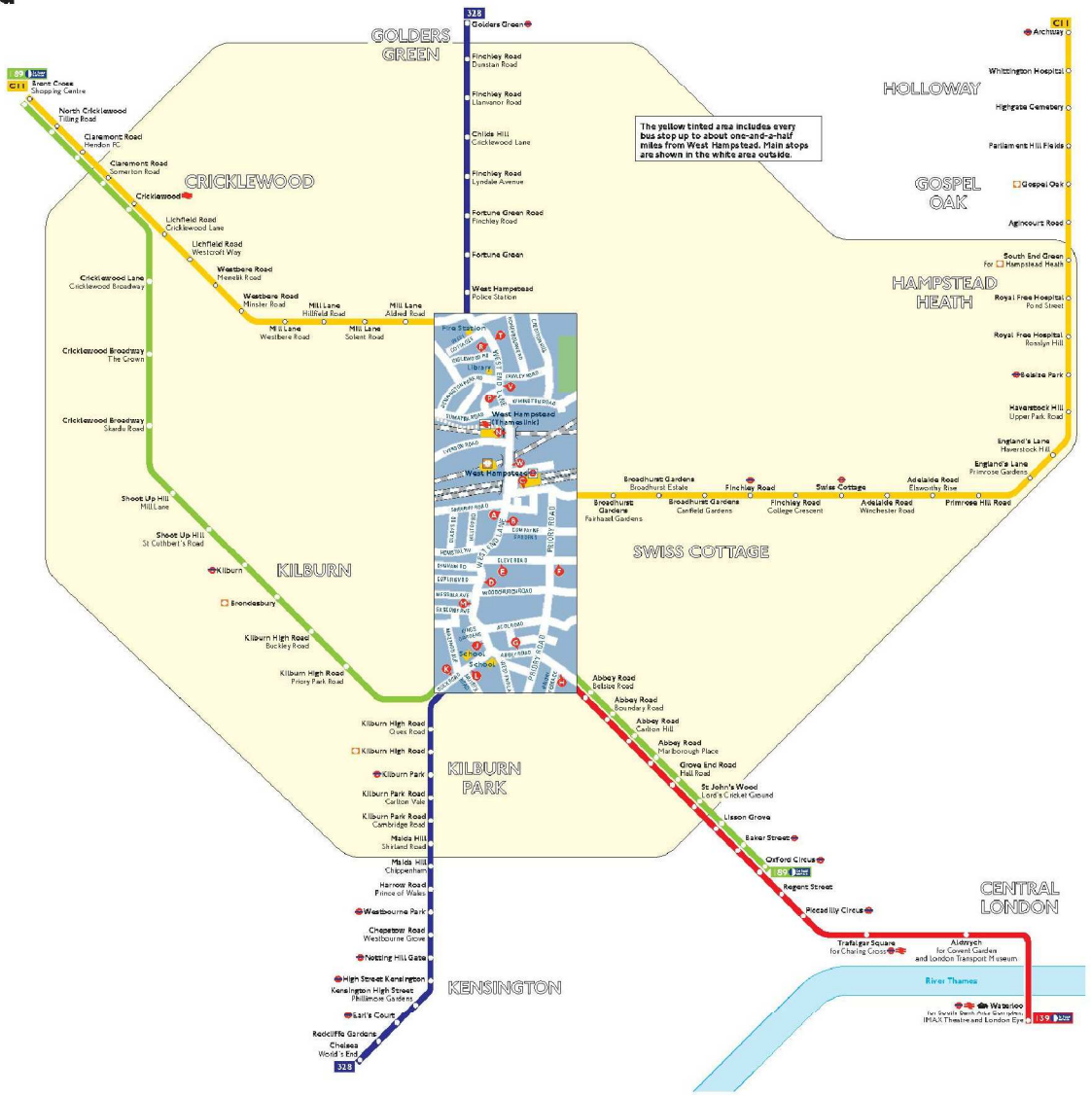
Figure 1

Buses from West Hampstead

Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
139 (24 hour service)	Waterloo	B D G T V W
189 (24 hour service)	Brent Cross	H L
	Oxford Circus	G K
328	Chelsea	B D L T V W
	Golders Green	A J K M N P R
C11	Archway	C T V W
	Brent Cross	A F N P R



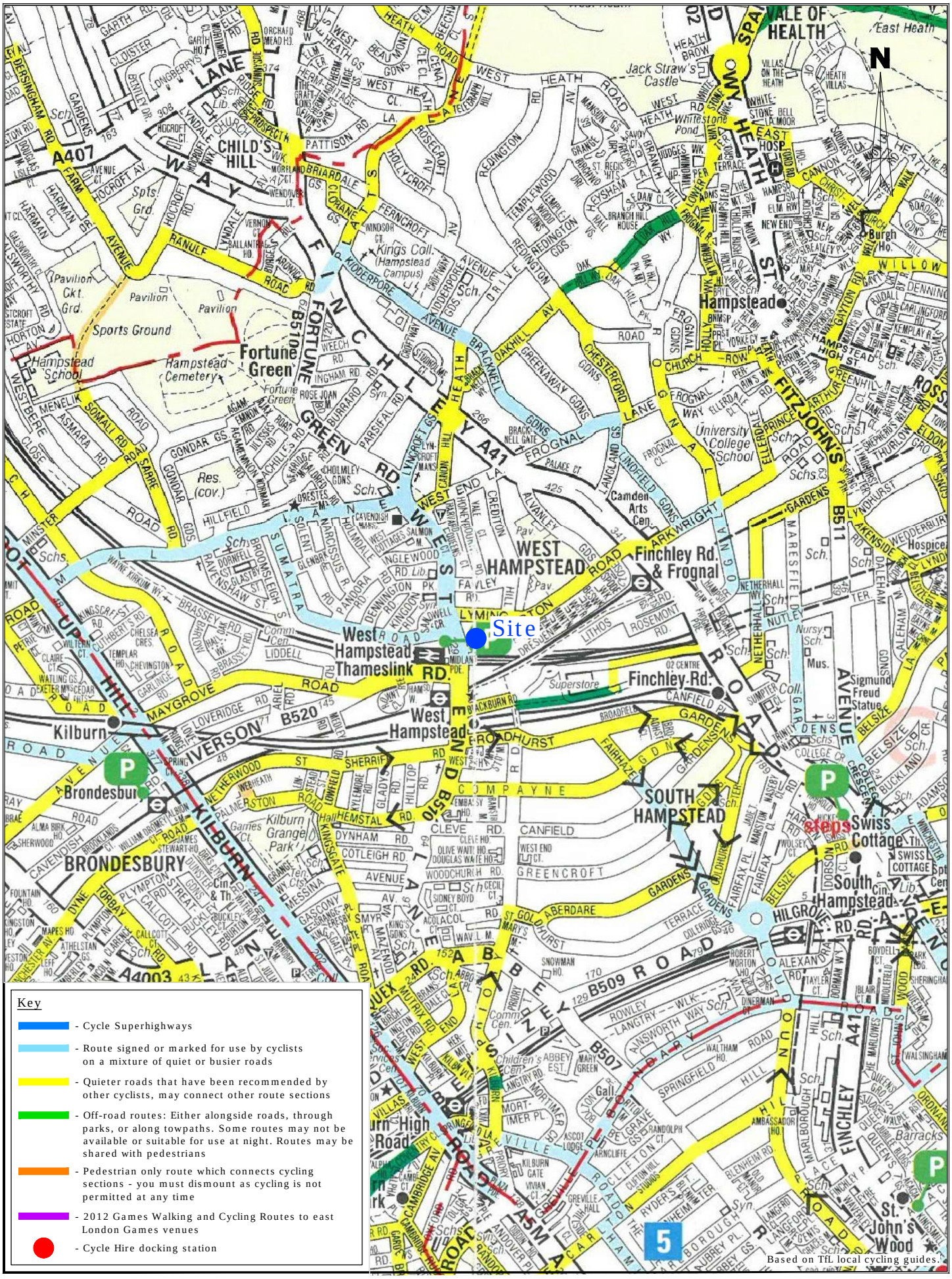
Based on TfL bus route maps.

Local bus network

Figure 2

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

T:\30000_projects\30760 West End Lane, West Hampstead\ACAD\032 - 033.dwg



T:\30000_projects\30760 West End Lane, West Hampstead\ACAD\032 - 033.dwg

Local cycle network

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk

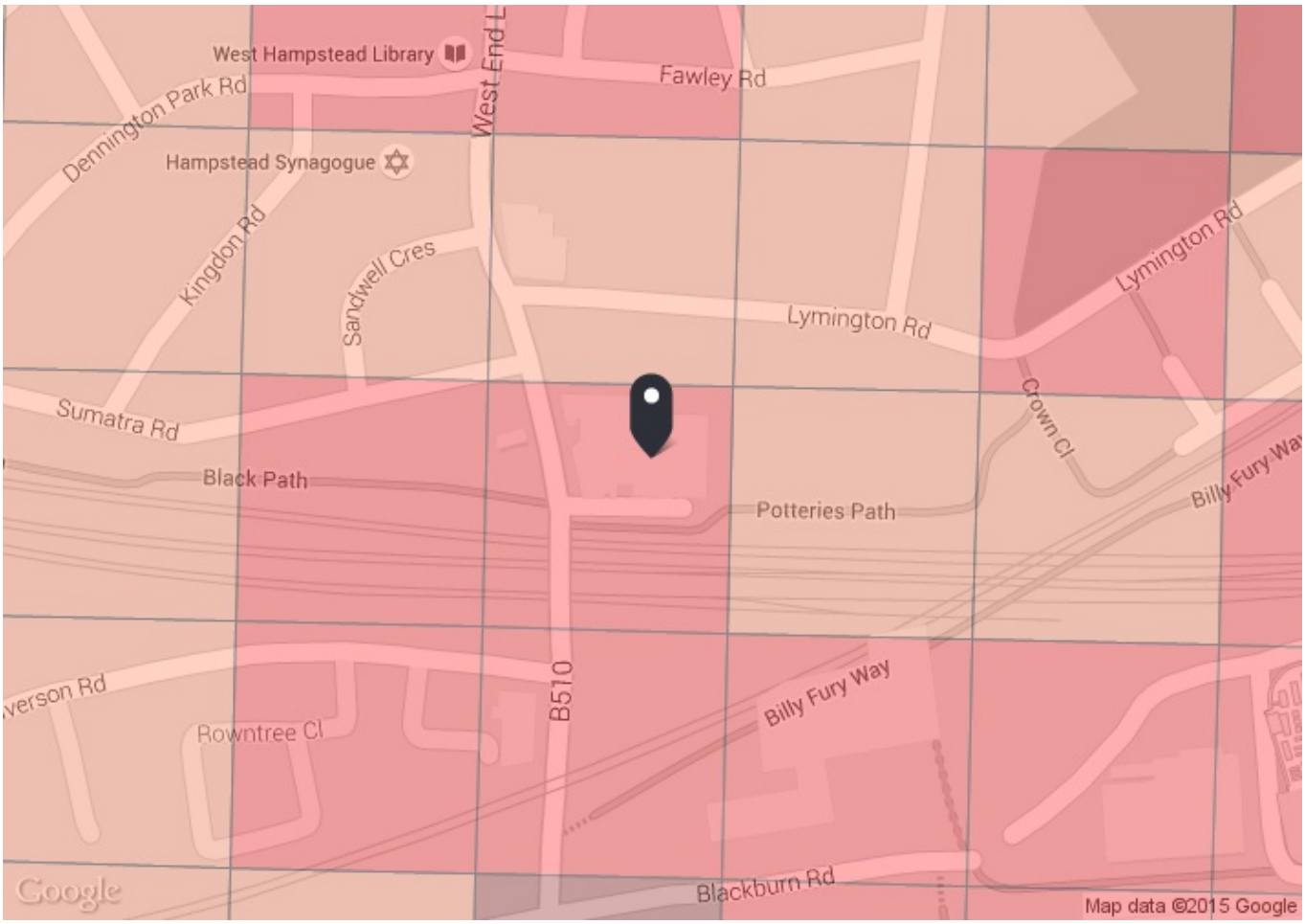
Figure 3

Appendices

Appendix A

PTAL Assessment

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
6a

Potteries Path, London NW6, UK

Easting: 525564, Northing: 184865

Grid Cell: 103056

Report generated: 09/09/2015

Map key - PTAL

0 (Worst) 1a
1b 2
3 4
5 6a
6b (Best)

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WEST HAMPSTEAD STATION	C11	104.53	7.5	1.31	6	7.31	4.11	0.5	2.05
Bus	WEST HAMPSTEAD STATION	139	104.53	7.5	1.31	6	7.31	4.11	0.5	2.05
Bus	WEST HAMPSTEAD STATION	328	104.53	9	1.31	5.33	6.64	4.52	1	4.52
Bus	FNCH R O2 CENTRE HOMEBASE	268	579.69	5	7.25	8	15.25	1.97	0.5	0.98
Bus	FNCH R O2 CENTRE HOMEBASE	187	579.69	5.5	7.25	7.45	14.7	2.04	0.5	1.02
Rail	West Hampstead	'CLPHMJ2-STFD 2L50 '	146.06	3.67	1.83	8.92	10.75	2.79	1	2.79
Rail	West Hampstead	'STFD-CLPHMJ2 2Y11 '	146.06	3.67	1.83	8.92	10.75	2.79	0.5	1.4
LUL	West Hampstead	'WembleyPark-Stratfo '	230.42	3.67	2.88	8.92	11.8	2.54	0.5	1.27
LUL	West Hampstead	'WillesdenGreen-Stra '	230.42	4.33	2.88	7.68	10.56	2.84	0.5	1.42
LUL	West Hampstead	'Stanmore-Stratford '	230.42	17.65	2.88	2.45	5.33	5.63	1	5.63
Rail	West Hampstead	'BEDFDM-SUTTON 1O13 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-SVNOAKS 2E11'	185.44	1	2.32	30.75	33.07	0.91	0.5	0.45
Rail	West Hampstead	'BEDFDM-SVNOAKS 2E19 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'LUTON-SVNOAKS 2E21 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-SVNOAKS 2E95'	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-LUTON 2O00 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-BEDFDM 2O04 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-STALBCY 2O06 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-LUTON 2O10 '	185.44	1	2.32	30.75	33.07	0.91	0.5	0.45
Rail	West Hampstead	'LUTON-SUTTON 2O17 '	185.44	0.67	2.32	45.53	47.84	0.63	0.5	0.31
Rail	West Hampstead	'STALBCY-SUTTON 2O21 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-SUTTON 2O29 '	185.44	0.67	2.32	45.53	47.84	0.63	0.5	0.31
Rail	West Hampstead	'LUTON-BCKNHMJ 2S91 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-BROMLYS 2S93'	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'BRGHTN-BEDFDM 2T02 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'BRGHTN-BEDFDM 2T04 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-STALBCY 2V02 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-STALBCY 2V08 '	185.44	0.67	2.32	45.53	47.84	0.63	0.5	0.31
Rail	West Hampstead	'BEDFDM-SUTTON 2V15 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-BEDFDM 2V16 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'LUTON-SUTTON 2V19 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-SUTTON 2V27 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'LUTON-SUTTON 2V31 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'ORPNGTN-STALBCY 2D93'	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'ORPNGTN-LUTON 2D95 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'SVNOAKS-STALBCY 2E59'	185.44	0.67	2.32	45.53	47.84	0.63	0.5	0.31
Rail	West Hampstead	'SVNOAKS-LUTON 2E61 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'SVNOAKS-WHMPSTM 2E63'	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
Rail	West Hampstead	'BROMLYS-LUTON 2E93 '	185.44	0.33	2.32	91.66	93.98	0.32	0.5	0.16
									Total Grid Cell AI:	**28.96**

Appendix B

TRICS Output Data

TRICS 7.2.2
Trip Rate Parameter: Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	EG	EALING	1 days
	GR	GREENWICH	1 days
	HD	HILLINGDON	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: 45 to 226 (units:)
Range Selected by User: 40 to 261 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 09/12/14

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:
Tuesday 1 days
Thursday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 3 days
Directional ATC Count 0 days
This data displays the nu the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Centre 1
Edge of Town Centre 0
Suburban Area (PPS6 Ou 0
Edge of Town 0
Neighbourhood Centre (2
Free Standing (PPS6 Out 0
Not Known 0
This data displays the nu Edge of To Suburban Area Neighbourhood Ce Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone 0
Commercial Zone 0
Development Zone 0
Residential Zone 2
Retail Zone 0
Built-Up Zone 0
Village 0
Out of Town 0
High Street 1
No Sub Category 0
This data displays the nu Industrial Z Development Zc Residential Zone Retail Zon Built-Up Zc Village Out of Tov High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
C3 3 days
This data displays the nu which can be found within the Library module of TRICS®.

Population within 1 mile:
15,001 to 20,000 1 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:
250,001 to 500,000 1 days
500,001 or More 2 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 1 days

This data displays the nu within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 3 days
This data displays the nu and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 EG-03-M-0 BLOCKS OF FLAT! EALING
FEATHERSTONE ROAD

SOUTHALL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 143
Survey dat THURSDAY 17/07/2014 Survey Typ MANUAL
2 GR-03-M-0 BLOCKS OF FLAT! GREENWICH
GREENWICH HIGH ROAD

GREENWICH
Town Centre
High Street
Total Number of dwellings: 226
Survey dat TUESDAY 25/11/2014 Survey Typ MANUAL
3 HD-03-M-0 BLOCK OF FLATS HILLINGDON
UXBRIDGE ROAD

HAYES
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 45
Survey dat THURSDAY 11/09/2014 Survey Typ MANUAL

This section provides a li it displays the selected trip the day of the wee and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites

Site Ref	Reason for Deselection
HD-03-M-03	Low PTAL
NH-03-M-01	Low PTAL
WF-03-M-01	Low PTAL

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
Calculation Factor: 1 DWELLS
Count Type: VEHICLES

	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	3	138	0.012	3	138	0.087	3	138	0.099
08:00-09:00	3	138	0.051	3	138	0.109	3	138	0.16
09:00-10:00	3	138	0.014	3	138	0.048	3	138	0.062
10:00-11:00	3	138	0.017	3	138	0.043	3	138	0.06
11:00-12:00	3	138	0.029	3	138	0.034	3	138	0.063
12:00-13:00	3	138	0.017	3	138	0.019	3	138	0.036
13:00-14:00	3	138	0.043	3	138	0.031	3	138	0.074
14:00-15:00	3	138	0.029	3	138	0.046	3	138	0.075
15:00-16:00	3	138	0.06	3	138	0.036	3	138	0.096
16:00-17:00	3	138	0.053	3	138	0.027	3	138	0.08
17:00-18:00	3	138	0.087	3	138	0.024	3	138	0.111
18:00-19:00	3	138	0.082	3	138	0.034	3	138	0.116
19:00-20:00	1	226	0.009	1	226	0.009	1	226	0.018
20:00-21:00	1	226	0.013	1	226	0.009	1	226	0.022
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			0.516			0.556			1.072

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
Calculation Factor: 1 DWELLS
Count Type: TOTAL PEOPLE

	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	3	138	0.075	3	138	0.384	3	138	0.459
08:00-09:00	3	138	0.15	3	138	0.599	3	138	0.749
09:00-10:00	3	138	0.13	3	138	0.225	3	138	0.355
10:00-11:00	3	138	0.099	3	138	0.14	3	138	0.239
11:00-12:00	3	138	0.159	3	138	0.167	3	138	0.326
12:00-13:00	3	138	0.171	3	138	0.179	3	138	0.35
13:00-14:00	3	138	0.157	3	138	0.145	3	138	0.302
14:00-15:00	3	138	0.143	3	138	0.251	3	138	0.394
15:00-16:00	3	138	0.336	3	138	0.155	3	138	0.491
16:00-17:00	3	138	0.292	3	138	0.169	3	138	0.461
17:00-18:00	3	138	0.418	3	138	0.147	3	138	0.565
18:00-19:00	3	138	0.442	3	138	0.184	3	138	0.626
19:00-20:00	1	226	0.283	1	226	0.115	1	226	0.398
20:00-21:00	1	226	0.155	1	226	0.044	1	226	0.199
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.01			2.904			5.914

Parameter summary

Trip rate parameter rang	45 - 226 (units:)
Survey date date range:	01/01/07 - 09/12/14
Number of weekdays (M	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually remov	3

TRICS 7.2.2
Trip Rate P Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 01 - RETAIL
Category O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:
1 GREATER LONDON
CN CAMDEN 1 days
HK HACKNEY 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: Gross floor area
Actual Ran 120 to 120 (units: sqm)
Range Sele 120 to 400 (units: sqm)

Public Transport Provision:
Selection b Include all surveys

Date Range 01/01/07 to 11/12/12

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:
Tuesday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual co 2 days
Directional 0 days
This data d the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Cent 0
Edge of To 1
Suburban A 0
Edge of To 0
Neighbourh 1
Free Stand 0
Not Known 0
This data d Edge of To Suburban Neighbour Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Z 0
Commercia 0
Developme 0
Residential 0
Retail Zone 0
Built-Up Zo 1
Village 0
Out of Tow 0
High Street 1
No Sub Cat 0
This data d Industrial Developm Residentia Retail Zon Built-Up Z Village Out of Tov High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
A1 2 days
This data d which can be found within the Library module of TRICS®.

Population within 1 mile:
25,001 to 5 2 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
125,001 to 2 days
This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 1 days
0.6 to 1.0 1 days
This data d within a radius of 5-miles of selected survey sites.

Petrol filling station:
Included in 0 days
Excluded fr 2 days
This data d and the number of surveys that do not.

Travel Plan:
Yes 2 days
This data d and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 CN-01-O-0 SAINSBUR CAMDEN
CHALK FARM ROAD

CHALK FARM
Neighbourhood Centre (PPS6 Local Centre)

High Street
Total Gross floor area: 120 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL
2 HK-01-O-0: SAINSBUR HACKNEY
MARE STREET

SOUTH HACKNEY
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 120 sqm
Survey dat TUESDAY ######## Survey Typ MANUAL

This sectio it displays the selecte the day of and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
07:00-08:0	2	120	2.5	2	120	1.25	2	120	3.75
08:00-09:0	2	120	5	2	120	5	2	120	10
09:00-10:0	2	120	5.417	2	120	6.25	2	120	11.667
10:00-11:0	2	120	4.583	2	120	4.583	2	120	9.166
11:00-12:0	2	120	4.167	2	120	3.75	2	120	7.917
12:00-13:0	2	120	10	2	120	9.167	2	120	19.167
13:00-14:0	2	120	11.667	2	120	10.833	2	120	22.5
14:00-15:0	2	120	7.5	2	120	7.917	2	120	15.417
15:00-16:0	2	120	5.417	2	120	6.25	2	120	11.667
16:00-17:0	2	120	6.667	2	120	5.417	2	120	12.084
17:00-18:0	2	120	6.667	2	120	7.917	2	120	14.584
18:00-19:0	2	120	12.083	2	120	10.833	2	120	22.916
19:00-20:0	2	120	7.083	2	120	7.5	2	120	14.583
20:00-21:0	2	120	4.583	2	120	5.417	2	120	10
21:00-22:0	2	120	0.833	2	120	2.083	2	120	2.916
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			94.167			94.167			188.334

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Rang	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
07:00-08:0	2	120	39.167	2	120	23.333	2	120	62.5
08:00-09:0	2	120	75.833	2	120	72.917	2	120	148.75
09:00-10:0	2	120	74.167	2	120	79.583	2	120	153.75
10:00-11:0	2	120	69.583	2	120	69.583	2	120	139.166
11:00-12:0	2	120	68.75	2	120	70	2	120	138.75
12:00-13:0	2	120	109.583	2	120	106.667	2	120	216.25
13:00-14:0	2	120	164.583	2	120	148.75	2	120	313.333
14:00-15:0	2	120	89.583	2	120	89.167	2	120	178.75
15:00-16:0	2	120	81.25	2	120	95.417	2	120	176.667
16:00-17:0	2	120	81.667	2	120	85.417	2	120	167.084
17:00-18:0	2	120	99.583	2	120	105.833	2	120	205.416
18:00-19:0	2	120	151.25	2	120	139.583	2	120	290.833
19:00-20:0	2	120	113.75	2	120	111.667	2	120	225.417
20:00-21:0	2	120	61.667	2	120	72.917	2	120	134.584
21:00-22:0	2	120	31.667	2	120	37.5	2	120	69.167
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			1312.083			1308.334			2620.417

Parameter summary

Trip rate pa 120 - 120 (units: sqm)
Survey dat 01/01/07 - 11/12/12
Number of 2
Number of 0
Number of 0
Surveys ma 0
This sectio followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed

TRICS 7.2.3
Trip Rate Param Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:
1 GREATER LONDON
CI CITY OF LO 1 days
WH WANDSWC 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: Gross floor area
Actual Range: 1215 to 1386 (units: sqm)
Range Selected b 408 to 2500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 29/11/13

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:
Wednesday 1 days
Thursday 1 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 2 days
Directional ATC (0 days
This data display the total a whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Centre 2
Edge of Town Ce 0
Suburban Area (I 0
Edge of Town 0
Neighbourhood 0
Free Standing (P 0
Not Known 0
This data display Edge of To Suburban A Neighbourhood Edge of To Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone 0
Commercial Zon 0
Development Zo 0
Residential Zone 0
Retail Zone 0
Built-Up Zone 2
Village 0
Out of Town 0
High Street 0
No Sub Category 0
This data display Industrial Z Developm Residential Zon Retail Zon Built-Up Z Village Out of Tow High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
B1 2 days
This data display which can be found within the Library module of TRICS®.

Population within 1 mile:
10,001 to 15,00(1 days
25,001 to 50,00(1 days
This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
250,001 to 500,(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:
0.5 or Less 1 days
0.6 to 1.0 1 days
This data display within a radius of 5-miles of selected survey sites.

Travel Plan:
No 2 days
This data display and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters
1 CI-02-A-01 OFFICES CITY OF LONDON
50 CANNON STREET
CITY OF LONDON
BANK
Town Centre
Built-Up Zone
Total Gross floor area: 1386 sqm
Survey date WEDNESD 21/10/2009 Survey Typ MANUAL
2 WH-02-A-0 OFFICES WANDSWORTH
BATTERSEA PARK ROAD

BATTERSEA
Town Centre
Built-Up Zone
Total Gross floor area: 1215 sqm
Survey date THURSDAY 10/05/2012 Survey Typ MANUAL

This section pro it displays the selecte the day of the w and whether the survey was a manual classified count or an ATC count.

Manually Deselected Sites
Site Ref Reason for Deselection
CI-02-A-03 Too dense

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-00:30									
00:30-01:00									

01:00-01:30									
01:30-02:00									
02:00-02:30									
02:30-03:00									
03:00-03:30									
03:30-04:00									
04:00-04:30									
04:30-05:00									
05:00-05:30									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:30	2	1301	0.077	2	1301	0	2	1301	0.077
07:30-08:00	2	1301	0.192	2	1301	0.154	2	1301	0.346
08:00-08:30	2	1301	0.154	2	1301	0.115	2	1301	0.269
08:30-09:00	2	1301	0.154	2	1301	0.038	2	1301	0.192
09:00-09:30	2	1301	0.038	2	1301	0	2	1301	0.038
09:30-10:00	2	1301	0.115	2	1301	0.038	2	1301	0.153
10:00-10:30	2	1301	0.115	2	1301	0.115	2	1301	0.23
10:30-11:00	2	1301	0.038	2	1301	0.038	2	1301	0.076
11:00-11:30	2	1301	0.077	2	1301	0.077	2	1301	0.154
11:30-12:00	2	1301	0	2	1301	0.077	2	1301	0.077
12:00-12:30	2	1301	0.077	2	1301	0	2	1301	0.077
12:30-13:00	2	1301	0	2	1301	0.038	2	1301	0.038
13:00-13:30	2	1301	0.038	2	1301	0.038	2	1301	0.076
13:30-14:00	2	1301	0	2	1301	0	2	1301	0
14:00-14:30	2	1301	0.077	2	1301	0.077	2	1301	0.154
14:30-15:00	2	1301	0.038	2	1301	0	2	1301	0.038
15:00-15:30	2	1301	0.038	2	1301	0.038	2	1301	0.076
15:30-16:00	2	1301	0	2	1301	0.077	2	1301	0.077
16:00-16:30	2	1301	0.077	2	1301	0.077	2	1301	0.154
16:30-17:00	2	1301	0.115	2	1301	0.115	2	1301	0.23
17:00-17:30	2	1301	0.154	2	1301	0.231	2	1301	0.385
17:30-18:00	2	1301	0.154	2	1301	0.192	2	1301	0.346
18:00-18:30	2	1301	0.115	2	1301	0.231	2	1301	0.346
18:30-19:00	2	1301	0	2	1301	0.038	2	1301	0.038
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			1.843			1.804			3.647

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS				
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate		
00:00-00:30											
00:30-01:00											
01:00-01:30											
01:30-02:00											
02:00-02:30											
02:30-03:00											
03:00-03:30											
03:30-04:00											
04:00-04:30											
04:30-05:00											
05:00-05:30											
05:30-06:00											
06:00-06:30											
06:30-07:00											
07:00-07:30	2	1301	1.346	2	1301	0.038	2	1301	1.384		
07:30-08:00	2	1301	1.346	2	1301	0.077	2	1301	1.423		
08:00-08:30	2	1301	2.191	2	1301	0.346	2	1301	2.537	2.018	0.346
08:30-09:00	2	1301	1.845	2	1301	0.346	2	1301	2.191		
09:00-09:30	2	1301	1.038	2	1301	0.154	2	1301	1.192		
09:30-10:00	2	1301	0.923	2	1301	0.615	2	1301	1.538		
10:00-10:30	2	1301	0.769	2	1301	0.577	2	1301	1.346		
10:30-11:00	2	1301	0.5	2	1301	0.384	2	1301	0.884		
11:00-11:30	2	1301	0.154	2	1301	0.192	2	1301	0.346		
11:30-12:00	2	1301	0.461	2	1301	1.038	2	1301	1.499		
12:00-12:30	2	1301	0.961	2	1301	1.115	2	1301	2.076		
12:30-13:00	2	1301	0.577	2	1301	1	2	1301	1.577		
13:00-13:30	2	1301	1.346	2	1301	1.23	2	1301	2.576		
13:30-14:00	2	1301	1.192	2	1301	0.73	2	1301	1.922		
14:00-14:30	2	1301	1.269	2	1301	0.5	2	1301	1.769		
14:30-15:00	2	1301	0.5	2	1301	0.308	2	1301	0.808		
15:00-15:30	2	1301	0.346	2	1301	0.538	2	1301	0.884		
15:30-16:00	2	1301	0.154	2	1301	0.807	2	1301	0.961		
16:00-16:30	2	1301	0.231	2	1301	1	2	1301	1.231		
16:30-17:00	2	1301	0.308	2	1301	0.807	2	1301	1.115		
17:00-17:30	2	1301	0.269	2	1301	2.115	2	1301	2.384	0.3075	2.1725
17:30-18:00	2	1301	0.346	2	1301	2.23	2	1301	2.576		
18:00-18:30	2	1301	0.269	2	1301	1.192	2	1301	1.461		
18:30-19:00	2	1301	0.192	2	1301	0.615	2	1301	0.807		
19:00-19:30											
19:30-20:00											
20:00-20:30											
20:30-21:00											
21:00-21:30											
21:30-22:00											
22:00-22:30											
22:30-23:00											
23:00-23:30											
23:30-24:00											
Daily Trip Rates:			18.533			17.954			36.487		

Parameter summary

Trip rate parame	1215 - 1386 (units: sqm)
Survey date date	01/01/07 - 29/11/13
Number of week	2
Number of Satur	0
Number of Sund	0
Surveys manuall	1

This section disp followed b the total n the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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