



287-289 Inglewood Mansions, West  
End Lane, London

**Transport Statement**

for The Zameck Group

287-289 Inglewood Mansions  
West End Lane, London

**Transport Statement**

For

The Zamek Group

## Document Control Sheet

Transport Statement

287-289 Inglewood Mansions, West End Lane, London

The Zamek Group

This document has been issued and amended as follows:

<b>Date</b>	<b>Issue</b>	<b>Prepared by</b>	<b>Approved by</b>
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## 1.0 Introduction

- 1.1 Motion has been appointed to advise on highways and transportation matters associated with proposed development at 287-289 Inglewood Mansions, West End Lane, within the London Borough of Camden (LB Camden).
- 1.2 The site is located to the west of West End Lane (B510) and is bounded by residential and commercial units to the north and south. The site is approximately 300 metres to the north of West Hampstead Thameslink, 400 metres to the north of West Hampstead Overground station and an additional 100 metres to the north of West Hampstead Underground station.
- 1.3 The site currently comprises a four-storey residential mansion block. It is proposed to extend the site to provide up to 13 HMO (houses in multiple occupation) residential units in a new roof storey. It is proposed that the development is car-free given the highly accessible location of the site.
- 1.4 The remainder of this report is set out as follows:
  - ▶ Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
  - ▶ Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
  - ▶ Section 4 provides an overview of the proposed development;
  - ▶ Section 5 assesses the trip generation of the development proposals and the effect on the highway network local to the site; and,
  - ▶ Section 6 summarises the key findings and conclusions of the report.

## 2.0 Policy Context

2.1 This section summarises the relevant transport policy documents against which the development proposals would be considered at a national, regional and local level. The most relevant policy documents relating to this study are detailed below:

- ▶ National Planning Policy Framework (March 2012);
- ▶ The London Plan (March 2016); and,
- ▶ Camden Local Plan (July 2017).

### National Planning Policy

#### *National Planning Policy Framework (March 2012)*

2.2 The National Policy Framework (NPPF) was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 In order to promote opportunities for the use of sustainable travel, the NPPF advises that:

*"...developments should be located and designed where practical to:*

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

2.4 In relation to Transport, NPPF states that;

*"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."*

### Local Planning Policy

#### *The London Plan (March 2016)*

2.5 The London Plan is the Mayor's Planning Strategy for London. The purpose of the London Plan is to promote economic and social development and the environmental improvement of Greater London.

2.6 In relation to parking, Policy 6.13 advises that:

*"The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be applied to planning applications.*

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

- 2.7 With regards to cycle parking, the London Plan minimum cycle parking standards are summarised in Table 2.1 below:

Land Use	Long Stay	Short Stay
Residential	1 space per 1 bed, 2 spaces per all other dwellings	1 space per 40 units

Table 2.1 - London Plan Cycle Parking Standards

### Local Planning Policy

#### *Camden Development Policies (November 2010)*

- 2.8 The Camden Local Plan was adopted in July 2017 and outlines the framework for development within the borough.
- 2.9 In relation to parking, Policy T2 states:

*"The Council will limit the availability of parking and require all new developments in the borough to be car-free.*

*We will:*

- ▶ *Not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- ▶ *Limit on-site parking to: i. spaces designated for disabled people where necessary, and/or ii. essential operational or servicing needs;*
- ▶ *Support the redevelopment of existing car parks for alternative uses; and,*
- ▶ *Resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

### 3.0 Baseline Conditions

3.1 The site is located to the west of West End Lane (B510) and is bounded by residential and commercial units to the north and south. The site is approximately 300 metres to the north of West Hampstead Thameslink, 400 metres to the north of West Hampstead Overground station and an additional 100 metres to the north of West Hampstead Underground station. The site location with regard to the surrounding area is shown in **Figure 3.1**.

#### Local Highway Network

3.2 West End Lane (B510) forms the eastern boundary of the site. The route is a two-way carriageway subject to a 20mph speed limit in the vicinity of the site and provides connections to the A41 (Finchley Road) to the north and the A5 (Kilburn High Road) to the south.

3.3 To the north of its junction with West End Lane, Finchley Road provides a link to the wider strategic highway network including the North Circular, the A1 and the M1.

3.4 To the south of its junction with West End Lane, Kilburn High Road provides connections to the A5 as well as central London.

#### Sustainable Transport Accessibility

3.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Chartered Institution of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- ▶ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
- ▶ The bicycle is a potential mode of transport for all journeys under five miles (approximately 8 kilometres) (Planning for Cycling, 2015); and,
- ▶ Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations (Planning for Walking, 2015).

3.6 The Chartered Institution of Highways and Transportation (CIHT) 'Guidelines for Providing Journeys on Foot' (2000) suggests acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals). Table 3.1 summarises the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

	Town Centres	Commuting/Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: 'Providing for Journeys on Foot', CIHT, 2000

Table 3.1 Suggested Walking Distances (metres)

3.7 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

#### Accessibility by Foot

3.8 Footways are provided on both sides of West End Lane connecting the site to local amenities including nearby retail, leisure and health facilities. A raised table crossing with tactile paving is provided at the junction of West End Lane and Inglewood Road to the south of the site while similar provision is located to the north of the site at the junction of West End Lane and W Cottages.



- 3.9 To the north of the site a zebra crossing provides a connection to the southbound bus stops. An additional crossing is located adjacent to the southern boundary of the site which comprises tactile paving and a refuge island.

#### **Accessibility by Cycle**

- 3.10 The site is well located with regard to cycle routes with a range of signed and recommended routes in the immediate vicinity. These routes provide links between the site and local amenities including the nearby stations in West Hampstead, local banks and food stores.
- 3.11 It is noted that there are cycle parking spaces available at West Hampstead station, Waitrose and West Hampstead Library as well as the O2 centre. As such it is considered that cycling would be a suitable alternative to the private car for future residents.
- 3.12 The local cycle routes are summarised in **Figure 3.2**.

#### **Access to Local Amenities**

- 3.13 The walking and cycling facilities outlined above provide convenient links to a range of local amenities including food stores, banks and health facilities. A selection of local amenities within the vicinity of the site are illustrated in **Figure 3.3** while the walking/cycling distance from the site are summarised in Table 3.2.

<b>Amenity</b>	<b>Walking / Cycling Distance</b>
Little Waitrose	100 metres
Sainsbury's Local	100 metres
Tesco Express	200 metres
Sainsbury's	1,100 metres
Waitrose	1,400 metres
Barclays Bank	100 metres
HSBC	1,300 metres
NatWest Bank	1,400 metres
The Cholmley Gardens Surgery	300 metres
Dales Pharmacy	400 metres
Perfect Smile Dental Surgery	100 metres
West Hampstead Library	100 metres
The O2 Centre	1,100 metres

Table 3.2 Distance to Local Amenities

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

- 3.14 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of a site. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. The Transport for London PTAL calculator indicates a PTAL of 6a when measured from the centre of the site, demonstrating that the site has excellent access to public transport opportunities. The full PTAL report is attached at **Appendix A**.

#### **Accessibility by Bus**

- 3.15 The nearest bus stops to the site are located approximately 35 metres to the north on West End Lane. The northbound bus stop comprises a flag with timetable information whilst the southbound bus stop benefits from shelter, seating and timetable information. A zebra crossing is conveniently located in close proximity to the southbound bus stop.

- 3.16 The stops are served by routes 139, 328 and C11 providing access to Waterloo, Chelsea, Golders Green and Brent Cross. A full summary is provided in Table 3.3 below whilst the bus route spider map is provided at **Appendix B**.

Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
139	Golders Green Station – Baker Street – Oxford Circus – Piccadilly Circus – Waterloo Station	Every 6-10 minutes	Every 6-10 minutes	Every 10-12 minutes
328	Golders Green Station – West Hampstead Station – Notting Hill Gate Station – Limerston Street	Every 6-10 minutes	Every 7-10 minutes	Every 9-12 minutes
C11	Archway Station – Finchley Road Station – Crickelwood Station – Brent Cross Shopping Centre	Every 8-12 minutes	Every 9-13 minutes	Every 12-14 minutes

Table 3.3 Local Bus Services

#### Accessibility by Rail

- 3.17 West Hampstead Thameslink is located approximately 300 metres to the south of the site. The station benefits from services to a range of destinations including Brighton, St Albans and Bedford. A full summary is provided in Table 3.4.

Destination	Route	Frequency		
		Mon-Fri	Saturday	Sunday
Brighton	West Hampstead Thameslink – London St Pancras – Gatwick Airport – Burgess Hill – Brighton	30 minutes	30 minutes	30 minutes
St Albans City	West Hampstead Thameslink – Hendon – Mill Hill Broadway – Radlett – St Albans City	10 minutes	10 minutes	10 minutes
Sutton	West Hampstead Thameslink – Elephant & Castle – Streatham – Hackbridge – Sutton	15 minutes	15 minutes	15 minutes
Bedford	West Hampstead Thameslink – Luton Airport Parkway – Leagrave – Harlington – Bedford	30 minutes	30 minutes	30 minutes
Luton	West Hampstead Thameslink – Elstree & Borehamwood – Radlett – Harpenden – Luton	15 minutes	15 minutes	15 minutes
Sevenoaks	West Hampstead Thameslink – Farringdon – Nunhead – Bromley South – Sevenoaks	30 minutes	No direct service	

Table 3.4 Rail Services from West Hampstead Thameslink

- 3.18 West Hampstead station is located approximately 400 metres to the south of the site. The station benefits from services Stratford every 5 minutes, Richmond every 10 minutes and Clapham Junction every 30 minutes.

#### Accessibility by Underground

- 3.19 West Hampstead Underground station is located approximately 500 metres to the south of the site. The station is located on the Jubilee line which operates between Stanmore and Stratford. Trains operate every 4-5 minutes in each direction calling at destinations including Baker Street, Waterloo, London Bridge and Canary Wharf.

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### Car Club

- 3.20 Car clubs can help to reduce car ownership by offering the convenience of a car without the costs of repairs, servicing, insurance and parking. The nearest car club vehicle to the site is located approximately 200 metres to the north on Fortune Green Road and comprises 1 space operate by ZipCar.
- 3.21 Additional car club vehicles are located on West End Lane to the north and Sandwell Crescent to the south. These are operated by City Car Club and ZipCar respectively and provide a total of 3 spaces.

### Summary

- 3.22 It has been demonstrated that the site benefits from excellent access to public transport opportunities with several key stations and bus stops within close proximity of the site. In addition, the site is well served by pedestrian and cycle infrastructure and there is a wide range of shops and services within a short walk/cycle of the site.
- 3.23 The site is therefore well placed for future occupants to make sustainable travel choices and live car-free.

## 4.0 Development Proposals

- 4.1 It is proposed to extend the site to provide up to 13 x 1 bedroom (HMO) residential units with shared kitchen facilities in a new roof storey. The proposed layout is attached at **Appendix C**.

### Access and Parking

- 4.2 There is currently no vehicular access to the site and no new vehicle access to the site is proposed as part of the current application. The main pedestrian access to the site is taken from the West End Lane frontage of the site and this will continue to be utilised as the pedestrian access for the additional residential units.
- 4.3 There is currently no on-site car parking associated with the site. No car parking is proposed for the additional residential units and it is proposed that the new residential dwellings would be car-free. In addition, future residents of the additional units will not be eligible to apply for car parking permits within the local Controlled Parking Zone (CPZ). Given the highly accessible location of the site, this is considered appropriate and is in accordance with policy T2 of the LB Camden Local Plan.
- 4.4 A total of 13 cycle parking spaces will be provided on-site for the additional residential units. The cycle parking in the form of secure lockers will be located on the external hardstanding to the rear of the property accessed off Inglewood Road. The arrangement will provide a covered and secure resident parking facility and is presented on **AS Studios Drawing 5287/PLA/500** provided in **Appendix C**. The proposed cycle parking provision is in accordance with LB Camden and London Plan minimum cycle standards.

### Servicing and Deliveries

- 4.5 There is currently no on-site servicing or loading opportunity associated with the site and all servicing and deliveries associated with the existing use, including refuse collection, are undertaken on-street utilising the on-street loading opportunities in the vicinity of the site.
- 4.6 Servicing and deliveries associated with the additional residential units would continue to be undertaken from the on-street loading opportunities in the vicinity of the site. It is considered that, given the small number of additional residential units, the development would not result in a material change in servicing or deliveries trips associated with the site. Furthermore, a number of servicing and delivery trips associated with the additional units, such as post deliveries and refuse collection, would occur as part of an existing servicing trip, rather than a new servicing trip.
- 4.7 Refuse is currently stored on the external hardstanding at the West End Lane frontage and refuse storage for the additional residential units would continue to utilise this refuse storage.

### Travel Plan

- 4.8 The information presented in Section 3 of this report establishes that the site is well served by a variety of public transport services (PTAL 6a – 'Excellent') and Section 4 sets out that the proposed development will be car-free with residents of the new dwellings will not be eligible to apply for LBC on-street parking permits. The scheme also proposes 1:1 cycle parking provision for the new dwellings therefore providing a broad choice of transport modes for future residents. Given that the scheme is relatively small (13 no. HMO dwellings) and alternative travel modes are easily available to minimise private car-use, it is considered that a Travel Plan is not necessary to influence future resident travel patterns for this development.

## 5.0 Effect of Development

- 5.1 This section of the report considers the effect of the development on the local transport network. The TRICS database has been interrogated in order to quantify the levels of total person trips that are likely to be associated with the proposals, the parameters and resulting trips are detailed below by use.
- 5.2 The TRICS database does not contain information relating to person trips associated with HMO developments. As such, trip rates have been obtained for the following search parameters:
- ▶ Land Use – Residential, Flats, Privately Owned;
  - ▶ Regions – Greater London; and
  - ▶ Selected Days – Weekdays.
- 5.3 The full TRICS output report is attached at [Appendix D](#) while table 5.1 summarises the trip rates and resulting total person trips.

	Trip Rate			Total Person Trips (13 units)		
	In	Out	Total	In	Out	Total
AM Peak 0800-0900	0.103	0.720	0.823	1	9	10
PM Peak 1900-2000	0.448	0.086	0.534	6	1	7

Table 5.1 Total Person Trips Associated with Proposals

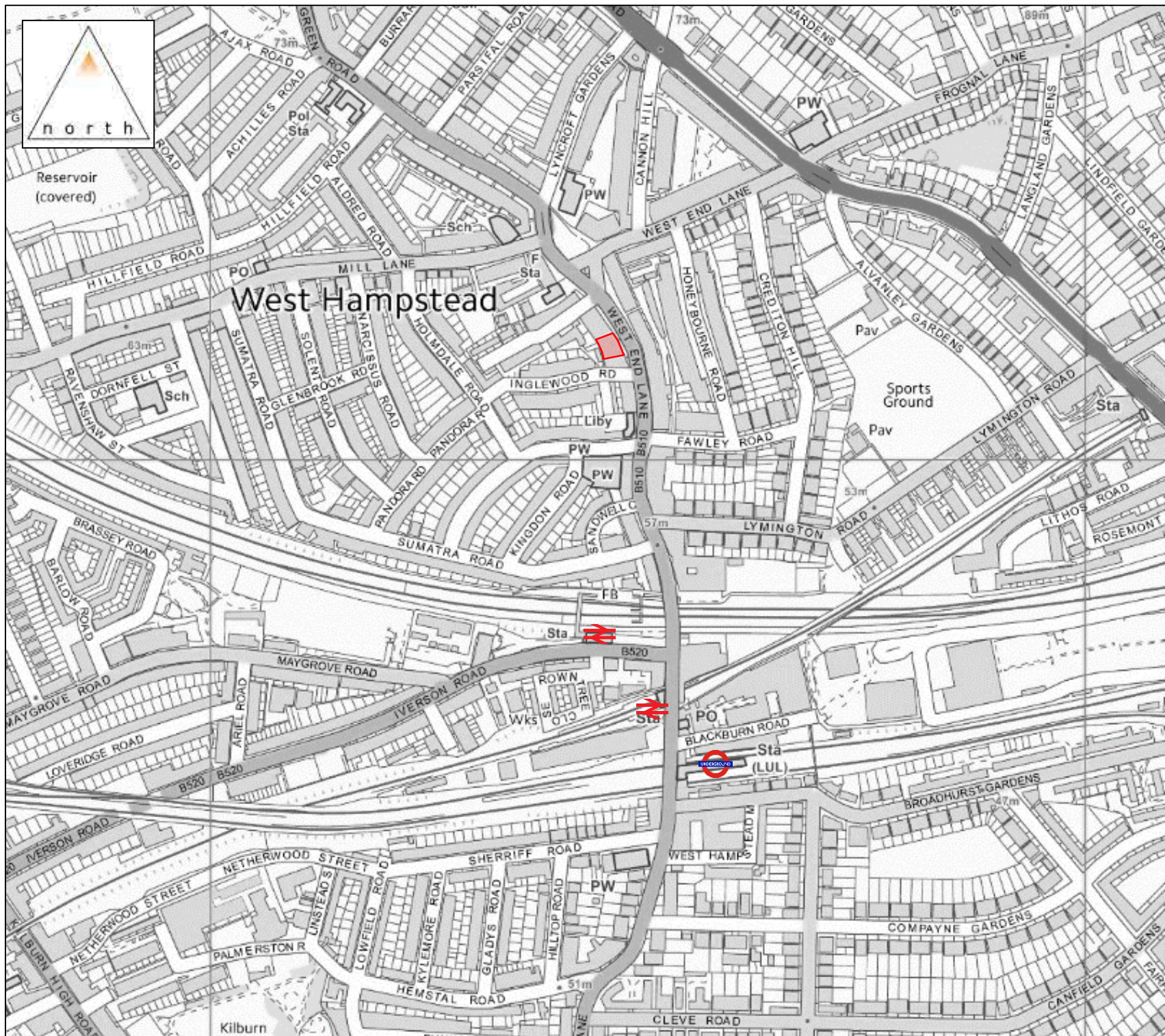
- 5.4 Table 5.1 demonstrates that the proposals are likely to result in 10 two-way person trips during the morning peak hour and 7 during the evening peak hour.
- 5.5 As the additional units will be car-free, it is considered that all of the expected person trips will be undertaken via sustainable modes of transport such as rail, bus, cycle or on foot. Given the highly accessible location of the site it is anticipated that the additional person trips will be dispersed across the range of transport opportunities available and as such will have a negligible effect on the transport network in the vicinity of the site.




## 6.0 Summary and Conclusions

- 6.1 Motion has been appointed to advise on highways and transportation matters associated with proposed development at 287-289 Inglewood Mansions, West End Lane, within the London Borough of Camden (LB Camden).
- 6.2 The site is located to the west of West End Lane (B510) and is bound by residential and commercial units to the north and south. The site is approximately 300 metres to the north of West Hampstead Thameslink, 400 metres to the north of West Hampstead Overground station and an additional 100 metres to the north of West Hampstead Underground station.
- 6.3 The site currently comprises a four-storey residential mansion block. It is proposed to extend the site to provide up to 13 HMO (houses in multiple occupation) residential units in a new roof storey. It is proposed that the development is car-free given the highly accessible location of the site.
- 6.4 This Transport Statement has demonstrated the following:
- ▶ The development proposals accord with national, regional and local planning policy;
  - ▶ The site benefits from excellent accessibility to sustainable transport opportunities including pedestrian, cycle and public transport links;
  - ▶ No car parking will be provided on site and the additional residential units will be car-free, with residents not eligible to apply for parking permits within the local CPZ;
  - ▶ Cycle parking will be provided in accordance with LB Camden and London Plan standards; and,
  - ▶ The development proposals would not result in a significant number of person trips and therefore would not have a material effect on the highway network local to the site.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national, regional and local transport related policies and can be accommodated without a detrimental effect on the local highway network. As such it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Figures



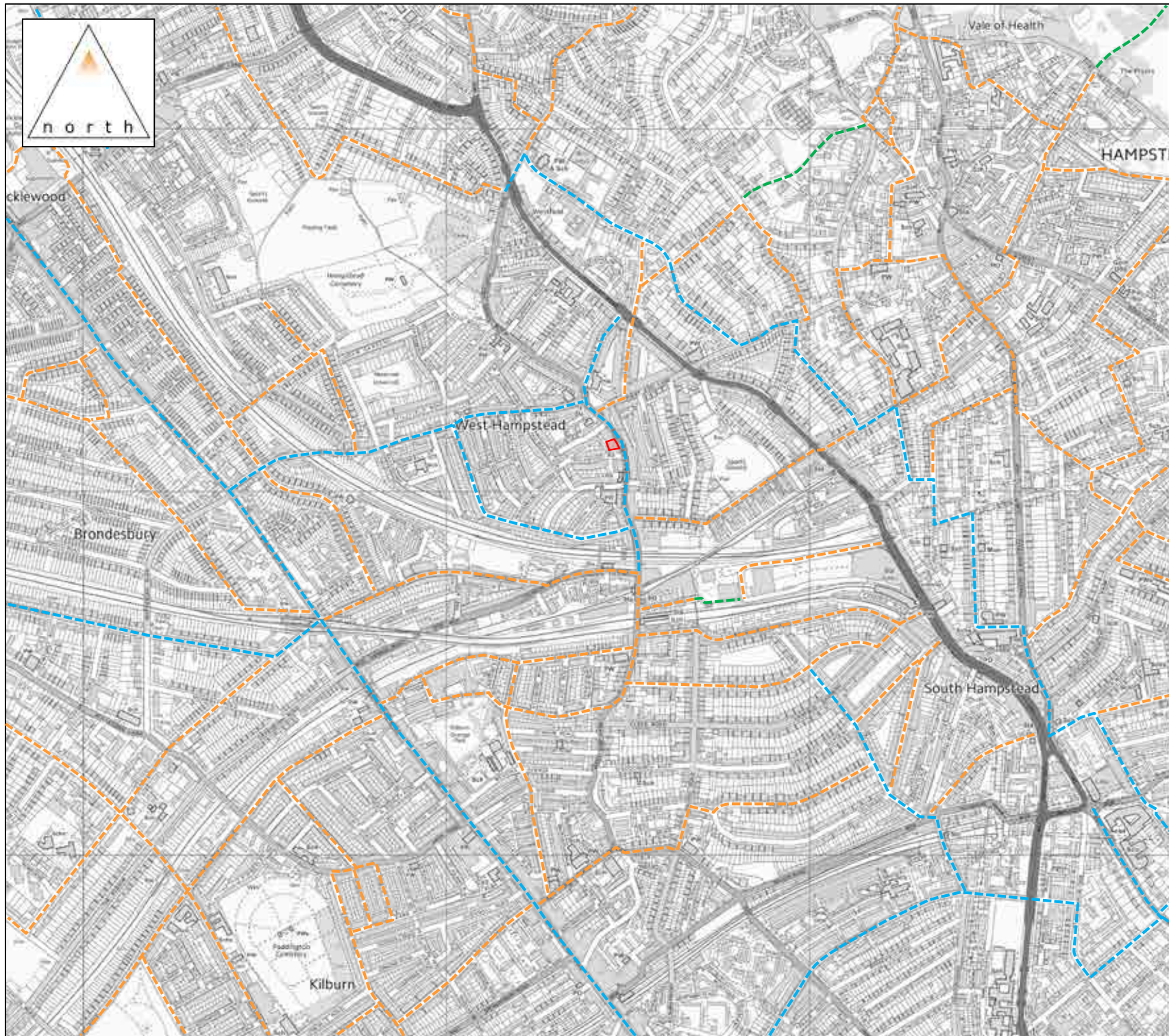


- Legend:
-  Site Location
  -  Station
  -  Underground Station

287-289 Inglewood Mansions,  
 West End Lane  
 Figure 3.1 Site Location Plan  
*Not to Scale*







Legend:

- Signed Cycle Route
- Recommended Cycle Route
- Off-Road Cycle Route
- Site Location

287-289 Inglewood Mansions,  
West End Lane  
Figure 3.2 Local Cycle Routes  
*Not to Scale*





Legend:

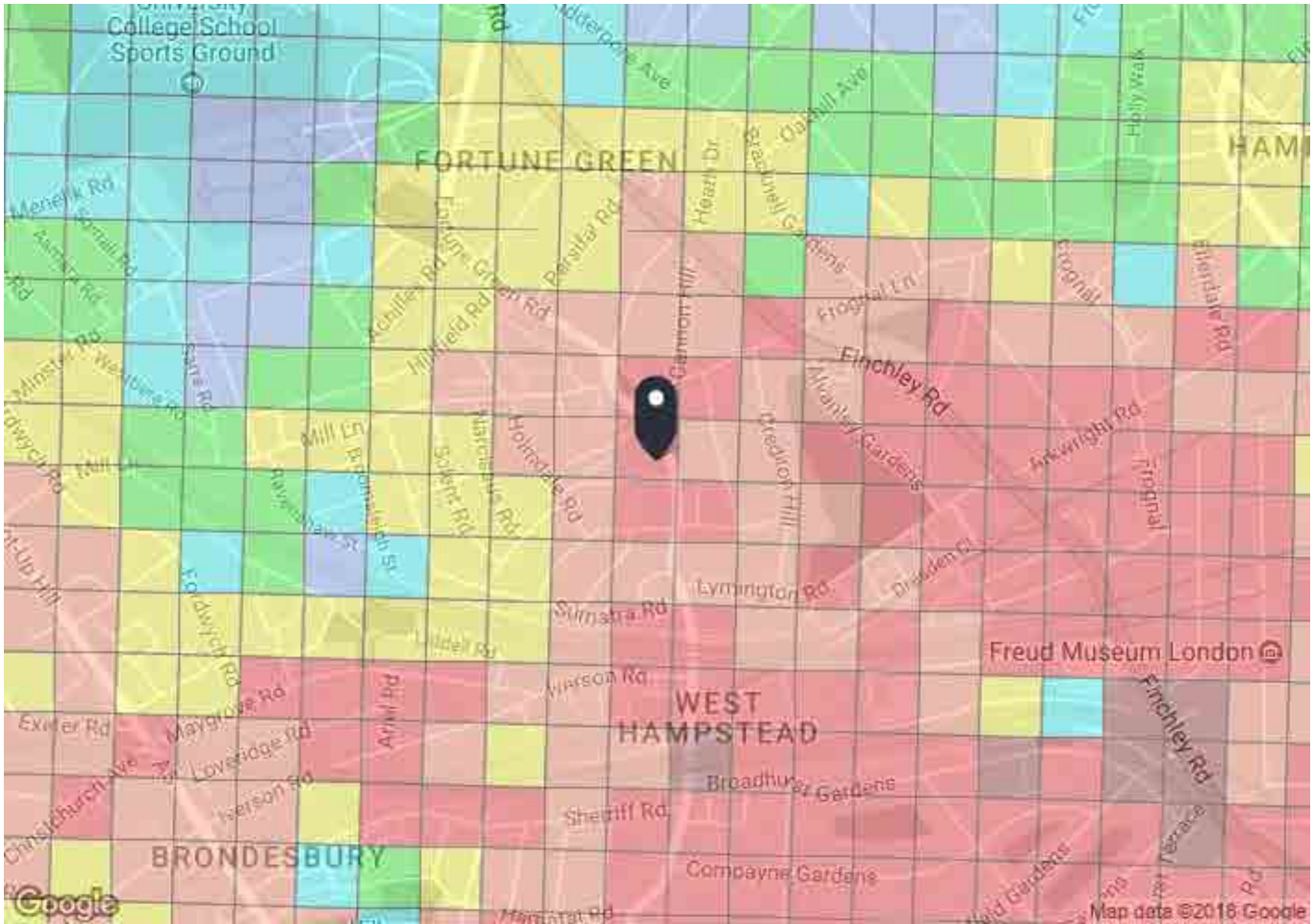
- Food Store
- Bank
- Health Facilities
- Leisure Facilities
  
- 400m Isochrone
- 800m Isochrone
- 1200m Isochrone
  
- Site Location

287-289 Inglewood Mansions,  
 West End Lane  
 Figure 3.3 Local Amenities Map  
*Not to Scale*

## Appendix A

PTAL Output Report





**PTAL output for Base Year 6a**

NW6 1RE  
West End Ln, London NW6 1RE, UK  
Easting: 525464, Northing: 185119

Grid Cell: 104724

Report generated: 10/05/2018

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**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

**Map key - PTAL**

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

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WEST END GREEN	C11	49.01	7.5	0.61	6	6.61	4.54	0.5	2.27
Bus	WEST END GREEN	139	49.01	7.5	0.61	6	6.61	4.54	0.5	2.27
Bus	WEST END GREEN	328	49.01	9	0.61	5.33	5.95	5.05	1	5.05
Bus	FINCHLEY RD FROGNAL LA	113	415.25	7	5.19	6.29	11.48	2.61	0.5	1.31
Bus	FINCHLEY RD FROGNAL LA	82	415.25	8.75	5.19	5.43	10.62	2.83	0.5	1.41
Bus	FINCHLEY RD FROGNAL LA	13	415.25	8	5.19	5.75	10.94	2.74	0.5	1.37
Rail	West Hampstead	'CLPHMJ2-STFD 2L50'	477.99	3.67	5.97	8.92	14.9	2.01	1	2.01
Rail	West Hampstead	'STFD-CLPHMJ2 2Y11'	477.99	3.67	5.97	8.92	14.9	2.01	0.5	1.01
LUL	West Hampstead	'WembleyPark-Stratfo'	562.35	3.67	7.03	8.92	15.95	1.88	0.5	0.94
LUL	West Hampstead	'Stratford-Willesden'	562.35	4.33	7.03	7.68	14.71	2.04	0.5	1.02
LUL	West Hampstead	'Stanmore-Stratford'	562.35	17.65	7.03	2.45	9.48	3.16	1	3.16
Rail	West Hampstead	'BEDFDM-SUTTON 1O13'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-SVNOAKS 2E11'	198.47	1	2.48	30.75	33.23	0.9	0.5	0.45
Rail	West Hampstead	'BEDFDM-SVNOAKS 2E19'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'LUTON-SVNOAKS 2E21'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-SVNOAKS 2E95'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-LUTON 2O00'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-BEDFDM 2O04'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-STALBCY 2O06'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-LUTON 2O10'	198.47	1	2.48	30.75	33.23	0.9	0.5	0.45
Rail	West Hampstead	'LUTON-SUTTON 2O17'	198.47	0.67	2.48	45.53	48.01	0.62	0.5	0.31
Rail	West Hampstead	'STALBCY-SUTTON 2O21'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-SUTTON 2O29'	198.47	0.67	2.48	45.53	48.01	0.62	0.5	0.31
Rail	West Hampstead	'LUTON-BCKNHMJ 2S91'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-BROMLYS 2S93'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'BRGHTN-BEDFDM 2T02'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'BRGHTN-BEDFDM 2T04'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-STALBCY 2V02'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-STALBCY 2V08'	198.47	0.67	2.48	45.53	48.01	0.62	0.5	0.31
Rail	West Hampstead	'BEDFDM-SUTTON 2V15'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'SUTTON-BEDFDM 2V16'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'LUTON-SUTTON 2V19'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'STALBCY-SUTTON 2V27'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'LUTON-SUTTON 2V31'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'ORPNGTN-STALBCY 2D93'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'ORPNGTN-LUTON 2D95'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'SVNOAKS-STALBCY 2E59'	198.47	0.67	2.48	45.53	48.01	0.62	0.5	0.31
Rail	West Hampstead	'SVNOAKS-LUTON 2E61'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'SVNOAKS-WHIMPSTM 2E63'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16
Rail	West Hampstead	'BROMLYS-LUTON 2E93'	198.47	0.33	2.48	91.66	94.14	0.32	0.5	0.16

Total Grid Cell AI: 27.63



## Appendix B

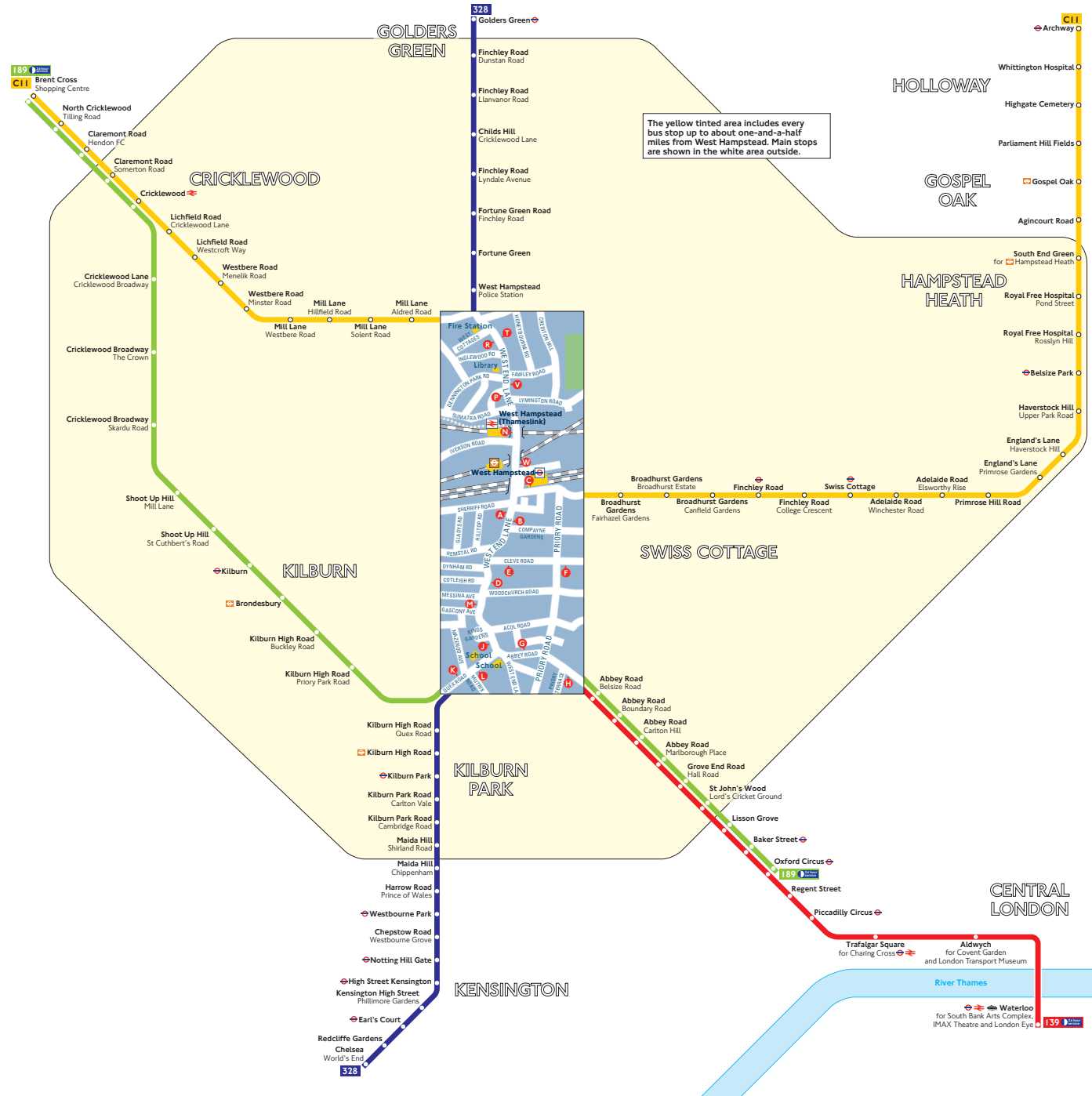
Bus Route Spider Map

# Buses from West Hampstead

## Route finder

### Day buses including 24-hour services

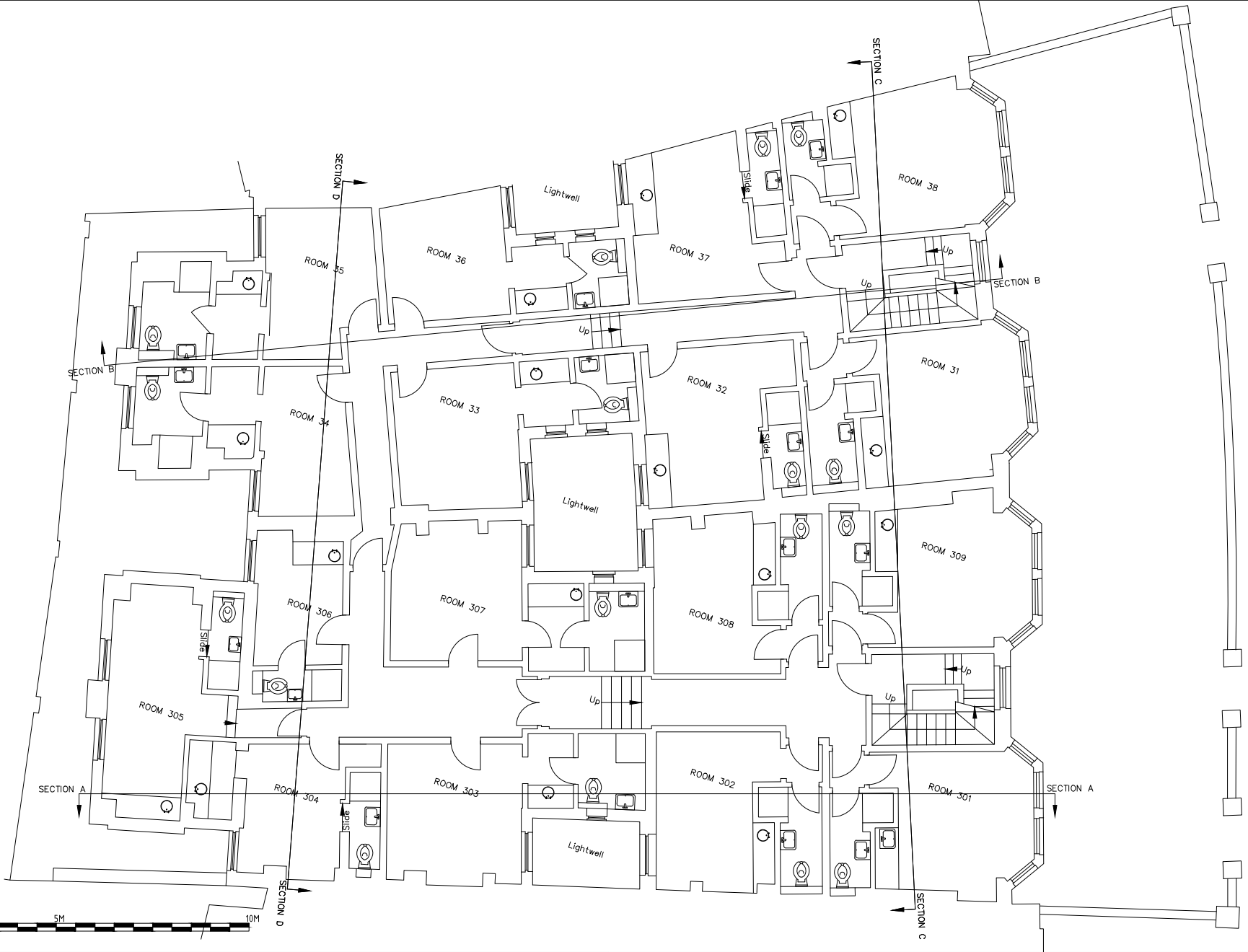
Bus route	Towards	Bus stops
<b>139</b> 	Waterloo	<b>B D G T V W</b>
<b>189</b> 	Brent Cross	<b>H L</b>
	Oxford Circus	<b>G K</b>
<b>328</b>	Chelsea	<b>B D L T V W</b>
	Golders Green	<b>A J K M N P R</b>
<b>C11</b>	Archway	<b>C T V W</b>
	Brent Cross	<b>A E N P R</b>



## Appendix C

Proposed Site Layout





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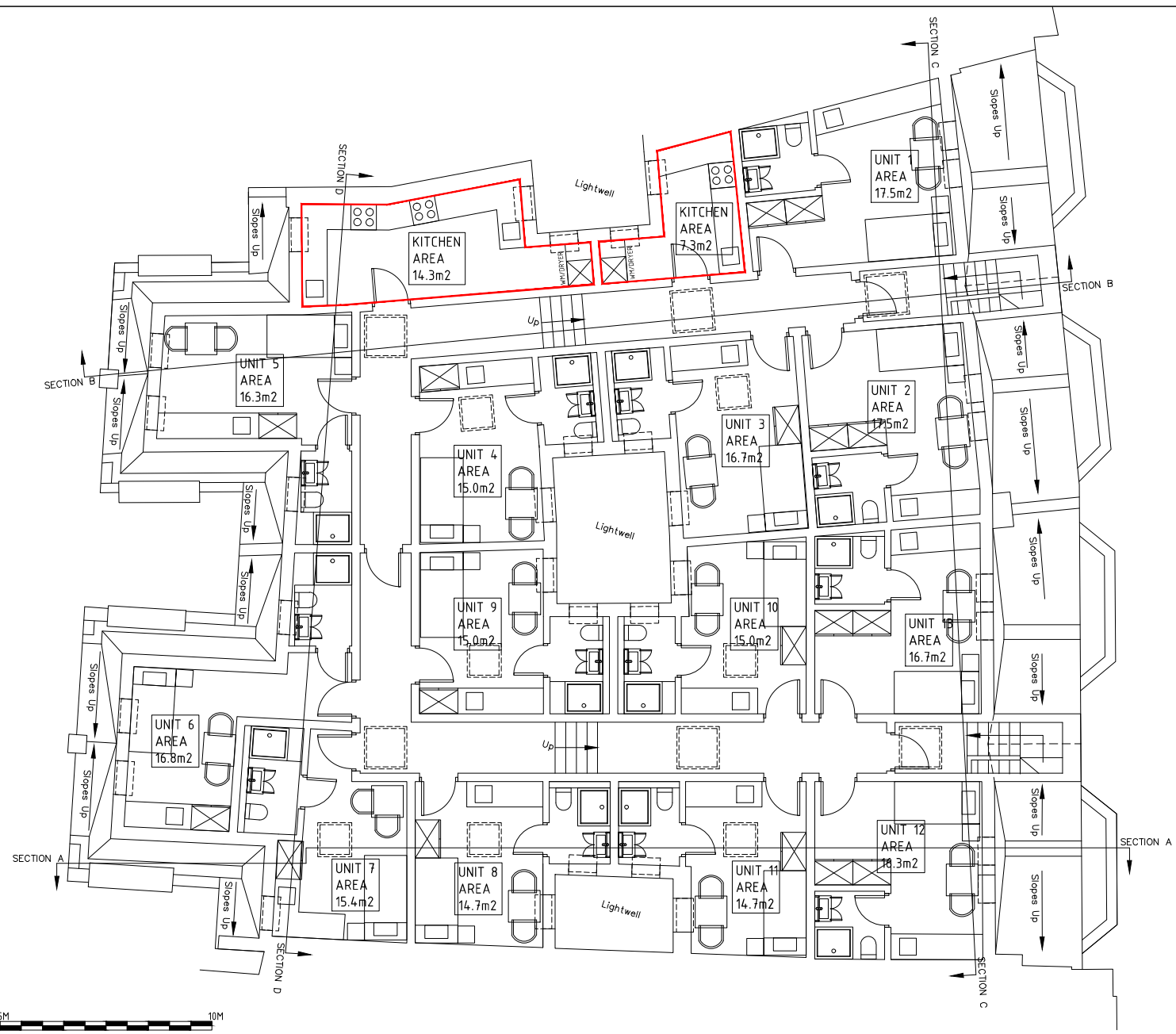


2 magdalen mews  
back of 164 finchley road  
london  
NW3 5HB  
tel:+44 (0)207 794 1625 fax:+44 (0) 207 794 0296  
info@as-studio.co.uk

PROJECT ADDRESS:  
287-289 INGLEWOOD MANSIONS  
WEST END LANE, NW6 1RE  
CLIENT NAME:

Proposed 3rd Floor Plan			-
DRAWING NO: 5287(PLA)110	DWG FILE: 5287(PLA)100-400		
PROJECT STAGE: PLANNING	DRAWN: TK		DATE: MARCH 2018
VERSION:	SCALE: 1:100	SIZE: A3	

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WEST END LANE

PROPOSED COMMUNAL KITCHEN

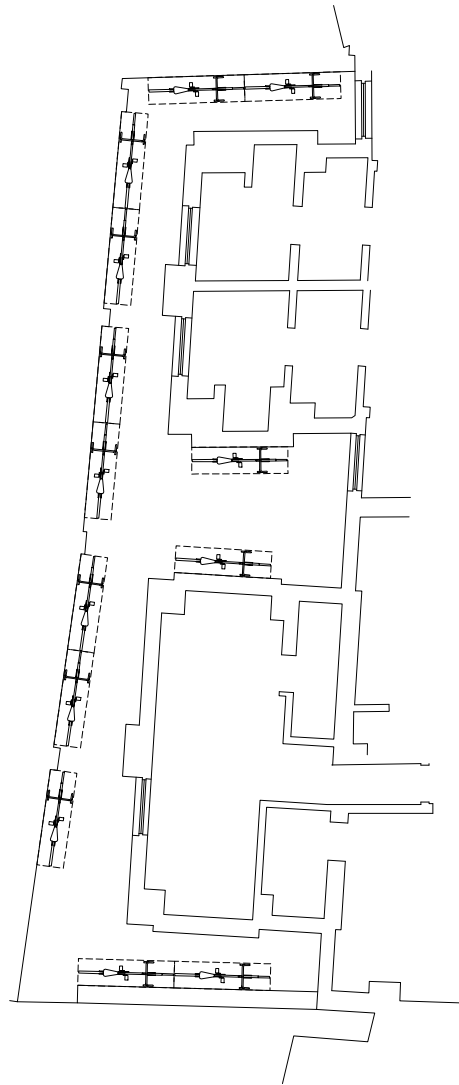


**2 magdalen mews**  
 back of 164 finchley road  
 london  
 NW3 5HB  
 tel:+44 (0)207 794 1625 fax:+44 (0) 207 794 0296  
 info@as-studio.co.uk

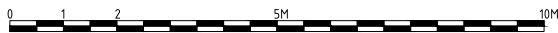
PROJECT ADDRESS:  
 287-289 INGLEWOOD MANSIONS  
 WEST END LANE, NW6 1RE

CLIENT NAME:

Proposed 4th Floor Plan			-
DRAWING NO: 5287(PLA)111	DWG FILE: 5287(PLA)100-400		
PROJECT STAGE: PLANNING	DRAWN: TK		DATE: MARCH 2018
VERSION:	SCALE: 1:100	SIZE: A3	



REAR COURT YARD  
13 SINGLE BIKE LOCKERS



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PROJECT ADDRESS:  
287-289 INGLEWOOD MANSIONS  
WEST END LANE, NW6 1RE

CLIENT NAME:

Proposed Bike Storage

DRAWING NO: 5287(PLA)500

DWG FILE: 5287(PLA)100-400

PROJECT STAGE: PLANNING

DRAWN: TK

VERSION:

SCALE: 1:100

SIZE: A3

DATE: MARCH 2018

## Appendix D

TRICS Output Report

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
HK	HACKNEY	1 days
IS	ISLINGTON	3 days
SK	SOUTHWARK	1 days
WH	WANDSWORTH	1 days

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

## Secondary Filtering 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: 9 to 30 (units: )  
 Range Selected by User: 9 to 40 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 11/07/16

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

Selected survey days:

Monday	1 days
Wednesday	3 days
Thursday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	2

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

## Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
50,001 to 100,000	2 days
100,001 or More	3 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	5 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	4 days
0.6 to 1.0	2 days

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

Travel Plan:

Yes	1 days
No	5 days

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

PTAL Rating:

6a Excellent	4 days
6b (High) Excellent	2 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	HK-03-C-03 GREEN LANES MANOR HOUSE FINSBURY PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	BLOCK OF FLATS      10	HACKNEY
	<i>Survey date: WEDNESDAY</i>	<i>24/09/14</i>	<i>Survey Type: MANUAL</i>
2	IS-03-C-03 FLORENCE STREET  ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	BLOCK OF FLATS      9	ISLINGTON
	<i>Survey date: THURSDAY</i>	<i>21/11/13</i>	<i>Survey Type: MANUAL</i>
3	IS-03-C-05 LEVER STREET  FINSBURY Edge of Town Centre Built-Up Zone Total Number of dwellings:	BLOCK OF FLATS      15	ISLINGTON
	<i>Survey date: WEDNESDAY</i>	<i>29/06/16</i>	<i>Survey Type: MANUAL</i>
4	IS-03-C-06 CALEDONIAN ROAD  HOLLOWAY Edge of Town Centre Residential Zone Total Number of dwellings:	BLOCK OF FLATS      14	ISLINGTON
	<i>Survey date: MONDAY</i>	<i>27/06/16</i>	<i>Survey Type: MANUAL</i>
5	SK-03-C-02 LAMB WALK  BERMONDSEY Edge of Town Centre Built-Up Zone Total Number of dwellings:	BLOCK OF FLATS      29	SOUTHWARK
	<i>Survey date: THURSDAY</i>	<i>23/04/15</i>	<i>Survey Type: MANUAL</i>
6	WH-03-C-01 AMIES STREET  CLAPHAM JUNCTION Edge of Town Centre Residential Zone Total Number of dwellings:	BLOCKS OF FLATS      30	WANDSWORTH
	<i>Survey date: WEDNESDAY</i>	<i>09/05/12</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	18	0.084	6	18	0.458	6	18	0.542
08:00 - 09:00	6	18	0.103	6	18	0.720	6	18	0.823
09:00 - 10:00	6	18	0.178	6	18	0.252	6	18	0.430
10:00 - 11:00	6	18	0.065	6	18	0.224	6	18	0.289
11:00 - 12:00	6	18	0.093	6	18	0.037	6	18	0.130
12:00 - 13:00	6	18	0.112	6	18	0.056	6	18	0.168
13:00 - 14:00	6	18	0.131	6	18	0.093	6	18	0.224
14:00 - 15:00	6	18	0.065	6	18	0.150	6	18	0.215
15:00 - 16:00	6	18	0.336	6	18	0.056	6	18	0.392
16:00 - 17:00	6	18	0.215	6	18	0.131	6	18	0.346
17:00 - 18:00	6	18	0.299	6	18	0.084	6	18	0.383
18:00 - 19:00	6	18	0.290	6	18	0.103	6	18	0.393
19:00 - 20:00	3	19	0.448	3	19	0.086	3	19	0.534
20:00 - 21:00	3	19	0.172	3	19	0.138	3	19	0.310
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.591			2.588			5.179

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

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



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#### Parameter summary

Trip rate parameter range selected:	9 - 30 (units: )
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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