551-557 Finchley Road, London

Transport Statement

Hampstead Properties Ltd

NOVEMBER 2016

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1 Introduction

1.1.1 Lime Transport Ltd has been appointed by Hampstead Properties Ltd care of Delta Properties to produce a Transport Statement to accompany a planning application for the extension and change of use to an apart-hotel with co working (B1/A3) and flexible retail uses (A1-A5/D1/D2), of the existing buildings at 551-557 Finchley Road, Fortune Green, in the London Borough of Camden.

1.1.2 The site currently comprises 4no. four-storey terraced mixed use buildings, which were converted into a language school in the 1980s.

1.1.3 The existing buildings will be redeveloped and comprise the following:

- 40m^2 café at street level (A3 use);
- 22m^2 of flexible retail space (A1-A5/D1/D2 use);
- 137m^2 co-working space in basement (B1 use); and
- 33 aparthotel rooms (C1 use), with gym, plant and storage area at the basement.

1.1.4 The location of the proposed development is illustrated in **Figure 1.1** below.

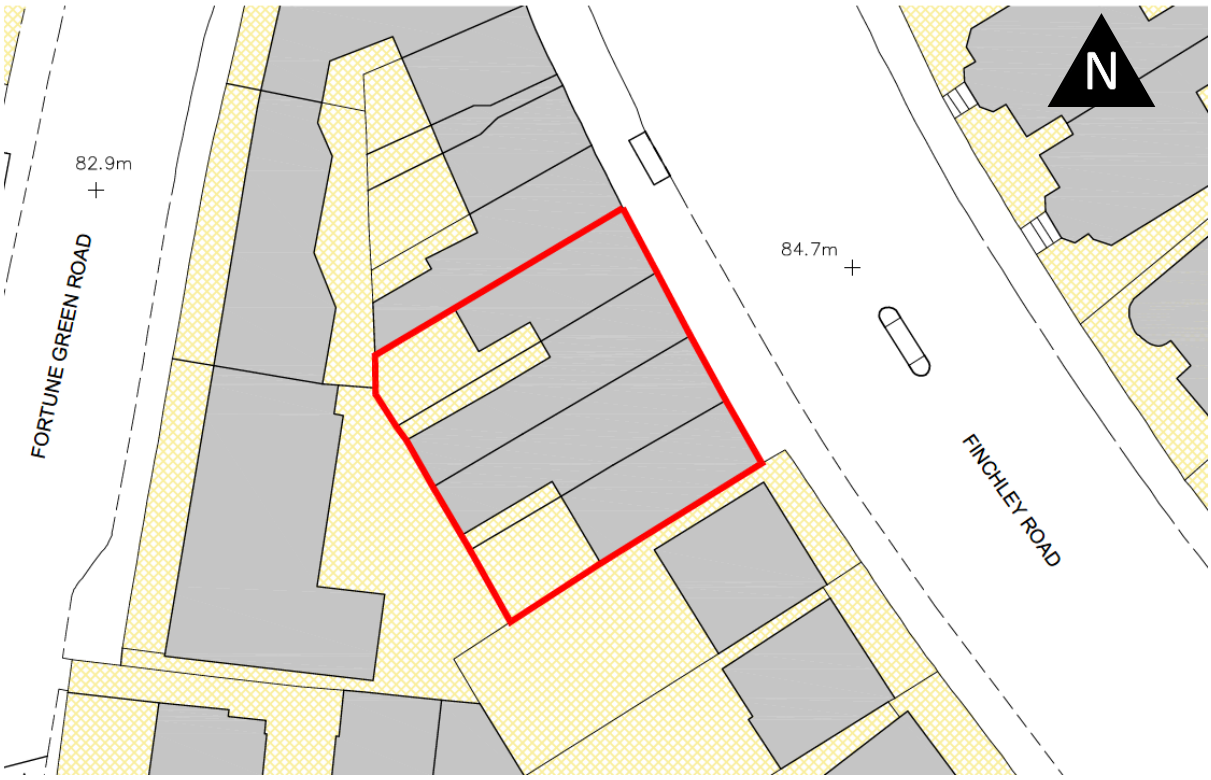

Figure 1.1 Site location

1.2 Scope of Transport Statement

1.2.1 The purpose of this Statement is to consider the transport characteristics of the proposed development, consider any impact on the surrounding transport network and identify any measures required to mitigate this impact.

1.3 Structure of the report

1.3.1 Following this introductory chapter, the remainder of the report is structured as follows:

- Section 2 sets out the policy context for the development;
- Section 3 describes the existing transport conditions surrounding the site including connectivity to all modes of transport, walking and cycling facilities, together with a review of personal injury accident data within the study area;
- Section 4 outlines the development proposals including the deliveries and servicing needs of the site;
- Section 5 predicts the likely travel demand generated by the proposed development and identifies any mitigation measures required; and,
- Section 6 summarises the findings of the report.

2 Policy Context

2.1 Policy context

2.1.1 This section of the Transport Statement sets out the current national, regional and local transport planning policy relevant to the proposed development

2.1.2 Current transport policies at the national, regional and local level are built around the central themes of long-term sustainable development, sustained investment in transport and improved accessibility at all levels. These policies promote continued economic growth through the provision of an efficient and reliable transport system, a reduction in traffic congestion, improvements in highway safety, and enhancements to the accessibility of sustainable modes of travel.

2.2 National policy

National Planning Policy Framework (NPPF) February 2019

2.2.1 The new NPPF revision was published in February 2019, which is the second revision (following the July 2018 revision), since 2012. At the heart of the NPPF is a presumption in favour of sustainable development. This document *'provides a framework which locally-prepared plans for housing and other development can be produced'.*

2.2.2 To achieve sustainable development there are three overarching independent objectives, which need to be pursued in mutually supportive ways. The NPPF defines the delivery of sustainable development through three objectives:

- Planning for a strong, responsive and competitive economy (an economic objective);
- Planning for strong, vibrant and healthy communities (a social objective); and,
- Planning for protecting and enhancing the natural, built and historic environment (an environmental objective).

2.2.3 The NPPF recognises that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- Potential impacts of the proposed development on transport network can be addressed;
- Opportunities from transport infrastructure and changing transport technology and usage are realised, in relation to the scale, location or density of the development that can be accommodated;
- Walking, cycling and public transport opportunities are identified and pursued;
- Environmental impacts of transport and traffic can be identified, assessed and taken into account, including opportunities for avoiding and mitigating any adverse effects; and,

- Provision of high-quality places, where patterns or movements, streets, parking and transport considerations are integral to the design.

2.2.4 It is recognised that the planning system should manage growth in support of these objectives. It is also considered that major developments should be located in sustainable locations, where a choice of alternative modes of travel are offered. This can improve air quality, health and well-being, as well reduce congestion and emissions.

2.2.5 The NPPF states that '*plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people'*. Therefore, development should be located and designed where practical to, amongst other things:

- Support an appropriate mix of uses, and minimise the number and length of journeys needed for employment, education, leisure, shopping and other activities;
- Actively engage with local highway authorities, transport infrastructure providers, operators and neighbouring councils so that investments and strategies for sustainable transport and development patterns are aligned;
- Identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice, and realise opportunities for large developments; and,
- Provide high quality walking and cycling networks and support facilities such as cycle parking.

2.2.6 The National Planning Policy Framework sets out the following specific advice with regards to parking*: 'If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

2.2.7 Maximum parking standards for residential and non-residential development should only be applied where there is clear justification that it is necessary for managing the local road network, or for optimizing the density of development that is already well served by public transport. In town centre locations planning policies should recognise the importance of providing safe, secure and convenient parking facilities, and promote accessibility for pedestrians and cyclists.

2.2.8 Planning policies should provide an effective use of land in meeting the needs for houses and other uses, whilst safeguarding the environment and ensuring safe and healthy living conditions.

2.2.9 When assessing new developments, consideration of the following should be taken into account:

- Appropriate opportunities to promote sustainable transport modes, based on the type and location of development;
- Safe and suitable access to the site can be achieved for all users;
- Any impacts of development on the transport network, including highway safety, can be effectively mitigated.

2.2.10 Development should only be refused on highway grounds if there would be an '*unacceptable impact on highway safety, or the residual cumulative impacts on the road would be severe'.* Therefore, new applications should:

- Prioritise pedestrian and cycle movements (within the scheme and with neighbouring areas), and encourage the use of public transport, by maximising the catchment area for public transport services and provision of appropriate facilities;
- Address the needs of people with disabilities and reduced mobility;
- Create safe, secure and attractive places that minimise the conflict between vehicles and vulnerable road users, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- Enable charging of plug-in and ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.11 It states that all developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Statement or Transport Assessment so that the impacts of the proposals can be assessed

2.3 Regional policy

The London Plan (January 2017)

2.3.1 The new London Plan revision was published in January 2017, which is a revision to the March 2016 report. The London Plan is consolidated with alterations to the 2011 London Plan, motivated by the realisation that the population of London has grown much faster than was anticipated in the 2011 London Plan. It is '*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'*.

2.3.2 Chapter 6 of the London Plan details the policies primarily intended to support the delivery of a city where it is easy and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, and supports the delivery of all the objectives of the London Plan.

2.3.3 Policy 6.1 specifies that the Mayor will use a strategic approach to better integrate transport and development proposals including:

- Encouraging patterns and nodes of development that reduce the need to travel, especially by car;

- Seeking to improve the capacity and accessibility of public transport, walking and cycling;
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and,
- Promoting walking by ensuring an improved urban realm.

2.3.4 Policy 6.2 states how the Mayor will work with strategic partners to:

- Improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system;
- Co-ordinate measures to ensure that the transport network, now and in the future, is as safe and secure as reasonably practicable; and,
- Increase the capacity of public transport in London over the Plan period by securing funding and implementing the schemes outlined in Table 6.1 of the London Plan.

2.3.5 Policy 6.3 details how the effects of development on transport capacity are assessed. Development proposals should ensure that impacts on transport capacity and the transport network are fully assessed and development should not adversely affect safety on the transport network.

2.3.6 Policy 6.9 details how the Mayor will work with all relevant partners to bring about a significant increase in cycling in London. It states that developments should '*provide secure, integrated and accessible cycle parking facilities'.*

2.3.7 Policy 6.10 states the Mayor's intentions *to 'bring about a significant increase in walking in London'* achieved by *'emphasizing the quality of the pedestrian and street environment'*.

2.3.8 Policy 6.13 addresses how parking can have a significant influence on transport choices and seeks an appropriate balance between promoting new development and providing excessive car parking. The Plan sets out maximum standards as the basis for considering planning applications. Developments must provide for the travel needs of disabled people, meet minimum cycle parking standards and provide for the needs of deliveries and servicing.

Draft New London Plan – consolidated suggested changes version (July 2019)

2.3.9 Policy GG2 aims to create high density, mixed-use places that make the best use of land. Therefore, developments will be expected to plan '*for good local, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land…'*

2.3.10 In terms of transport, the aim for London is to reduce the dependency on cars in favour of increasing walking, cycling and public transport use. Policy T1 aims to rebalance the transport system towards walking, cycling and public transport to ensure that alternatives to the car are accessible, affordable and appealing. It is also stated that development proposals should facilitate sustainable travel through their location and design.

2.3.11 It is stated in Policy T6 of the draft New London Plan, that car parking for all developments should be restricted in line with public transport connectivity. In addition, it is considered that *'the dominance of vehicles on streets is a significant barrier to walking and cycling, reduces the appeal of streets as public places and has an impact on the reliability and journey times of bus services. Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles.'* It is also stated in the policy that apart from the existing or planned PTAL level at the site, considerations should be given to the quality of public transport provision, as well as conditions for walking and cycling.

2.3.12 Policy T6.2 states that all developments in central activities zones and inner London should be car-free.

2.4 Local policy

Camden Local Plan 2017

2.4.1 Camden's Core Strategy (adopted in 2017) sets out the key elements of the Council's planning policies and replaces the Core Strategy and Development Policies documents (adopted in 2010). It sets out the vision and strategic policies for the borough.

2.4.2 The Plan promotes sustainable transport choices in order to mitigate the impact of developments on the environment, to respond to congestion affecting roads and public transport, and to promote healthier lifestyles. The detailed policy framework to implement these aims, and those specific to these proposals, is set out below.

Policy C6

2.4.3 The Council encourages access and inclusion for all. Therefore, new developments will be expected to be built to the highest standard and inclusive design, provide routes between the buildings in an accessible way, encourage accessible public transport and provide for the travel needs of disabled people. In addition, the Council states that:

'While the Council encourages public transport and car-free schemes, in line with sustainable development objectives, we recognise that some disabled people rely on private motorised transport. We will therefore require relevant planning applications to demonstrate how the needs of disabled drivers have been addressed.'

Policy T1

2.4.4 To promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site. As part of this policy, it is proposed to improve the pedestrian environment, by creating a safe, easy to walk through and well-lit environment.

2.4.5 Cycling is also promoted, and new development will be expected to provide and make contributions towards connected, high quality, convenient cycle routes. It is expected that cycle parking will exceed London Plan's cycle standards.

2.4.6 Lastly, promotion of public transport will be encouraged in the borough.

Policy T2

2.4.7 The Council will limit opportunities for parking and will require all new developments to be car-free. As part of the policy, the Council will not issue on-street and on-site parking permits and limit parking for all users, apart from Blue Badge users and operational and servicing vehicles.

2.4.8 In addition, the policy states that for re-development sites *'if a development is to have new occupiers, this should be car-free'*. Any new development on the existing car park should be car free in accordance with the policy.

Policy E3

2.4.9 The Council recognises the importance for the visitor economy in Camden and will support tourism development and visitor accommodation. It is started in the policy that all visitor accommodation must:

- *'be easily reached by public transport;*
- *Provide any necessary pickup and set down points for private hire;*
- *Cars and coaches and provide taxi ranks and coach parking where necessary*
- *Not harm the balance and mix of uses in the area, local character, residential amenity, serviced for the local community, the environment or transport systems;*
- *Not lead to the loss of permanent residential accommodation'.*

2.5 Summary

2.5.1 The site is compliant with national, regional and local policies as it is well-located to access local facilities. The site lies within a PTAL 4 (good connectivity) area and there are extensive public transport opportunities within close proximity of the site, including buses, underground, overground and national rail services. It is proposed that the mixed-use development will be car-free with cycle parking in accordance with the current policy.

3 Existing situation and accessibility

3.1 Site location

3.1.1 This section summarises the existing transport network within the vicinity of the site, detailing the accessibility by walking, cycling, public transport and local highway network.

3.1.2 The proposed development site is located at 551-557 Finchley Road in Fortune Green, West Hampstead within the London Borough of Camden. The proposed development is bounded by:

- Finchley Road to the east;
- Residential dwellings fronting Finchley Road to the south;
- Residential dwellings fronting Fortune Green Road to the west; and,
- Commercial units fronting Finchley Road to the north.

3.1.3 The location of the development site together with the local highway network is shown in Figure 3.1 below.

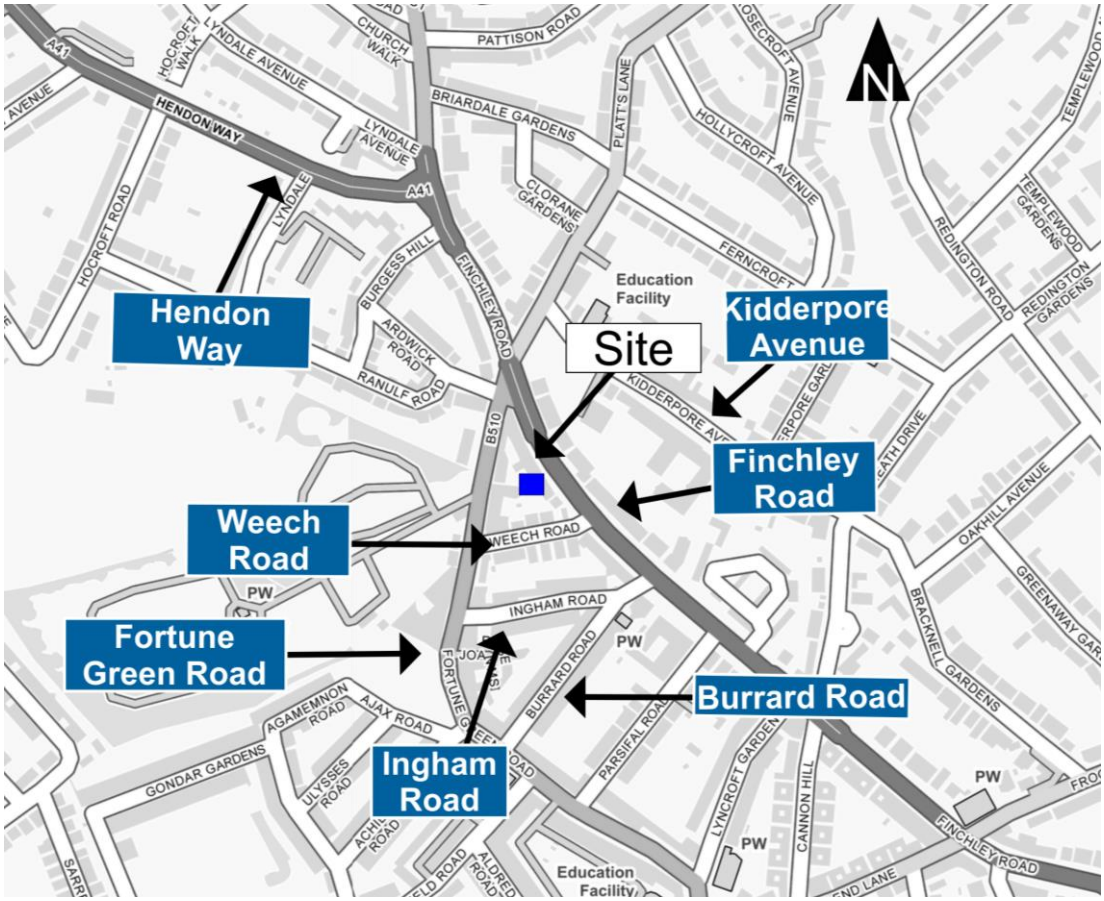

Figure 3.1 Site location and local highway network

3.2 Accessibility by walking and cycling

3.2.1 This site is accessible by walking, cycling and public transport, as described in the following paragraphs.

Walking

3.2.2 Pedestrians are well provided for with all roads in the vicinity of the site having footways on both sides of the carriageway. There is a stepped access provided from Finchley Road to Kidderpore Avenue via Penrose Gardens. There is a signalised pedestrian crossing provided immediately outside the site, which provides a safe and convenient access across Finchley Road. To the south-west of the site there are pedestrian footpaths provided from Fortune Green Road to Ajax Road and other residential roads. In addition, approximately 80m to the north of the site, pedestrian facilities are incorporated in the signalised junction with Finchley Road/Fortune Green and Ardwick Road. All pedestrian crossing facilities are provided with dropped kerbs and tactile paving.

3.2.3 In addition, approximately 170m to the south of the site, Croft Way provides a safe pedestrian access from Finchley Road to Kidderpore Avenue.

3.2.4 The Chartered Institution of Highways and Transportation (CIHT) guidelines *'Providing for Journeys on Foot'* indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km and 2km is the preferred maximum. The CIHT guidelines indicate that the desirable walking distance for 'Elsewhere', including local amenities, is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

3.2.5 The closest facilities are located on Finchley Road and include take-away restaurants. Within 400m of the site, there are a number of key facilities including a range of retail, employment, leisure, cultural, financial and health services, which include:

- Pharmacy;
- Hairdressers;
- Doctors;
- Food stores;
- Playcentre;
- Place of worship;
- Gym/leisure facilities; and,
- Pub/restaurants.

3.2.6 Within 1.2km of the site, there are other amenities including:

- Primary schools;
- Secondary schools;
- Retail outlets;
- Accommodation; and,
- Leisure/entertainment facilities.

3.2.7 All amenities within 1.2km of the site are shown in **Figure 3.2** below.

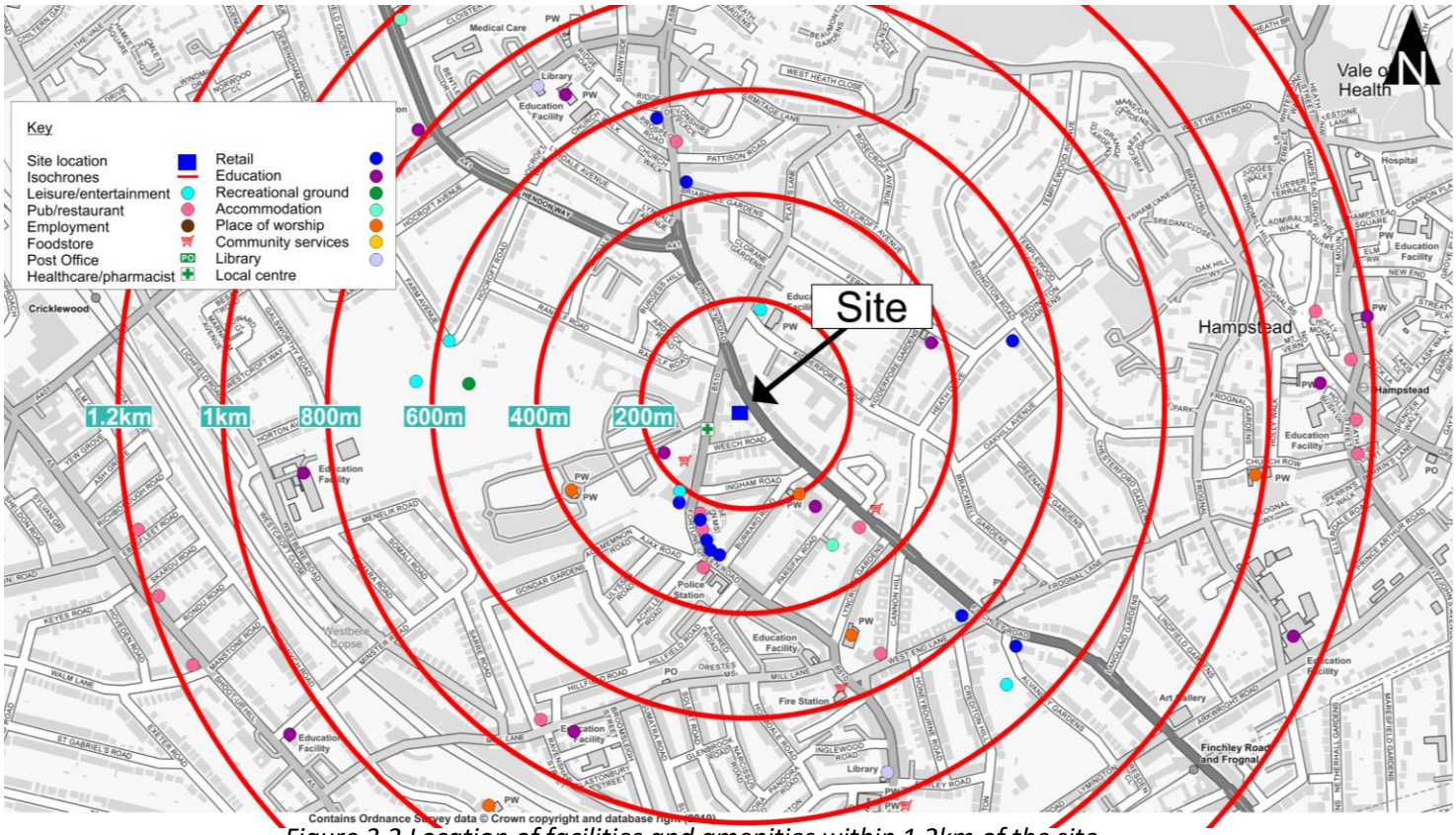

Figure 3.2 Location of facilities and amenities within 1.2km of the site

3.2.8 There are a number of key facilities in the vicinity of the site including a food store, a pub/restaurant and retail facilities provided on Fortune Green Road. These can be accessed by heading south on Finchley Road then heading west on Weech Road, which is provided with footways on both sides of the carriageway. To access these facilities, there is an informal pedestrian crossing provided at the eastern end of Weech Road, with dropped kerbs and tactile paving. To access the food store, there is a zebra pedestrian crossing provided on Fortune Green Road.

Cycling

3.2.9 There is a local cycle route, which can be accessed approximately 100m north of the site from Finchley Road. This route runs along Finchley Road and provides access to Finchley Central rail station (approximately 5km to the north of the site) and Golders Green Underground station (approximately 1.9km to the north of the site). This route is shown in **Figure 3.3** below.

3.2.10 In addition, the bus lane outside the site can be used cyclists.

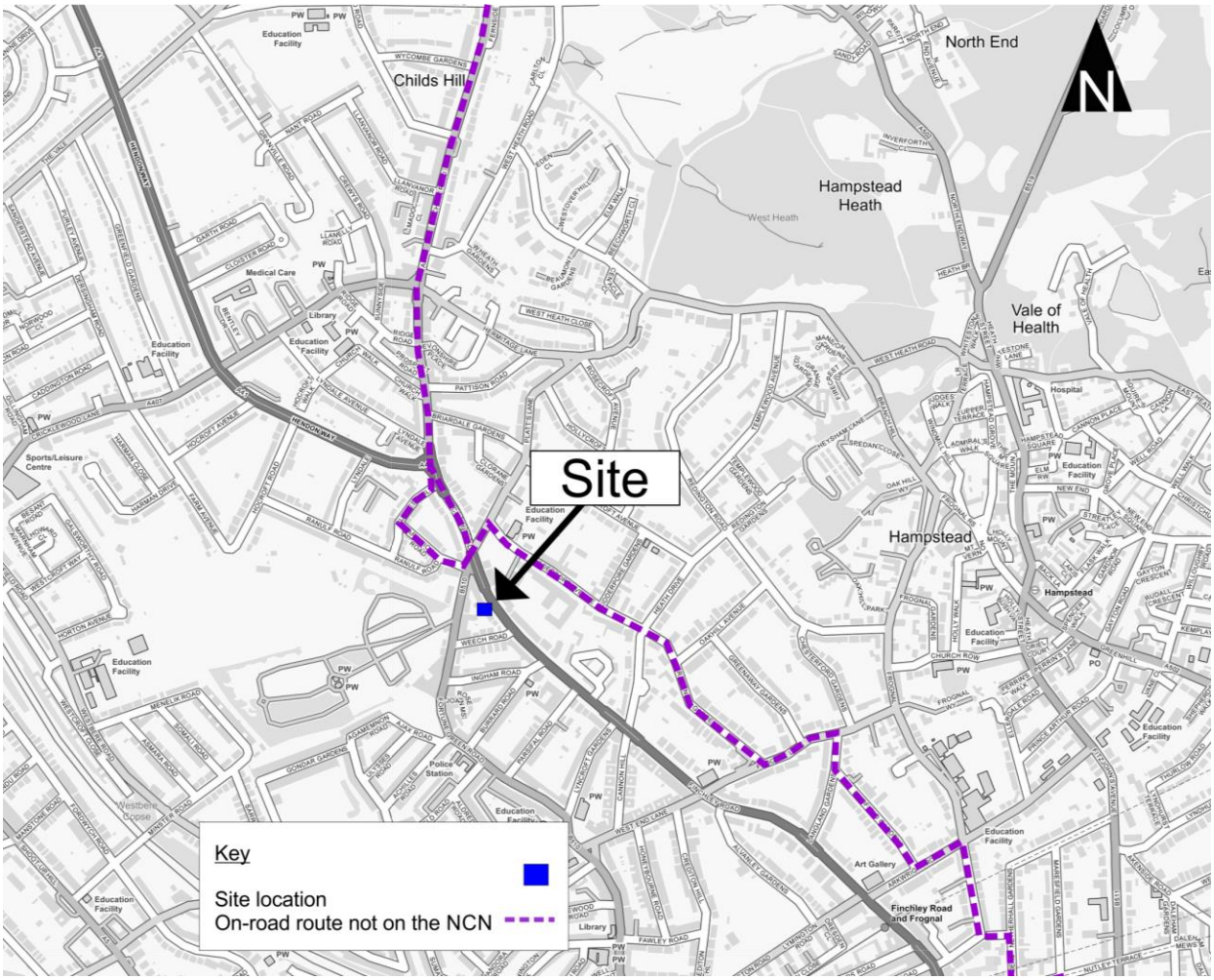

Figure 3.3 Local cycle routes in the vicinity of the site

3.3 Accessibility by public transport

Bus services

3.3.1 The nearest northbound bus stop to the site is located on Finchley Road, immediately outside the site. The southbound bus stop is located approximately 150m south of the site.

3.3.2 Further bus stops are located on Fortune Green Road, approximately 130m-150m to the west of the site. Buses serving these stops are shown in Table 3.1 below.

Table 3.1 Summary of routes accessed at nearest bus stops

Route no.	Distance (m) N-bound/S-bound	Route	Frequency (per hour)
Finchley Road			
113	20m/150m	Edgware Bus Station-John Prince's Street/Oxford Circus	4-16
13	20m/150m	North Finchley Bus Station-Victoria Bus Station	8-15

N113	20m/150m	Edgware Bus Station-Northumberland Avenue/Trafalgar	2
Fortune Green Road			
328	130m/150m	Golders Green Station-Chelsea Worlds End	6-10
139	130m/150m	Golders Green Station-Waterloo Station/Wateloo Road	8-10
Hendon Way			
748	380m/430m	London Victoria – Hemel Hempstead	1 per day
755	380m/430m	Leagrave Station Road – Luton Airport – London Victoria	2 per day
757	380m/430m	Luton – Luton Airport – London Victoria	2
758	380m/430m	London Victoria – Hemel Hempstead	14 per day

3.3.3 The location of the bus stops, together with bus routes that call at these stops, is shown in Figure 3.4.

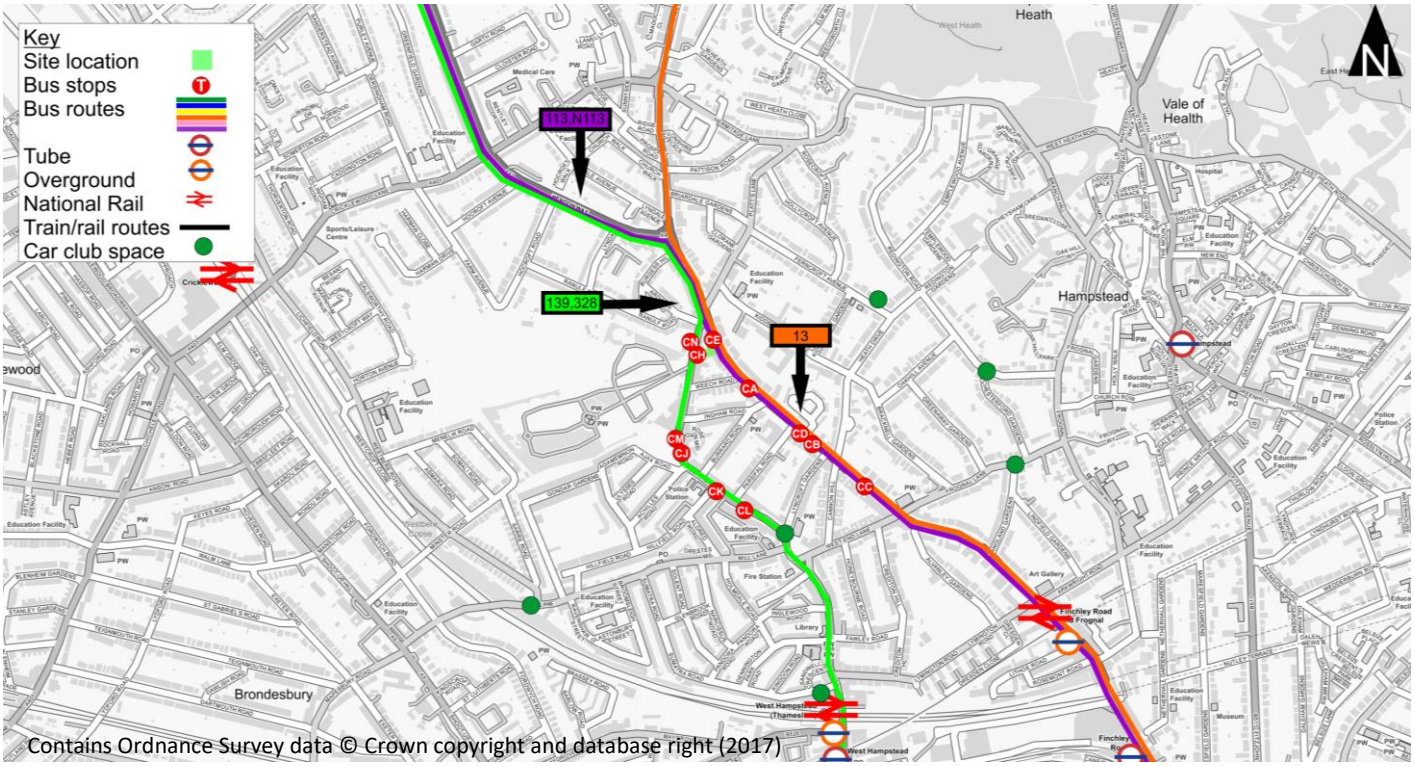

Figure 3.4 Public transport infrastructure in the vicinity of the site

3.3.4 It should be noted that low floor vehicles are used throughout the entirety of the TfL bus network fleet which reduces the height differential between the kerb and the bus floor. The suspension on these vehicles can be lowered to reduce the step height at stops. This can be provided at the passenger's request or if a driver observes a passenger requiring this facility.

3.3.5 Almost all buses now have three doors: front for boarding, rear for alighting and central for mobility access. Powered ramps are usually fitted to the centre door where there are push buttons for wheelchair users to let the driver know when the ramp needs to be deployed.

Railway services

3.3.6 The closest railway station is West Hampstead Thameslink station, located approximately 950m south of the site. This is a National Rail station, served by Thameslink. This station provides services to Brighton (approximately every hour), St Albans (approximately every 15mins), Bedford, Sutton approximately (every 15mins), Rainham (approximately every 30mins), Orpington (approximately every 30mins), Luton approximately (every 15mins) and Gatwick Airport (approximately every hour). This station has step-free access throuhout, as well as, a train access ramp, wheelchairs, accessible toilets and staff assistance. This is a 24-hour station.

Overground and Underground services

3.3.7 West Hampstead Railway station, is located approximately 1.1km south of the site. This station is a London Overground station, located on the North London Line, which provides services to Clapham Junction, Richmond, South Acton and Stratford. Services to Stratford run approximately every eight minutes and services to other railway stations run approximately every 12 minutes. In addition, Finchley Road & Frognal Rail Station, located appoximately 1.6km south-east of the site.

3.3.8 Approximately 1.3km to the south of the site, there is West Hampstead Underground Station. This station is on the Jubilee Line and provides northbound services to Stanmore (approximately every 5 minutes), Willlesden Green (approximately every 18 minutes) and Wembley Park (approximately every 12 minutes), as well as, southbound services to Stratford (every 5 mins). The first departures are at 05:50 and at 05:15, and the last departures are at 00:47 and at 00:34 respectively.

3.3.9 In addition, underground services are also provided from Finchley Road Underground station, which is served by the Jubilee Line and Metropolitan Line. This station is located approximately 1.5km to the south-east of the site and provides services to Stanmore (approximately every 5 minutes), Stratford (approximately every 5 mins), Willesden Green (approximately every 18 minutes), Wembley Park (approximately every 3-12 minutes), Amersham (approximately every 30 minutes), Watford (approximately every 9 minutes), Chesham (approximately every 30 minutes), and Uxbridge (approximately every 7 minutes), and Algate (approximately every 5 minutes). Finchley Road Underground Station has step-free interchange only and no step-free entrance/exit.

3.3.10 Hampstead Underground station is located approximately 1.5km east of the site, and is also located on the Northern Line. This station provides northbound services to Edgware and southbound services to Morden and Kennington.

Taxis

3.3.11 There is a taxi rank provided outside Finchley Road Underground Station. All taxis (black cabs) in London have a wheelchair ramp.

Car club

3.3.12 Car clubs provide an affordable alternative for occasional car use to conventional car ownership. Zipcar are the current car club operator in Camden. The extensive car club network, which is offered within the borough, provides the following benefits:

- Relieves parking pressures within the borough;
- Reduces the reliance on the private motor-vehicle by residents and businesses; and,
- Provides an attractive alternative to travel for visitors using the aparthotel rooms without a car.

3.3.13 There are various car club locations within 1.2 km of the site (equivalent to a max. 15-minute walk) in the vicinity of the site including:

- One space on Kidderpore Avenue, approximately 430m to the east of the site via stepped access on Penrose Gardens or 460m via Croft Way to the south;
- One space on Ferncroft Avenue, approximately 600m to the east of the site;
- One space on Lyncroft Gardens, approximately 600m to the south of the site;
- One space on Frognal Lane, approximately 900m to the west of the site;
- One space on Redington Road, approximately 950m to the east of the site;
- One space on Sumatra Road, approximately 1.1km to the south of the site; and,
- One space on Mill Lane, approximately 1.1km to the south-west of the site.

Parking in the vicinity of the site

3.3.14 Finchley Road is a red route and there are no stopping Mon-Sat 7am-7pm restrictions provided immediately outside the site. Parking is allowed for 30 minutes between 7am-4pm.

3.3.15 In addition, the area surrounding the site is within a Controlled Parking Zone (zones CA-P and CA-S). Camden is subject to two different zones for blue badge holders. The site and the immediate surrounding area does not fall within the green badge zone.

3.3.16 It should be noted that within the Camden borough, blue badge holders may park in:

- blue badge bays (if time limit shown, also display clock disc with arrival time);
- resident permit parking and shared use permit bays;
- paid for parking bays; and,
- up to three hours on a single or double yellow lines where there is no loading ban providing the arrival time is set and clock displayed

3.3.17 There are parking spaces available for blue badge holders in the vicinity of the site. The closest available disabled parking bays are provided on Weech Road (Zone CA-P), approximately 100m to the south of the site. These are Permit Holders Only bays, subject to Mon-Fri 8.30am-6.30pm restriction, however, blue badge users can park with no time restrictions.

3.3.18 Parking is also available on Ardwick Road (Zone CA-P), approximately 100m to the north of the site. These are Permit Holders Only bays, subject to Mon-Fri 10am-noon restriction, however, blue badge users can park with no time restrictions. To access these bays, blue badge users will need to cross Fortune Green Road at the signalised junction.

3.3.19 Fortune Green Road (Zone CA-P) is subject to a Monday-Friday 8.30am-6.30pm parking restriction. There are Permit Holders (Mon-Fri 8.30am-6.30pm) bays provided along the western side of the carriageway, where disabled users can park. These spaces are provided approximately 170m to the east of the site and would require pedestrians to cross the carriageway at the signalised junction. In addition, there are Mon-Fri 8.30am-6.30pm Permit Holders or Pay by Phone bays (with maximum stay of 2 hours) provided along the eastern side of the Fortune Green Road. These bays are provided to the north and south of the junction with Weech Road, approximately 140m-250m to the west of the site and disabled users can park there with no restrictions. There are informal crossings provided at junctions.

3.3.20 There are Permit Holders Only bays (12.30-2.30pm) provided on Platt's Lane (Zone CA-S), approximately 200m to the north of the site, where disabled users can park with no time restrictions. To access these spaces, the users would need to cross Finchley Road at the signalised crossing.

3.3.21 Lastly, there are Permit Holders Only bays (12.30-2.30pm) on pay by phone bays provided on Kidderpore Avenue (Zone CA-S), located approximately 250m to the north-east of the site.

3.4 Public Transport Accessibility Level

3.4.1 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the connectivity of a given point to the public transport network, taking into account walk access time and service availability.

3.4.2 The PTAL is categorised in eight levels (1a to 6b), where 6b represents an excellent level of connectivity and 1a represents a poor level of connectivity.

3.4.3 The assessment methodology reflects:

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

3.4.4 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an Accessibility Index (AI) value for each service accessible from the site. The sum of the AIs for each mode are then aggregated to provide a single measure of connectivity.

3.4.5 TfL's WebCAT online calculation tool identifies the site as having a PTAL rating of 4 indicating that the site has a good level of connectivity to public transport. In addition, the TfL's WebCAT online calculation tool identified the site as having an accessibility index of 17.27, which indicates that it lies comfortably in the middle of the PTAL 4 boundaries.

3.4.6 Figure 3.5 below presents an extract from the TfL WebCAT programme, for the immediate area surrounding the site.

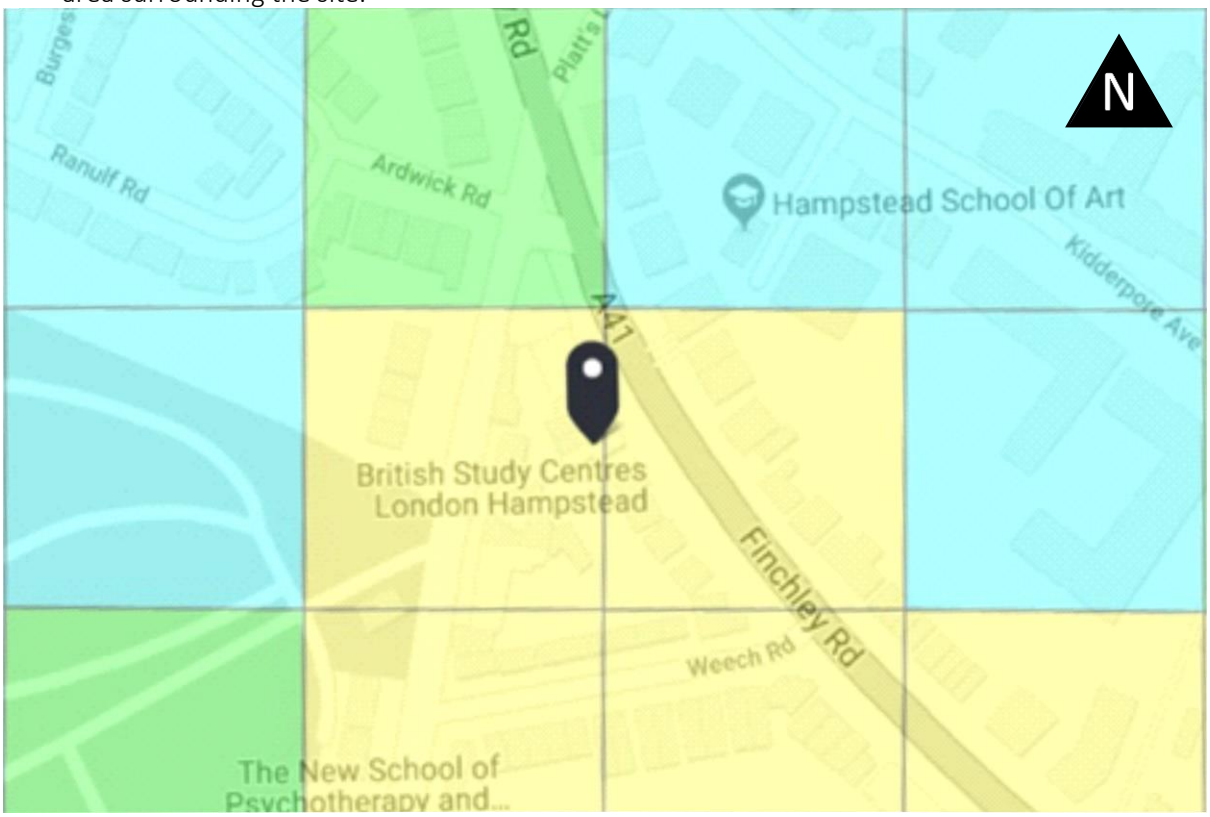

Figure 3.5 Public Transport Accessibility Level (PTAL)

3.5 Personal injury accidents

3.5.1 Personal injury accident data has been obtained for the period 2014 to 2018 (inclusive) for the study area. The severity of accidents and number of casualties per year is summarised in Figure 3.6 and Table 3.2 below.

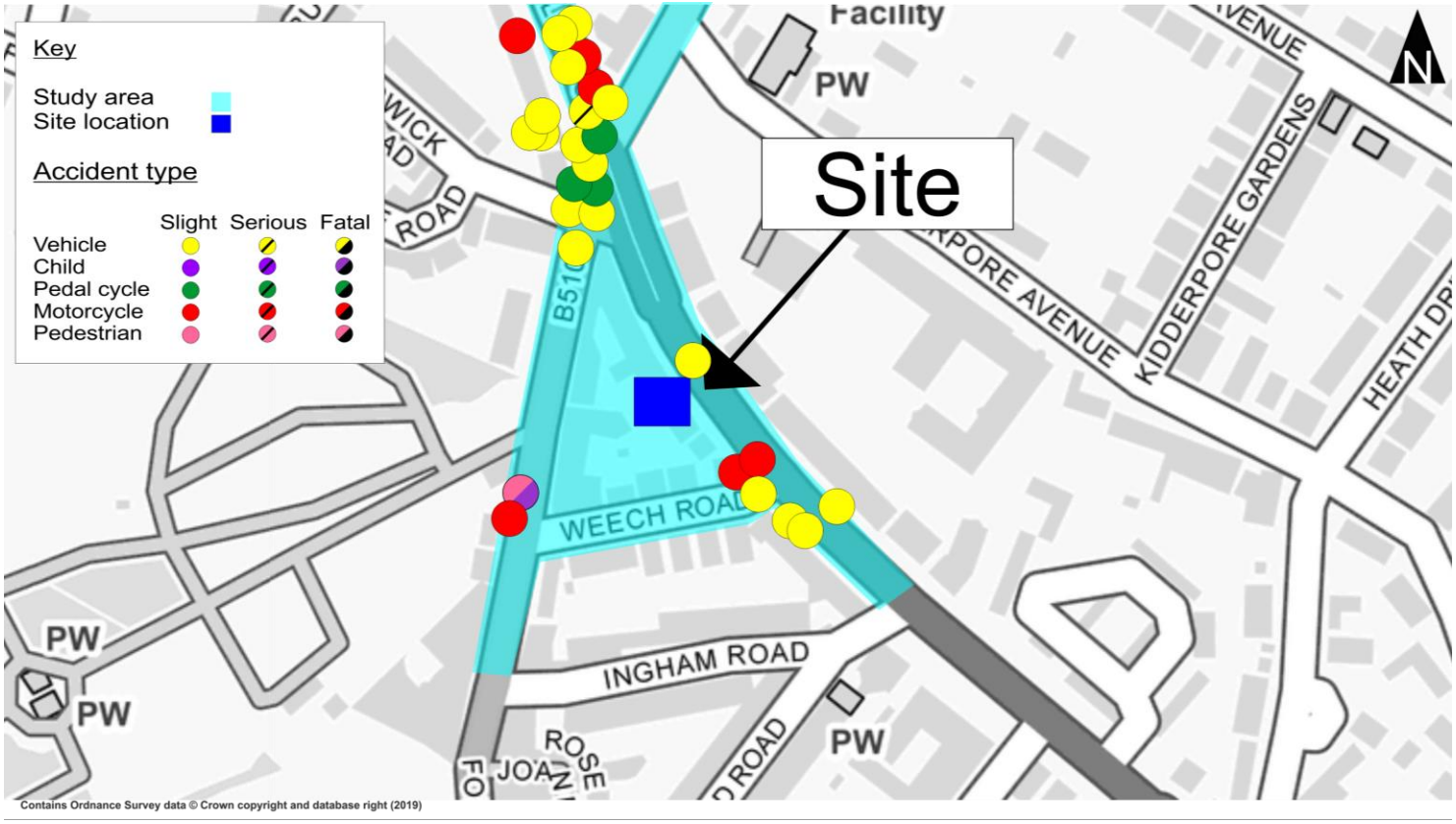

Figure 3.6 Location and severity of person injury accidents

Table 3.2 Summary of person injury accidents

Year	Personal injury			No. of casualties	Collisions involving vulnerable users			
	Fatal	Serious	Slight		Cyclist	Child	m/cyclist	Pedestrian
2014	0	0	4	4	0	0	1	0
2015	0	0	7	8	0	0	1	0
2016	0	0	3	3	0	0	3	0
2017	0	0	6	8	1	1	0	1
2018	0	1	8	12	2	0	1	0
Total	**0**	**1**	**28**	**35**	**3**	**1**	**6**	**1**

3.5.2 It can be seen from Table 3.2 above that 28 accidents occurred within the last five years, resulting in 35 casualties sustaining slight injuries. It can also be seen that:

- One involved a pedestrian casualty;
- Six involved motorcyclist casualties; and,
- Three involved cyclist casualties.

3.5.3 It should be noted that all accidents involving vulnerable road users resulted in slight injuries being sustained, with the majority of accidents occurring at the signalised junction of Finchley Road/Fortune Green Road/Ardwick Road and Platt's Lane.

3.5.4 It is considered that the proposed development, will generate a limited volume of vehicular traffic and will, therefore, have a minimal impact on the road safety in the vicinity of the site.

3.6 Local highway network

3.6.1 The local highway network is illustrated in Figure 3.1 and summarised in Table 3.3 below.

Table 3.3 Description of local highway network

Road name	Description
Finchley Road	
Description	Finchley Road is a major, single carriageway red route. This road provides access to residential roads. This road can be accessed via a signalised junction with Finchley Road and Ardwick Road at the northern end and via a signalised junction with Park Road and A5205 at the southern end. It provides access to Hendon Road, Golders Green, A406 and Finchley to the north and Swiss Cottage to the south. Footways are provided on both sides of the carriageway.
Carriageway width	Approximately 17-19m
Speed limit	30mph
Street lighting	Yes, along the length of the carriageway
Crossing facilities	Formal signalised crossings are provided throughout the length of the carriageway with dropped kerbs and tactile paving
Bus route	Yes
On-street parking	There is parking provided along the western side of the carriageway and parking is permitted between 7pm-7am, except 7am-4pm for 30 minutes, with no return within 1 hour.
Character	The road is mainly fronted with residential properties and commercial units.
Fortune Green Road	
Description	A major, single carriageway, access road, which can be accessed via a signalised junction with Finchley Road and Ardwick Road at the northern end. Further to the south this road links with West End Lane where majority of local facilities are provided. Footways are provided on both sides of the carriageway.
Carriageway width	Approximately 9m
Speed limit	20mph in residential areas, increasing to 30mph on approach to Fortune Green/Finchley Road/Ardwick Road signalised junction
Street lighting	Yes, along the length of the carriageway
Crossing facilities	Formal crossings (signalised and zebra) are provided throughout the length of the carriageway with dropped kerbs and tactile paving
Bus route	Yes
On-street parking	A mixture of single and double yellow lines, zig-zag lines, and residential parking provided in marked bays
Character	The road is mainly fronted with commercial units and residential properties
Weech Road	
Description	A single carriageway residential road. The road can be accessed via a priority junction with Fortune Green Road at the western end and via a priority junction

	with Finchley Road at the eastern end. There are footways provided along both sides of the carriageway.
Carriageway width	Approximately 7m
Speed limit	20mph
Street lighting	Yes, throughout the length of the carriageway
Crossing facilities	Informal crossings provided with dropped kerbs and tactile paving at the eastern and western ends
Bus route	No
On-street parking	Yes, parking is provided in marked bays
Character	A residential road, fronted by residential properties

4 Development proposals

4.1 Introduction

4.1.1 As outlined in Section 3, the site is situated at 551-557 Finchley Road, Fortune Hill in the London Borough of Camden. The site is located approximately 1km north of West Hampstead Thameslink Railway Station.

4.2 Development proposal

4.2.1 The proposed development is a re-development of units at 551-557 Finchley Road, which is currently a language school. It should be noted that this is a personal planning permission and once the site is vacated it will revert back to a mix of B1, A1 and D1 uses.

4.2.2 As part of the development it is proposed to retain the existing 4 no. four-storey units and provide:

- 33 aparthotel rooms (C1 use), with reception and drawing room at ground level and a 10m^2 gym, 30m^2 plant and storage (for linen and luggage);
- 22m^2 of flexible A1-A5/D1/D2 use;
- 40m^2 cafe at ground floor level (A3 use) – it is anticipated that the café, retail space and co-working space will be available to general public and local community, as well as residents of the aparthotel; and,
- 137m^2 of co-working space (B1 use), café seating area (A3 use), a meeting room and maker spaces in the basement.

4.2.3 The café, retail space and co-working space will be open to the general public. All aparthotel rooms (551-557 Finchley Road) will be accessed via a reception at ground floor level. The reception will be connected to the adjacent café, with access to the co-working area from this public space. The retail unit will be accessed separately from Finchley Road.

4.2.4 The proposed development is illustrated in Figure 4.1 below.

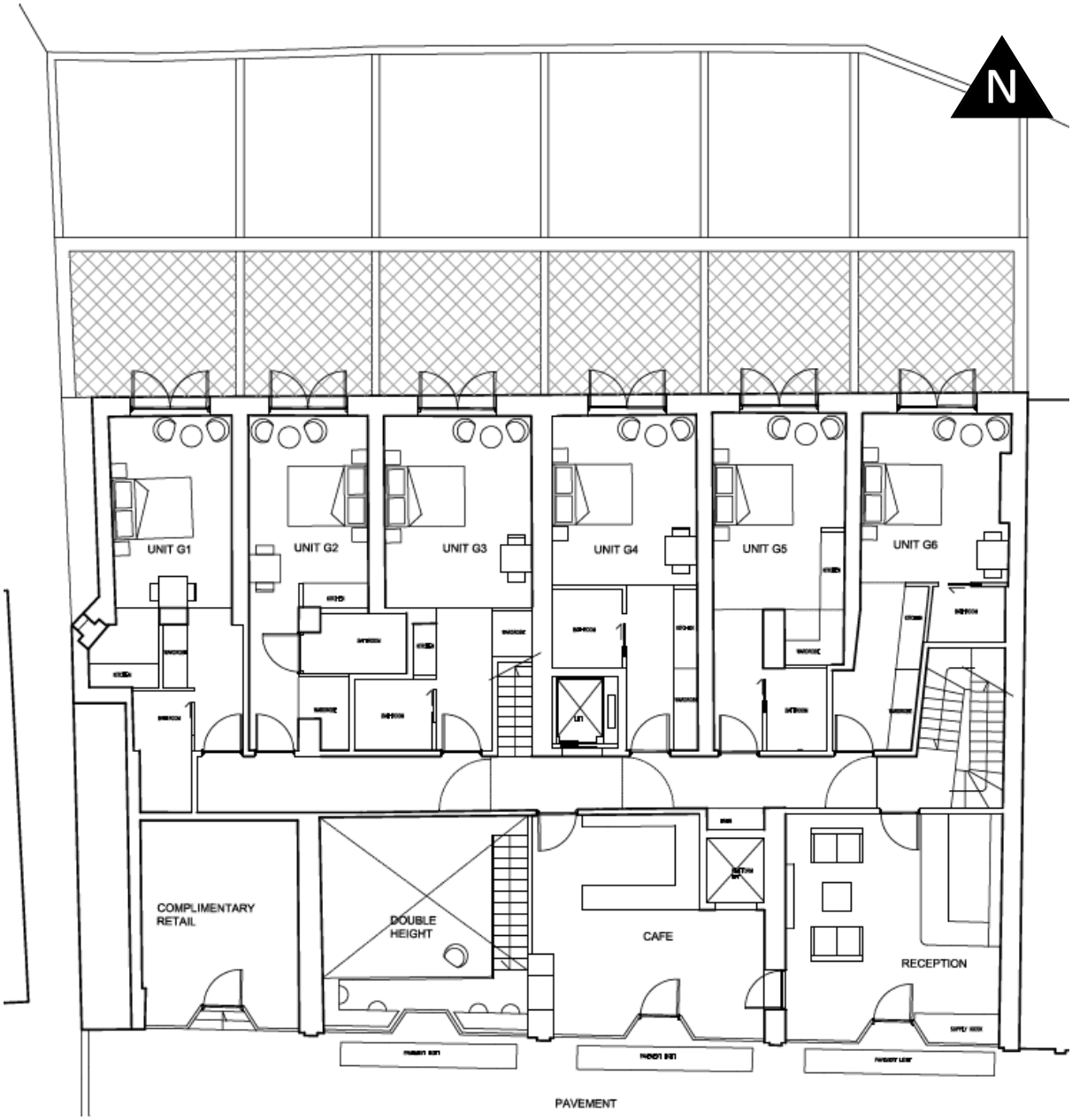

Figure 4.1 Development proposals at ground floor level

4.3 Parking provision

4.3.1 The proposed development is located in a sustainable location, within close proximity to various leisure, employment and retail facilities as well as cafes, restaurants and take-aways.

4.3.2 The site lies within an area of PTAL 4 and is within approximately 1-1.3km of West Hampstead Thameslink Railway, Overground and Underground stations. These stations provide connections to wider areas within London including Richmond, Stratford, Uxbridge, Clapham Junction, Wembley Park and Watford, as well as, national connections including Brighton, Luton, Gatwick Airport, Bedford and Sutton.

4.3.3 In accordance with Policy T2 of the Camden Local Plan, the Council will limit the availability of parking and require all new developments in the borough to be car-free. This was also supported during the pre-application consultation, which stated that a car-free development is welcomed. It was also confirmed that the Council will not issue on-street parking permits in connection to the new development and legal agreements will be used to ensure that future occupants are not entitled to on-street parking. It is, therefore, considered that the proposed development is compliant with Policy T2 of the Camden Local Plan.

Drop off/pick up

4.3.4 Given that the proposals are for 33 aparthotel rooms, which cater largely for single business users and short/medium stay tourist market (with a maximum stay of 90 days), arrivals by coach are not anticipated. It is, therefore, considered unnecessary to provide coach parking.

4.3.5 In the event that a taxi is required, taxis will be able to drop off and pick up passengers from the dedicated parking bays on Finchley Road (after 7pm), or on Weech Road located approximately 100m to the south of the site.

Blue badge access

4.3.6 Following the pre-application comments received from Camden Highways, it is proposed to provide a car-free development, in line with Policy T2 of the Local Plan.

4.3.7 It is not proposed to provide any on-site blue badge parking as part of the redevelopment of the site. Policy C6 states that planning applications will need to demonstrate how the needs of disabled drivers have been addressed. Finchley Road is a red route with no parking available for residents. As detailed in Section 3, there are various permit holder parking bays/pay by phone bays available within 100-250m of the site on Weech Road, Ardwick Road, Fortune Green Road, Platt's Lane and Kidderpore Avenue, in which blue badge holders are allowed to park at any time.

4.3.8 To access parking bays on Weech Road (100m south of the site), the blue badge holders will not need to cross any major roads. To access other bays (on Ardwick Road, Fortune Green Road, Platt's Lane and Kidderpore Avenue) blue badge holders will need to cross at signalised crossings. All roads in the vicinity are provided with footways on both sides of the carriageway and all crossings are provided with dropped kerbs and tactile paving.

4.3.9 Given the availability of parking bays in the vicinity of the site, it is considered that on-site blue badge parking is not required that can be used by blue badge holders.

4.3.10 As stated in Section 3, the London bus network is fully accessible and West Hampstead Thameslink has step-free access throughout.

4.4 Cycle parking

4.4.1 Policy T1 of the Camden Local Plan requires development to provide cycle parking facilities in accordance with the current London Plan. This has been raised during the pre-application consultation.

4.4.2 In accordance with the London Plan, the cycle parking standards are as follows:

- 1 space per 20 bedrooms (long -stay) plus 1 space per 50 bedrooms for visitors (short-stay); and,
- 1 space per 90 m^2 (long-stay) plus 1 space per 500m^2 for visitors (short-stay).

4.4.3 It should be noted that the current London Plan requires cycle parking provision for café (A3) or flexible retail (A1-A5) from a threshold of 100m^2, therefore, no cycle parking is required for the café use or the flexible retail unit.

4.4.4 Based on the above, this equates to a requirement for three long stay parking spaces and two short-stay spaces.

4.4.5 As part of the development it is proposed to provide six cycle parking spaces (three stands) along the site frontage on Finchley Road. In accordance with the London Plan, all cycle parking will be provided in convenient, safe and well-lit locations.

4.5 Access

4.5.1 Pedestrian access to the aparthotel, café, retail unit and co-working space will be provided at ground floor level from Finchley Road. Within the building the reception for the aparthotel, café and co-working space will be connected.

4.6 Refuse, deliveries and servicing

4.6.1 Based on similar size, mixed-use aparthotel site, it is estimated that the proposed development will generate up to four general supply deliveries per day. This will include food and drink, couriers and postal/parcel deliveries, general office supplies and linen. In addition, it is likely the retail unit will generate occasional vehicle deliveries. It is anticipated that they will be carried out from Finchley Road, where parking is available between 7am-4pm for up to 30 minutes.

4.6.2 Refuse for the aparthotel, co-working space, café and retail will be collected from Finchley Road.

5 Travel characteristics

5.1.1 This section of the report details travel characterises associated with the existing, historic and proposed use.

5.1.2 In order to assess the impact of the proposed development of 33 aparthotel rooms, 137m^2 of B1 co-working space use, 22m^2 of A1-A5/D1/D2 use and 40m^2 of A3 café use, on the existing highway network, it is necessary to assess the likely number of vehicle and person trips (by mode) generated by the proposals. This section outlines the methodology used to predict the trip generation, and compares it with the trip generation associated with the existing and historic use.

5.2 Existing use – language school

5.2.1 The existing site is currently a language school, comprising approximately 1,337m^2. It should be noted that this is a personal planning permission and once the site is vacated it will revert back to a mix of B1, A1 and D1 uses.

5.2.2 There is a limited number of adult/community education sites within London, which are available on the TRICS trip generation database. Therefore, two college sites in Hillingdon (in a PTAL 4) were selected. Parking is more readily available at the Hillingdon sites, and the vehicle trips are not likely to be representative of the Finchley Road site.

5.2.3 The number of AM peak, PM peak and daily trips generated by the existing language school is summarised in Table 5.1 below, and the full TRICS print outs are included in Appendix A.

Table 5.1 Trip generation – existing language school

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
AM	5.350	72	0.435	6	5.785	77
PM	0.293	4	3.138	42	3.431	46
Daily	22.578	302	22.735	304	45.313	606

5.2.4 Based on the table above, it can be seen that the existing school a total of 77 two-way person movements in the AM peak, 46 (two-way) in the PM peak and 606 daily person movements.

5.2.5 It is stated on the British Study Centres language school website, that during the peak season, the school accommodates 280 students, in addition to teachers. This would result in 560 two-way students per day, excluding teachers. It is, therefore, considered that the predicted trip rate is a realistic representation of the existing use.

5.3 Historic use – a mix of B1, A1 and D1 uses

5.3.1 The existing site is currently a language school. As stated above this is a personal planning permission and once the site is vacated it will revert back to a mix of B1, A1 and D1 uses. Therefore, the number of trips generated by the historic uses has also been assessed.

5.3.2 The historic uses are summarised below:

- D1 language school – 206m^2;
- A1 – 353 m^2;
- B1a office – 197m^2; and,
- A1/B1c bakery – 348m^2.

D1 – language school (206m^2)

5.3.3 The same trip rates for the historic language school use were applied as those used to calculate the number of trips associated with the existing language school.

5.3.4 The number of AM peak, PM peak and daily trips generated by the historic language school (206m^2) use is summarised in Table 5.2 below, and the full TRICS print outs are included in Appendix A.

Table 5.2 Trip generation – historic use language school

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
AM	5.35	11	0.435	1	5.785	12
PM	0.293	1	3.138	6	3.431	7
Daily	22.578	47	22.735	47	45.313	93

A1 (353 m^2)

5.3.5 There is a limited number of similar sites within TRICS database. Therefore, TRAVL database has been used, with sites that are similar to the proposed development in terms of floor area and location.

5.3.6 Royal Mile Whiskies in Camden has been selected as it best represents the travel characteristics of the proposed shop. The site was selected on the basis of the following criteria:

- Land use: A1 retail (other);
- Survey type: multi-modal;
- Survey days: Monday-Friday;
- Floor area: 0-400m^2; and,
- Location of the development: Inner London only.

5.3.7 The number of AM peak, PM peak and daily trips generated by the historic local shop use (353m^2) is summarised in **Table 5.3** below, and the full TRAVL print outs are included in **Appendix B.**

Table 5.3 Trip generation – historic use local shop

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Vehicles and taxis						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.025	9	0.025	9	0.050	18
Total people						
AM	0.000	0	0.000	0	0.000	0
PM	0.250	88	0.320	115	0.575	203
Daily	1.075	379	1.075	379	2.150	759

B1a office – 197m^2

5.3.8 There is a limited number of small office sites within London, which are available on the TRICS trip generation database. The sites were selected based on the following criteria:

- Land use: employment - office;
- Survey type: multi-modal;
- Survey days: Monday-Thursday;
- Number of units: 0-5,000m^2;
- Location of the development: Inner London only

5.3.9 A total of three sites were selected (in Hammersmith and Fulham, Kensington and Chelsea and Wandsworth).

5.3.10 The number of AM peak, PM peak and daily trips generated by the historic office use (197m^2) is summarised in **Table 5.4** below, and the full TRICS print outs are included in **Appendix C**.

Table 5.4 Trip generation – historic use office

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Vehicles and taxis						
AM	0.218	0	0.072	0	0.290	1
PM	0.072	0	0.164	0	0.236	0
Daily	0.921	2	0.887	2	1.808	4
Total people						
AM	3.161	6	0.308	1	3.469	7
PM	0.309	1	2.943	6	3.252	6
Daily	14.295	28	14.039	28	28.334	56

A1/B1c bakery – 348m²

5.3.11 This consent is for a combined A1/B1c use. It is assumed that the B1c area is for production and the A1 area is open to the public to sell this produce. There is no information on either the TRICS or TRVL database for this combination of uses and the planning consent does not specify the split between each use. Therefore, it is assumed that the trips generated by each use is as follows:

- A1 use – this is based on bakery/patisserie in the TRAVL database. For an area of approximately 50m², it is likely that this use will generate approximately 150 daily person movements and approximately 20 vehicle movements.
- B1c use – this is likely to generate a nominal number of trips related to staff movements only. Given the nature of the bakery it is unlikely that these trips will be generated during peak hours.

5.4 Proposed use – C1, flexible A1-A5/D1/D2 and A3 cafe/B1 co-working space

Aparthotel (33 rooms)

5.4.1 There is a limited number of aparthotel sites within TRICS database. The TRAVL databased has been used, for the purposes of trip generation, this assessment and predictions are based on C1 (hotel) use class. Given the limited data available, this best represents the travel characteristics of the proposed development.

5.4.2 The site was selected on the basis of the following criteria:

- Land use: hotel, food & drink: hotels
- Survey type: multi-modal;
- Survey days: Monday-Friday;
- Number of units: 0-224 bedrooms
- Location of the development: Inner London only

5.4.3 There are no aparthotel sites available in Camden on TRICS or TRAVL databases. Only one site has been selected, Novotel in Westminster. The AM peak, PM peak and daily trip rate, together with the trips associated with 33 aparthotel rooms, is summarised in Table 5.5 below. The TRAVL print out is included in Appendix E. It should be noted that TRAVL trip rate calculation is based on one room.

Table 5.5 Trip generation – proposed aparthotel

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Pedestrians						
AM	0.058	2	0.320	11	0.379	13
PM	0.248	8	0.252	8	0.500	17
Daily	1.233	41	2.00	66	3.233	107

Cyclists						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.005	0	0.024	1	0.029	1
Public transport users						
AM	0.010	0	0.034	1	0.044	1
PM	0.005	0	0.029	1	0.034	1
Daily	0.136	4	0.291	10	0.427	14
Vehicles						
AM	0.005	0	0.005	0	0.010	0
PM	0.000	0	0.005	0	0.005	0
Daily	0.053	2	0.078	3	0.131	5
Taxi						
AM	0.044	1	0.034	1	0.078	3
PM	0.039	1	0.015	0	0.053	2
Daily	0.282	10	0.257	8	0.539	18
Total people						
AM	0.117	4	0.413	14	0.529	17
PM	0.291	10	0.301	10	0.592	20
Daily	1.825	60	2.704	89	4.529	149

5.4.4 It can be seen from the table above, that walking is the most popular mode, with 13 two-way pedestrian trips in the AM peak, 17 two-way pedestrian trips in the PM peak and 107 two-way daily pedestrian trips. It is likely that taxis will generate 18 daily movements.

Flexible A1-A5/D1/D2

5.4.5 As outlined in Section 4 of the report, it is proposed to provide 22m^2 of flexible A1-A5/D1/D2 use.

5.4.6 It is considered that the most likely use for this development will be a local shop. For the purposes of this assessment, the same trip rates for the proposed flexible retail use were applied as those used to calculate the number of trips associated with the historic use for a local shop.

5.4.7 The AM peak, PM peak and daily trip rate is summarised in **Table 5.6** below, and the TRAVL print out is included in Appendix B.

Table 5.6 Trip generation – proposed retail shop

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Pedestrians						
AM	0.000	0	0.000	0	0.000	0
PM	0.225	5	0.275	6	0.500	11
Daily	0.850	19	0.850	19	1.700	38
Cyclists						

AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.025	1	0.025	1	0.050	2
Public transport users						
AM	0.000	0	0.000	0	0.000	0
PM	0.025	1	0.050	1	0.075	2
Daily	0.175	4	0.175	4	0.350	8
Vehicles						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.000	0	0.000	0	0.000	0
Taxi						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.025	0	0.025	0	0.050	0
Total people						
AM	0.000	0	1.183	26	1.183	26
PM	0.250	6	0.325	7	0.575	13
Daily	1.075	24	1.075	24	2.150	47

5.4.8 It can be seen from the table above that walking will be the most popular mode of travel. The proposed 22m^2 retail unit could generate 38 two-way daily pedestrian trips. In addition, the proposed use could also generate a total of eight (two-way) daily public transport trips.

Sensitivity test – convenience store

5.4.9 Given that the proposed 22m^2 is flexible A1-A5/D1/D2 use, it is considered that a convenience store (A1 use) would represent a worst-case scenario in terms of number of trips. The TRCIS (v.7.6.3) trip generation has been reviewed to predict the likely level of trips generated by the proposed 22m^2 of retail space. For the purposes of this assessment A1 (Corner Shop) use class has been selected, which is considered to be the worst-case scenario. The sites selected are located in Hackney, Kensington and Chelsea, and Westminster.

5.4.10 The sites were selected on the basis of the following criteria:

- Land use: retail/convenience store
- Survey type: multi-modal;
- Survey days: Monday-Friday;
- Number of units: 0 – 550 m^2;
- Type of location: town centre and edge of town centre; and
- Location of the development: Greater London only

5.4.11 A total of three sites have been selected. Given the limited number of town centre sites, edge of town centre sites have also been selected for robustness. The number of AM peak, PM peak and daily trips generated is summarised in Table 5.7 below, and the full TRICS print outs are included in Appendix F.

5.4.12 There is a limited number of sites within the TRICS database of similar size and with similar locational characteristics, therefore, average trip rates have been used.

Table 5.7 Trip generation – sensitivity test (convenience store)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Vehicles						
AM	1.237	0	1.031	0	2.268	0
PM	1.34	0	1.753	0	3.093	1
Daily	18.97	4	18.662	4	37.632	8
Pedestrians						
AM	17.629	4	34.639	8	52.268	11
PM	41.959	9	40.206	9	82.165	18
Daily	596.494	131	634.02	139	1230.514	271
Cyclists						
AM	0.722	0	0.722	0	1.444	0
PM	0.928	0	0.928	0	1.856	0
Daily	11.135	2	10.826	2	21.961	5
Public transport users						
AM	22.371	5	4.948	1	27.319	6
PM	12.577	3	13.093	3	25.67	6
Daily	164.121	36	125.772	28	289.893	64
Total people						
AM	41.959	9	41.443	9	83.402	18
PM	57.113	13	56.289	12	113.402	25
Daily	792.165	174	790.723	174	1582.888	348

5.4.13 It can be seen from the table above that walking will be the most popular mode of travel. The proposed 22m^2 retail unit could generate 271 two-way daily pedestrian trips and a total of 64 (two-way) daily public transport trips. It can also be seen that this use could generate 348 daily total person trips.

Café

5.4.14 There are no small coffee shop sites within TRICS database. Therefore, TRAVL database has been used, with sites that are similar to the proposed development.

5.4.15 Although the café is part of the overall co-working space area, it is considered that the café use will generate more pass-by trips from the general public, than co-working space, which will mainly be used by occupants of the aparthotel.

5.4.16 To assess the trip generation associated with the 40m^2 café space, one site (Café Nero) in Southwark has been selected, as it best represents the travel characteristics of the anticipated café. The site was selected on the basis of the following criteria:

- Land use: A3 café;
- Survey type: multi-modal;
- Survey days: Monday-Friday;
- Seats: 27;
- Floor area: 0-82m^2; and,
- Location of the development: Inner London only.

5.4.17 The trips associated with the proposed 40m^2 café, together with the trip rate, are summarised in Table 5.8. The full TRAVL printout is included in Appendix F.

Table 5.8 Trip generation – proposed café

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Pedestrians						
AM	0.341	14	0.378	15	0.720	29
PM	0.220	9	0.232	9	0.451	18
Daily	3.146	126	3.073	123	6.220	249
Cyclists						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.049	2	0.061	2	0.110	4
Public transport users						
AM	0.073	3	0.049	2	0.122	5
PM	0.037	1	0.061	2	0.098	4
Daily	0.927	37	0.902	36	1.829	73
Vehicles						
AM	0.024	1	0.000	0	0.024	1
PM	0.000	0	0.024	1	0.024	1
Daily	0.195	8	0.159	6	0.354	14
Taxi						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.012	0	0.012	0	0.024	1
Total people						
AM	0.439	18	0.427	17	0.866	35
PM	0.256	10	0.366	15	0.622	25
Daily	4.354	174	4.329	173	8.683	347

5.4.18 It can be seen from the table above that walking will be the most popular mode of travel. The café could generate 29 two-way pedestrian trips in the AM peak, 18 two-way pedestrian trips in the PM peak and 259 two-way daily pedestrian trips.

Shared co-working space

5.4.19 There are no shared co-working space sites within TRICS database. Therefore, TRAVL database has been used, with sites that are similar to the proposed development.

5.4.20 The co-working space will be an area with desks where both residents of the aparthotel and general public using the café can work. To assess the trip generation for the 137m^2 shared co-working space, an internet café has been selected (Nethouse in Islington). It is considered that this site is the most representative use. The site was selected on the basis of the following criteria:

- Land use: Internet cafe;
- Survey type: multi-modal;
- Survey days: Monday-Friday;
- PTAL: 4;
- Floor area: 0-65m^2; and,
- Location of the development: Inner London only.

5.4.21 The trips associated with the proposed 137m^2 co-working space, together with the trip rate, are summarised in Table 5.9. The full TRAVL printout is included in Appendix G.

Table 5.9 Trip generation – proposed shared co-working space

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Pedestrians						
AM	0.000	0	0.000	0	0.000	0
PM	0.108	15	0.123	17	0.231	32
Daily	1.554	213	1.462	200	3.015	413
Cyclists						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.000	0	0.000	0	0.000	0
Public transport users						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.000	0	0.000	0	0.000	0
Vehicles						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.138	19	0.123	17	0.262	36
Taxi						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.000	0	0.000	0	0.000	0
Total people						
AM	0.000	0	0.000	0	0.000	0

PM	0.108	15	0.123	17	0.231	32
Daily	1.692	232	1.585	217	3.277	449

5.4.22 It can be seen from the table above that walking will be the most popular mode of travel. The proposed 137m^2 of shared co-working space could generate approximately 413 two-way daily pedestrian trips and a total of 449 two-way daily total people trips.

5.5 Total trip generation of the proposed use

5.5.1 Table 5.10 summarises the total number of trips generated by the proposed uses (based on a typical A1 retail use). It should be noted that this is likely to be an overestimate as it does not take account of linked trips between uses, particularly the aparthotel, café and co-working space.

Table 5.10 Total number of trips generated by the proposed development

Time period	Total no. of arrivals	Total no. of departures	Total no. of movements
Pedestrians			
AM	16	26	42
PM	37	40	77
Daily	498	408	806
Cyclists			
AM	0	0	0
PM	0	0	0
Daily	3	4	7
Public transport users			
AM	4	5	9
PM	3	6	9
Daily	54	67	121
Vehicles			
AM	1	0	1
PM	0	1	1
Daily	28	26	54
Taxi			
AM	2	1	3
PM	1	1	2
Daily	10	10	20
Total people			
AM	21	57	78
PM	40	49	89
Daily	490	503	993

5.5.2 It can be seen from the table above that walking and public transport will be the most popular modes of travel. The proposed development could generate a total of 42 (two-way) pedestrian trips in the AM peak, 77 (two-way) in the PM peak and 806 daily (two-way) pedestrian trips.

5.5.3 The total person movements for the proposed uses (not taking into account linked trips between uses) is 806 movements per day. This compares to the existing use with 606 daily person movements.

5.5.4 It is considered that the proposed development could generate approximately 70 daily vehicle movements (including 20 taxi movements and deliveries). However, given that the development is proposed to be car-free, it is considered that the number of trips generated by vehicles (including taxis) will be lower than predicted.

5.5.5 The total people movements generated by the proposed use is 993 movements. The existing use is likely to generate approximately 600 person movements and the historic uses approximately 1,050 movements.

6 Summary and conclusions

6.1 Introduction

6.1.1 Lime Transport Ltd has been appointed by Hampstead Properties Ltd care of Delta Properties to produce a Transport Statement to accompany a planning application for the extension and change of use to an apart-hotel with co working (B1/A3) and flexible retail uses (A1-A5/D1/D2), of the existing buildings at 551-557 Finchley Road, Fortune Green, in the London Borough of Camden.

6.2 Site location

6.2.1 The proposed development site is located at 551-557 Finchley Road in Fortune Green, West Hampstead within the London Borough of Camden.

6.2.2 The site's location, with its proximity to public transport services, opportunities for the use of active travel modes and access to a wide range of local facilities located on Fortune Green Road and Finchley Road means the site is highly sustainable. In addition, the development provides a mix of uses on site, including a gym, a café, shared co-working space and flexible A1-A5/D1/D2 unit, which will reduce the need to travel.

6.3 Development proposals

6.3.1 As part of the development it is proposed to provide:

- 33 aparthotel rooms (C1 use), with reception and drawing room at ground level and a 10m^2 gym, 30m^2 plant and storage (for linen and luggage);
- 22m^2 of flexible A1-A5/D1/D2 use;
- 40m^2 cafe at ground floor level (A3 use) – it is anticipated that the café, retail space and co-working space will be available to general public and local community, as well as residents of the aparthotel; and,
- 137m^2 of co-working space (B1 use), café seating area (A3 use), a meeting room and maker spaces in the basement.

6.3.2 It is anticipated that all deliveries will be undertaken from Finchley Road.

6.3.3 It is proposed to provide three secure cycle parking stands (equivalent to six cycle parking spaces) on the site frontage along Finchley Road.

6.3.4 The proposed development will be car-free, with no on-site parking provided for blue badge holders. There are parking opportunities for blue badge holders available within 100-250m of the site, with signalised pedestrian crossings provided to reach these parking spaces.

6.3.5 The site is located within an area of good public transport connectivity (PTAL level 4), and a wide variety of facilities within close proximity of the site. The car-free development is in accordance with the London Plan and Camden Local Plan.

6.4 Trip generation

6.4.1 In total, it is predicted that the proposed development is likely to generate a total of 42 (two-way) pedestrian trips in the AM peak, 77 (two-way) in the PM peak and 806 daily (two-way) pedestrian trips.

6.4.2 The total person movements for the proposed uses (not taking into account linked trips between uses) is 993 movements. This compares to the existing use with approximately 600 daily person movements and the historic use with approximately 1,050 movements.

6.5 Conclusion

6.5.1 In conclusion, the proposed mixed-use development is located in a highly sustainable location within an area of good public transport accessibility location (with a PTAL 4), with access to a range of facilities and public transport within easy walking distance, including bus, national rail, underground and overground services. To further encourage the use of sustainable modes of travel, it is proposed to provide a car-free development with convenient cycle parking provided on-site. It is, therefore, considered that the proposed development will have a negligible impact on the surrounding highway network and the trips generated can be accommodated, in terms of safety and highway capacity.

6.5.2 The proposed development complies with the national, regional and local policy as it:

- Provides a mixed-use development, which minimises the number and length of journeys needed (in line with the NPPF 2019);
- Encourages patterns and nodes of development that reduce the need to travel, especially by car, by providing secure, integrated and accessible cycle parking (in line with Policy 6.1 and 6.9 of the London Plan 2017);
- Provides a car-free development, in line with Policy T6 of the Draft New London Plan 2019, and facilitates the creation of vibrant places designed for people; and,
- Addresses the needs of disabled drivers, promotes sustainable modes of travel, is car-free and promotes the tourist economy in line with Policies, C6, T1, T2 and E3 of the Camden Local Plan.

Appendices

Appendix A

Calculation Reference: AUDIT-258601-191108-1124

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : C - COLLEGE/UNIVERSITY
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
HD	HILLINGDON	2 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:	Gross floor area
Actual Range:	4369 to 22268 (units: sqm)
Range Selected by User:	750 to 30393 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 06/03/18

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	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1

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:

D1	2 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:

15,001 to 20,000	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	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

Yes	2 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:

1b Very poor	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1 HD-04-C-01 COLLEGE HILLINGDON
PARK ROAD
UXBRIDGE

Edge of Town Centre
Residential Zone
Total Gross floor area: 22268 sqm
Survey date: THURSDAY *03/03/16* *Survey Type: MANUAL*

2 HD-04-C-03 UNIVERSITY (HEALTH) HILLINGDON
OXFORD ROAD
UXBRIDGE

Town Centre
Built-Up Zone
Total Gross floor area: 4369 sqm
Survey date: TUESDAY *06/03/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	2	13319	0.206	2	13319	0.056	2	13319	0.262
08:00 - 09:00	2	13319	1.637	2	13319	0.293	2	13319	1.930
09:00 - 10:00	2	13319	1.261	2	13319	0.319	2	13319	1.580
10:00 - 11:00	2	13319	0.526	2	13319	0.259	2	13319	0.785
11:00 - 12:00	2	13319	0.353	2	13319	0.304	2	13319	0.657
12:00 - 13:00	2	13319	0.360	2	13319	0.514	2	13319	0.874
13:00 - 14:00	2	13319	0.364	2	13319	0.383	2	13319	0.747
14:00 - 15:00	2	13319	0.191	2	13319	0.390	2	13319	0.581
15:00 - 16:00	2	13319	0.184	2	13319	0.499	2	13319	0.683
16:00 - 17:00	2	13319	0.169	2	13319	0.893	2	13319	1.062
17:00 - 18:00	2	13319	0.214	2	13319	1.107	2	13319	1.321
18:00 - 19:00	2	13319	0.139	2	13319	0.267	2	13319	0.406
19:00 - 20:00	2	13319	0.053	2	13319	0.154	2	13319	0.207
20:00 - 21:00	2	13319	0.023	2	13319	0.120	2	13319	0.143
21:00 - 22:00	2	13319	0.079	2	13319	0.218	2	13319	0.297
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.759			5.776			11.535

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

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

Parameter summary

Trip rate parameter range selected:	4369 - 22268 (units: sqm)
Survey date date range:	01/01/11 - 06/03/18
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	2	13319	0.034	2	13319	0.008	2	13319	0.042
08:00 - 09:00	2	13319	0.124	2	13319	0.000	2	13319	0.124
09:00 - 10:00	2	13319	0.060	2	13319	0.011	2	13319	0.071
10:00 - 11:00	2	13319	0.045	2	13319	0.008	2	13319	0.053
11:00 - 12:00	2	13319	0.015	2	13319	0.019	2	13319	0.034
12:00 - 13:00	2	13319	0.004	2	13319	0.038	2	13319	0.042
13:00 - 14:00	2	13319	0.023	2	13319	0.008	2	13319	0.031
14:00 - 15:00	2	13319	0.008	2	13319	0.030	2	13319	0.038
15:00 - 16:00	2	13319	0.011	2	13319	0.056	2	13319	0.067
16:00 - 17:00	2	13319	0.000	2	13319	0.060	2	13319	0.060
17:00 - 18:00	2	13319	0.000	2	13319	0.030	2	13319	0.030
18:00 - 19:00	2	13319	0.000	2	13319	0.019	2	13319	0.019
19:00 - 20:00	2	13319	0.004	2	13319	0.023	2	13319	0.027
20:00 - 21:00	2	13319	0.000	2	13319	0.011	2	13319	0.011
21:00 - 22:00	2	13319	0.000	2	13319	0.000	2	13319	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.328			0.321			0.649

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.*

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	2	13319	0.038	2	13319	0.004	2	13319	0.042
08:00 - 09:00	2	13319	0.503	2	13319	0.030	2	13319	0.533
09:00 - 10:00	2	13319	0.263	2	13319	0.173	2	13319	0.436
10:00 - 11:00	2	13319	0.330	2	13319	0.248	2	13319	0.578
11:00 - 12:00	2	13319	0.496	2	13319	1.010	2	13319	1.506
12:00 - 13:00	2	13319	0.646	2	13319	1.145	2	13319	1.791
13:00 - 14:00	2	13319	0.533	2	13319	0.680	2	13319	1.213
14:00 - 15:00	2	13319	0.338	2	13319	0.308	2	13319	0.646
15:00 - 16:00	2	13319	0.184	2	13319	0.360	2	13319	0.544
16:00 - 17:00	2	13319	0.075	2	13319	0.518	2	13319	0.593
17:00 - 18:00	2	13319	0.045	2	13319	0.312	2	13319	0.357
18:00 - 19:00	2	13319	0.060	2	13319	0.075	2	13319	0.135
19:00 - 20:00	2	13319	0.038	2	13319	0.053	2	13319	0.091
20:00 - 21:00	2	13319	0.049	2	13319	0.038	2	13319	0.087
21:00 - 22:00	2	13319	0.015	2	13319	0.000	2	13319	0.015
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.613			4.954			8.567

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.*

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	2	13319	0.169	2	13319	0.000	2	13319	0.169
08:00 - 09:00	2	13319	2.673	2	13319	0.086	2	13319	2.759
09:00 - 10:00	2	13319	2.868	2	13319	0.094	2	13319	2.962
10:00 - 11:00	2	13319	1.596	2	13319	0.368	2	13319	1.964
11:00 - 12:00	2	13319	1.239	2	13319	0.646	2	13319	1.885
12:00 - 13:00	2	13319	1.010	2	13319	0.905	2	13319	1.915
13:00 - 14:00	2	13319	0.871	2	13319	1.081	2	13319	1.952
14:00 - 15:00	2	13319	0.473	2	13319	1.201	2	13319	1.674
15:00 - 16:00	2	13319	0.210	2	13319	1.479	2	13319	1.689
16:00 - 17:00	2	13319	0.113	2	13319	2.463	2	13319	2.576
17:00 - 18:00	2	13319	0.015	2	13319	1.408	2	13319	1.423
18:00 - 19:00	2	13319	0.000	2	13319	0.075	2	13319	0.075
19:00 - 20:00	2	13319	0.000	2	13319	0.109	2	13319	0.109
20:00 - 21:00	2	13319	0.008	2	13319	0.019	2	13319	0.027
21:00 - 22:00	2	13319	0.000	2	13319	0.045	2	13319	0.045
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.245			9.979			21.224

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.*

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	2	13319	0.477	2	13319	0.068	2	13319	0.545
08:00 - 09:00	2	13319	5.350	2	13319	0.435	2	13319	5.785
09:00 - 10:00	2	13319	4.798	2	13319	0.612	2	13319	5.410
10:00 - 11:00	2	13319	2.643	2	13319	0.950	2	13319	3.593
11:00 - 12:00	2	13319	2.230	2	13319	2.076	2	13319	4.306
12:00 - 13:00	2	13319	2.147	2	13319	2.756	2	13319	4.903
13:00 - 14:00	2	13319	1.941	2	13319	2.384	2	13319	4.325
14:00 - 15:00	2	13319	1.055	2	13319	2.020	2	13319	3.075
15:00 - 16:00	2	13319	0.638	2	13319	2.530	2	13319	3.168
16:00 - 17:00	2	13319	0.394	2	13319	4.329	2	13319	4.723
17:00 - 18:00	2	13319	0.293	2	13319	3.138	2	13319	3.431
18:00 - 19:00	2	13319	0.312	2	13319	0.454	2	13319	0.766
19:00 - 20:00	2	13319	0.116	2	13319	0.364	2	13319	0.480
20:00 - 21:00	2	13319	0.079	2	13319	0.221	2	13319	0.300
21:00 - 22:00	2	13319	0.105	2	13319	0.398	2	13319	0.503
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.578			22.735			45.313

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.*

Appendix B

Royal Mile Whiskeys Camden 40m2

Time period	No. of arrivals	Arrival trip rate	No. of departures	Departures trip rate	Total no. of trips	Total trip rate
Public Transport (underground +bus)						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	1	0.025	2	0.050	3	0.075
7am-7pm	7	0.175	7	0.175	14	0.350
Car drivers						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Taxi						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	1	0.025	1	0.025	2	0.050
Walk						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	9	0.225	11	0.275	20	0.500
7am-7pm	34	0.850	34	0.850	68	1.700
Pedal Cycle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	1	0.025	1	0.025	2	0.050
Total persons						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	10	0.250	13	0.325	23	0.575
7am-7pm	43	1.075	43	1.075	86	2.150

A1

Appendix C

Calculation Reference: AUDIT-258601-191126-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	KN	KENSINGTON AND CHELSEA	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: Gross floor area
Actual Range: 1215 to 2255 (units: sqm)
Range Selected by User: 0 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 17/06/19

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	2 days
Thursday	1 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 number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Built-Up Zone	3

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:

B1	3 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	1 days
100,001 or More	1 days

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

Population within 5 miles:

250,001 to 500,000	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	3 days

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

Travel Plan:

No	3 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:

5 Very Good	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 HM-02-A-01 REGUS OFFICES HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

2 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY *17/06/19* *Survey Type: MANUAL*

3 WH-02-A-02 OFFICES WANDSWORTH
BATTERSEA PARK ROAD
BATTERSEA

Town Centre
Built-Up Zone
Total Gross floor area: 1215 sqm
Survey date: THURSDAY *10/05/12* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	3	1835	0.018	3	1835	0.000	3	1835	0.018
07:30 - 08:00	3	1835	0.054	3	1835	0.036	3	1835	0.090
08:00 - 08:30	3	1835	0.127	3	1835	0.054	3	1835	0.181
08:30 - 09:00	3	1835	0.091	3	1835	0.018	3	1835	0.109
09:00 - 09:30	3	1835	0.073	3	1835	0.018	3	1835	0.091
09:30 - 10:00	3	1835	0.036	3	1835	0.018	3	1835	0.054
10:00 - 10:30	3	1835	0.054	3	1835	0.054	3	1835	0.108
10:30 - 11:00	3	1835	0.036	3	1835	0.018	3	1835	0.054
11:00 - 11:30	3	1835	0.036	3	1835	0.036	3	1835	0.072
11:30 - 12:00	3	1835	0.018	3	1835	0.036	3	1835	0.054
12:00 - 12:30	3	1835	0.054	3	1835	0.018	3	1835	0.072
12:30 - 13:00	3	1835	0.036	3	1835	0.073	3	1835	0.109
13:00 - 13:30	3	1835	0.018	3	1835	0.018	3	1835	0.036
13:30 - 14:00	3	1835	0.036	3	1835	0.036	3	1835	0.072
14:00 - 14:30	3	1835	0.036	3	1835	0.018	3	1835	0.054
14:30 - 15:00	3	1835	0.018	3	1835	0.000	3	1835	0.018
15:00 - 15:30	3	1835	0.000	3	1835	0.036	3	1835	0.036
15:30 - 16:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
16:00 - 16:30	3	1835	0.018	3	1835	0.073	3	1835	0.091
16:30 - 17:00	3	1835	0.036	3	1835	0.036	3	1835	0.072
17:00 - 17:30	3	1835	0.018	3	1835	0.073	3	1835	0.091
17:30 - 18:00	3	1835	0.054	3	1835	0.091	3	1835	0.145
18:00 - 18:30	3	1835	0.054	3	1835	0.091	3	1835	0.145
18:30 - 19:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
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									
Total Rates:			0.921			0.887			1.808

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 2255 (units: sqm)
Survey date date range:	01/01/11 - 17/06/19
Number of weekdays (Monday-Friday):	3
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	3	1835	0.018	3	1835	0.000	3	1835	0.018
07:30 - 08:00	3	1835	0.018	3	1835	0.000	3	1835	0.018
08:00 - 08:30	3	1835	0.127	3	1835	0.000	3	1835	0.127
08:30 - 09:00	3	1835	0.000	3	1835	0.000	3	1835	0.000
09:00 - 09:30	3	1835	0.073	3	1835	0.000	3	1835	0.073
09:30 - 10:00	3	1835	0.018	3	1835	0.000	3	1835	0.018
10:00 - 10:30	3	1835	0.018	3	1835	0.000	3	1835	0.018
10:30 - 11:00	3	1835	0.000	3	1835	0.000	3	1835	0.000
11:00 - 11:30	3	1835	0.036	3	1835	0.000	3	1835	0.036
11:30 - 12:00	3	1835	0.054	3	1835	0.036	3	1835	0.090
12:00 - 12:30	3	1835	0.000	3	1835	0.000	3	1835	0.000
12:30 - 13:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
13:00 - 13:30	3	1835	0.036	3	1835	0.000	3	1835	0.036
13:30 - 14:00	3	1835	0.000	3	1835	0.000	3	1835	0.000
14:00 - 14:30	3	1835	0.000	3	1835	0.000	3	1835	0.000
14:30 - 15:00	3	1835	0.000	3	1835	0.000	3	1835	0.000
15:00 - 15:30	3	1835	0.000	3	1835	0.000	3	1835	0.000
15:30 - 16:00	3	1835	0.000	3	1835	0.036	3	1835	0.036
16:00 - 16:30	3	1835	0.000	3	1835	0.036	3	1835	0.036
16:30 - 17:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
17:00 - 17:30	3	1835	0.000	3	1835	0.109	3	1835	0.109
17:30 - 18:00	3	1835	0.000	3	1835	0.054	3	1835	0.054
18:00 - 18:30	3	1835	0.000	3	1835	0.000	3	1835	0.000
18:30 - 19:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
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									
Total Rates:			0.398			0.325			0.723

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	3	1835	0.109	3	1835	0.018	3	1835	0.127
07:30 - 08:00	3	1835	0.145	3	1835	0.036	3	1835	0.181
08:00 - 08:30	3	1835	0.327	3	1835	0.109	3	1835	0.436
08:30 - 09:00	3	1835	0.163	3	1835	0.091	3	1835	0.254
09:00 - 09:30	3	1835	0.145	3	1835	0.036	3	1835	0.181
09:30 - 10:00	3	1835	0.145	3	1835	0.073	3	1835	0.218
10:00 - 10:30	3	1835	0.163	3	1835	0.145	3	1835	0.308
10:30 - 11:00	3	1835	0.091	3	1835	0.073	3	1835	0.164
11:00 - 11:30	3	1835	0.145	3	1835	0.163	3	1835	0.308
11:30 - 12:00	3	1835	0.127	3	1835	0.272	3	1835	0.399
12:00 - 12:30	3	1835	0.127	3	1835	0.363	3	1835	0.490
12:30 - 13:00	3	1835	0.218	3	1835	0.618	3	1835	0.836
13:00 - 13:30	3	1835	0.418	3	1835	0.381	3	1835	0.799
13:30 - 14:00	3	1835	0.636	3	1835	0.272	3	1835	0.908
14:00 - 14:30	3	1835	0.218	3	1835	0.109	3	1835	0.327
14:30 - 15:00	3	1835	0.236	3	1835	0.200	3	1835	0.436
15:00 - 15:30	3	1835	0.109	3	1835	0.163	3	1835	0.272
15:30 - 16:00	3	1835	0.109	3	1835	0.182	3	1835	0.291
16:00 - 16:30	3	1835	0.145	3	1835	0.236	3	1835	0.381
16:30 - 17:00	3	1835	0.073	3	1835	0.163	3	1835	0.236
17:00 - 17:30	3	1835	0.073	3	1835	0.218	3	1835	0.291
17:30 - 18:00	3	1835	0.127	3	1835	0.363	3	1835	0.490
18:00 - 18:30	3	1835	0.036	3	1835	0.218	3	1835	0.254
18:30 - 19:00	3	1835	0.000	3	1835	0.127	3	1835	0.127
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									
Total Rates:			4.085			4.629			8.714

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	3	1835	0.291	3	1835	0.000	3	1835	0.291
07:30 - 08:00	3	1835	0.599	3	1835	0.018	3	1835	0.617
08:00 - 08:30	3	1835	1.035	3	1835	0.000	3	1835	1.035
08:30 - 09:00	3	1835	1.253	3	1835	0.054	3	1835	1.307
09:00 - 09:30	3	1835	1.235	3	1835	0.127	3	1835	1.362
09:30 - 10:00	3	1835	1.035	3	1835	0.109	3	1835	1.144
10:00 - 10:30	3	1835	0.418	3	1835	0.073	3	1835	0.491
10:30 - 11:00	3	1835	0.400	3	1835	0.054	3	1835	0.454
11:00 - 11:30	3	1835	0.272	3	1835	0.200	3	1835	0.472
11:30 - 12:00	3	1835	0.218	3	1835	0.254	3	1835	0.472
12:00 - 12:30	3	1835	0.236	3	1835	0.218	3	1835	0.454
12:30 - 13:00	3	1835	0.200	3	1835	0.400	3	1835	0.600
13:00 - 13:30	3	1835	0.236	3	1835	0.454	3	1835	0.690
13:30 - 14:00	3	1835	0.272	3	1835	0.345	3	1835	0.617
14:00 - 14:30	3	1835	0.363	3	1835	0.200	3	1835	0.563
14:30 - 15:00	3	1835	0.218	3	1835	0.291	3	1835	0.509
15:00 - 15:30	3	1835	0.109	3	1835	0.236	3	1835	0.345
15:30 - 16:00	3	1835	0.073	3	1835	0.218	3	1835	0.291
16:00 - 16:30	3	1835	0.073	3	1835	0.327	3	1835	0.400
16:30 - 17:00	3	1835	0.073	3	1835	0.254	3	1835	0.327
17:00 - 17:30	3	1835	0.018	3	1835	0.654	3	1835	0.672
17:30 - 18:00	3	1835	0.018	3	1835	1.326	3	1835	1.344
18:00 - 18:30	3	1835	0.000	3	1835	1.598	3	1835	1.598
18:30 - 19:00	3	1835	0.000	3	1835	0.618	3	1835	0.618
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									
Total Rates:			8.645			8.028			16.673

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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	3	1835	0.436	3	1835	0.018	3	1835	0.454
07:30 - 08:00	3	1835	0.872	3	1835	0.091	3	1835	0.963
08:00 - 08:30	3	1835	1.635	3	1835	0.145	3	1835	1.780
08:30 - 09:00	3	1835	1.526	3	1835	0.163	3	1835	1.689
09:00 - 09:30	3	1835	1.562	3	1835	0.163	3	1835	1.725
09:30 - 10:00	3	1835	1.235	3	1835	0.182	3	1835	1.417
10:00 - 10:30	3	1835	0.654	3	1835	0.272	3	1835	0.926
10:30 - 11:00	3	1835	0.545	3	1835	0.145	3	1835	0.690
11:00 - 11:30	3	1835	0.490	3	1835	0.400	3	1835	0.890
11:30 - 12:00	3	1835	0.418	3	1835	0.599	3	1835	1.017
12:00 - 12:30	3	1835	0.436	3	1835	0.599	3	1835	1.035
12:30 - 13:00	3	1835	0.472	3	1835	1.126	3	1835	1.598
13:00 - 13:30	3	1835	0.708	3	1835	0.854	3	1835	1.562
13:30 - 14:00	3	1835	0.926	3	1835	0.654	3	1835	1.580
14:00 - 14:30	3	1835	0.636	3	1835	0.327	3	1835	0.963
14:30 - 15:00	3	1835	0.490	3	1835	0.490	3	1835	0.980
15:00 - 15:30	3	1835	0.218	3	1835	0.436	3	1835	0.654
15:30 - 16:00	3	1835	0.182	3	1835	0.472	3	1835	0.654
16:00 - 16:30	3	1835	0.236	3	1835	0.672	3	1835	0.908
16:30 - 17:00	3	1835	0.218	3	1835	0.527	3	1835	0.745
17:00 - 17:30	3	1835	0.109	3	1835	1.072	3	1835	1.181
17:30 - 18:00	3	1835	0.200	3	1835	1.871	3	1835	2.071
18:00 - 18:30	3	1835	0.091	3	1835	1.980	3	1835	2.071
18:30 - 19:00	3	1835	0.000	3	1835	0.781	3	1835	0.781
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									
Total Rates:			14.295			14.039			28.334

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.*

Appendix D

Cake Boy Wandsworth 97m2

Time period	No. of arrivals	Arrival trip rate	No. of departures	Departures trip rate	Total no. of trips	Total trip rate
Public Transport (underground +bus)						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Car drivers						
8am-9am	0	0.000	1	0.015	1	0.015
5pm-6pm	0	0.000	1	0.015	1	0.015
7am-7pm	12	0.185	14	0.215	26	0.400
Taxi						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	1	0.015	1	0.015	2	0.031
Walk						
8am-9am	8	0.082	4	0.041	12	0.124
5pm-6pm	3	0.031	5	0.052	8	0.082
7am-7pm	129	1.330	127	1.309	256	2.639
Pedal Cycle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Total persons						
8am-9am	8	0.082	5	0.052	13	0.134
5pm-6pm	3	0.031	6	0.062	9	0.093
7am-7pm	142	1.464	142	1.464	284	2.928

A1/Patisserie

Appendix E

Novote, Westminster (Central London) PTAL 5

Rooms 206 Beds 206 Parking 0

	No. of arrivals	Arrival trip rate	No. of departures	Departures trip rate	Total no. of trips	Total trip rate
Walk						
8am-9am	12	0.058	66	0.320	78	0.379
5pm-6pm	51	0.248	52	0.252	103	0.500
7am-7pm	254	1.233	412	2.000	666	3.233
Underground						
8am-9am	2	0.010	7	0.034	9	0.044
5pm-6pm	0	0.000	4	0.019	4	0.019
7am-7pm	16	0.078	45	0.218	61	0.296
Pedal Cycle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	1	0.005	5	0.024	6	0.029
Motorcyle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	3	0.015	7	0.034	10	0.049
Coach						
8am-9am	0	0.000	4	0.019	4	0.019
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	13	0.063	4	0.019	17	0.083
Taxi						
8am-9am	9	0.044	7	0.034	16	0.078
5pm-6pm	8	0.039	3	0.015	11	0.053
7am-7pm	58	0.282	53	0.257	111	0.539
Taxi occupants						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000

All car drivers						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Car passengers						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	4	0.019	0	0.000	4	0.019
Car driver (alone)						
8am-9am	1	0.005	1	0.005	2	0.010
5pm-6pm	0	0.000	1	0.005	1	0.005
7am-7pm	11	0.053	16	0.078	27	0.131
Car driver (with passenger)						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	4	0.019	0	0.000	4	0.019
Bus						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	1	0.005	2	0.010	3	0.015
7am-7pm	12	0.058	15	0.073	27	0.131
Public Transport (underground +bus)						
8am-9am	2	0.010	7	0.034	9	0.044
5pm-6pm	1	0.005	6	0.029	7	0.034
7am-7pm	28	0.136	60	0.291	88	0.427
total						
8am-9am	24	0.117	85	0.413	109	0.529
5pm-6pm	60	0.291	62	0.301	122	0.592
7am-7pm	376	1.825	557	2.704	933	4.529

Appendix F

Café Nero Southward 82m2

Time period	No. of arrivals	Arrival trip rate	No. of departures	Departures trip rate	Total no. of trips	Total trip rate
Public Transport (underground +bus)						
8am-9am	6	0.073	4	0.049	10	0.122
5pm-6pm	3	0.037	5	0.061	8	0.098
7am-7pm	76	0.927	74	0.902	150	1.829
Car drivers						
8am-9am	2	0.024	0	0.000	2	0.024
5pm-6pm	0	0.000	2	0.024	2	0.024
7am-7pm	16	0.195	13	0.159	29	0.354
Taxi						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	1	0.012	1	0.012	2	0.024
Walk						
8am-9am	28	0.341	31	0.378	59	0.720
5pm-6pm	18	0.220	19	0.232	37	0.451
7am-7pm	258	3.146	252	3.073	510	6.220
Pedal Cycle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	4	0.049	5	0.061	9	0.110
Total persons						
8am-9am	36	0.439	35	0.427	71	0.866
5pm-6pm	21	0.256	30	0.366	51	0.622
7am-7pm	357	4.354	355	4.329	712	8.683

Appendix G

Nethouse Islington 65m2

Time period	No. of arrivals	Arrival trip rate	No. of departures	Departures trip rate	Total no. of trips	Total trip rate
Public Transport (underground +bus)						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Car drivers						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	9	0.138	8	0.123	17	0.262
Taxi						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Walk						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	7	0.108	8	0.123	15	0.231
7am-7pm	101	1.554	95	1.462	196	3.015
Pedal Cycle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Total persons						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	7	0.108	8	0.123	15	0.231
7am-7pm	110	1.692	103	1.585	213	3.277

a3/Co-working space