Abbey Road, Phase 2

Transport Statement

On behalf of **Wates Construction London Residential**

Project Ref: 46830/001 | Rev: A| Date: April 2020

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved

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1 Introduction

1.1 Overview

1.1.1 Stantec UK Limited have been instructed by Wates Construction Residential London, to prepare a Transport Statement in support of a full planning application for a development on a site adjacent to the junction between Abbey Road and Belsize Road, London Borough of Camden, NW6 4AD.

1.1.2 The proposals will deliver a Community Centre and Health Centre for the London Borough of Camden as part of their community investment in the wider Abbey Road development area. The proposals are for Phase 2 of the programme and comprise the re-provision of the existing Community Centre and Health Centre, both of which are currently located opposite the site within Emminster and Hinstock. These buildings are part of the third phase of development which will come forward in due course.

1.2 Site Location

1.2.1 The site is bounded by Abbey Road to the west and Belsize Road to the south and lies within a predominantly residential area located within the London Borough of Camden.

1.2.2 Within the site boundary are two existing residential buildings, Snowman and Casterbridge. Between the two buildings is a large area of hardstanding which is used for refuse storage and other estate facilities. To the west of the two buildings is a further area of hardstanding comprising car parking spaces.

1.2.3 There are currently 38 spaces in the existing carpark east of Casterbridge and 5 spaces in between the two towers. We have been advised by Camden and the Tenants' Management Organisation that 3 of the 38 spaces cannot be let and therefore are unused. The split of the remaining 35 spaces are - 2 spaces let to contractors; 33 spaces let to residents. There are 4 visitor spaces and 1 disabled space in between the two towers (totalling 5 spaces).

1.2.4 There is currently one vehicular access to the site on Belsize Road, 50m east from the Abbey Road/ Belsize Road junction. The site location is shown in Figure 1.1.

Figure 1-1: Site Location

1.3 Report Structure

1.3.1 The report is set out as follows.

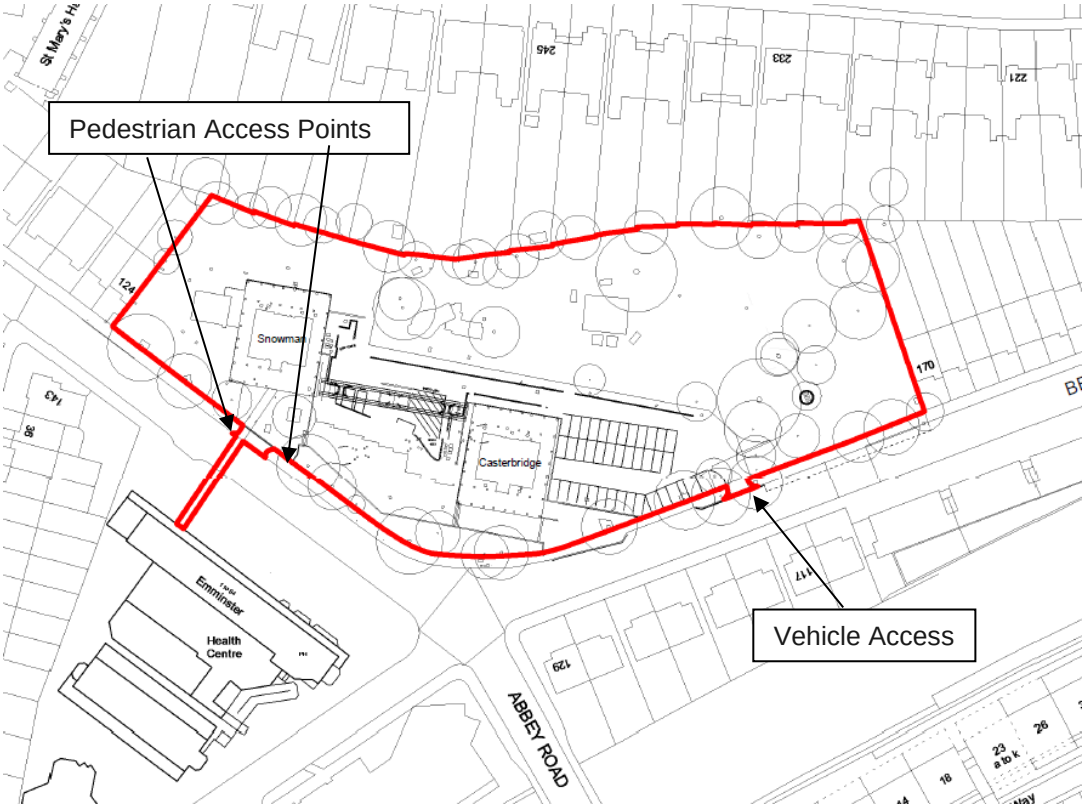
- Chapter 2 presents the baseline context of the site, including existing accesses and the surrounding public transport networks
- Chapter 3 gives an overview of the relevant National, Local and Regional Policy
- Chapter 4 discusses the development proposals including cycle parking provision and development impacts
- Chapter 5 provides data analysis on the trip generation for the proposed development
- Chapter 6 summarises and concludes the TS.

2 Site Description

2.1 Introduction

2.1.1 This chapter sets out the relevant transport context of the development. Figure 2.1 shows the site location.

Figure 2-1: Sie Location



2.2 Site Location and Existing Land Use

2.2.1 The predominant use of the existing site is open space including a small play area with equipment for children and an existing car park.

2.2.2 There are currently 38 spaces in the existing carpark east of Casterbridge and 5 spaces in between the two towers. We have been advised by Camden and the Tenants' Management Organisation that 3 of the 38 spaces cannot be let and therefore are unused. The split of the remaining 35 spaces are - 2 spaces let to contractors; 33 spaces let to residents.

2.2.3 There are 4 visitor spaces and 1 disabled space in between the two towers (totalling 5 spaces); however, we have been advised by Camden and the Tenants' Management Organisation that the visitor spaces are primarily used by commercial vans (without permits) and not visitors.

2.2.4 Crucially the provision for residents currently with permits and disabled parking remains unchanged, which means those residents will continue to have provision in the proposed relocated car park.

2.2.5 Camden are undergoing negotiations with the Tenants' Management Organisation over the loss of 3 visitor spaces on the basis that they are not currently used or needed based on the above comment regarding commercial vans.

2.2.6 The site has one access point for vehicle use, the access point is from Belsize Road. There are two accesses for pedestrians, one from Belsize Road and one from Abbey Road.

2.3 Pedestrian Network

2.3.1 The site is easy to access by foot. The site can be accessed by both Abbey Road and Belsize Road. Pelican crossings are provided on the Abbey Road / Belsize Road junction meaning that pedestrians can access the site easily and safely.

2.3.2 The pedestrian infrastructure in the vicinity is to a high standard with footpaths provided from the site to a number of key locations near to the site such as Kilburn High Road Station.

2.4 Cycle Network

2.4.1 The cycle network surrounding the site is relatively poor in terms of designated cycle routes. There are, however, advanced stop lines for cyclists on all four arms of the Belsize Road, Abbey Road junction.

2.4.2 According to TFL's website (https://tfl.gov.uk/maps/cycle), a new Quietway is to be implemented starting from Carlton Hill running down towards Paddington. Carlton Hill is 3 minutes cycling distance the site.

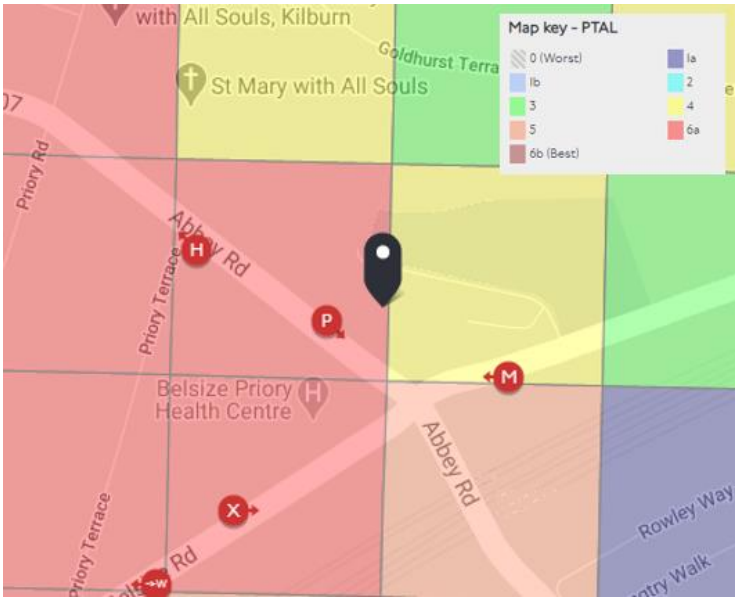
2.5 Public Transport

Public Transport Accessibility Level (PTAL)

2.5.1 Public Transport Accessibility Levels (PTAL) provide a measure of the accessibility of a site to the public transportation network, also taking into account walk access times and service availability, frequency and reliability. A PTAL score can range from 1a to 6b where a score of 1 indicates a 'very poor' level of accessibility and 6b indicates 'excellent' provision. PTALs are used to both inform the density of a proposed development as well as required car parking provision.

2.5.2 A 2019 base year PTAL report for the site is presented in Figure 2.2 below and shows that the site is within an area with a PTAL ranging from 3 to 6a which represents a 'good' to 'excellent' level of public transport provision. It also enables the site to qualify for a BREEAM credit.

Figure 2-2: PTAL Map



2.5.3 PTAL reports show that the site will score the same in the future years of 2021 and 2031.

Bus Network

2.5.4 There are several bus stops in close proximity to the site. There are regular services to key destinations such as: Baker Street Station, Kilburn Station, Swiss Cottage Station and West Hampstead Station. This enables the site to qualify for a BREEAM credit due to the proximity of the site to a number of bus stops. Further detail on the BREEAM accreditation for the proposals is included within a separate statement prepared and submitted in support of this application by Stantec.

2.5.5 Details of each bus services destination and peak hour frequency is shown in Table 2.1.

Table 2-1: Bus Frequency

Bus Service	Route	Frequency of Bus Services	
		AM peak	PM peak
31	White City Bus Station - Camden Town Station	7	7
139	Golders Green Station - Waterloo Station / Waterloo Road	8	8
189	Marble Arch Station - Brent Cross Shopping Centre	6	6
Total		**21**	**21**

2.5.6 Table 2.1 shows that there is a total of 21 bus services in both the AM and PM peak.

London Underground and Overground Network

2.5.7 The nearest London Underground services available are from Swiss Cottage Station and Kilburn Park Station. These stations are 850m from the site (10-minute walk).

2.5.8 Swiss Cottage Station is served by the Jubilee Line, which provides a service between Stratford Underground Station and Stanmore Underground Station. Kilburn Park Station is served by the Bakerloo Line, providing a service between Harrow and Wealdstone Underground Station and Elephant and Castle Underground Station.

2.5.9 Details of each underground service, destination and peak hour frequency is shown in Table 2.2.

Table 2-2: London Underground Services

Service	Destination	Frequency of Tube Services	
		AM peak	PM peak
Bakerloo	Kilburn Park – Elephant and Castle	22	21
Bakerloo	Kilburn Park – Harrow and Wealdstone	6	6
Jubilee	Swiss Cottage - Stratford	24	24
Jubilee	Swiss Cottage – Stanmore	18	18
Total		**70**	**69**

2.5.10 Table 2.2 shows that the total number of tube services for the Bakerloo line in the AM peak is 28 and in the PM peak there are 27 services. For the Jubilee line there is a total of 42 services in both the AM and PM peak. Combined there are a total of 70 services in the morning peak hour and 69 in the evening peak hour.

2.5.11 The nearest London Overground services are available from South Hampstead and Kilburn High Road. South Hampstead station is east of the site with Kilburn High Road to the west and are both approximately a 5-minute walk away. The destinations from both South Hampstead and Kilburn High Road are London Euston and Watford Junction. In both the morning and evening peak, five services run from both stations towards London Euston and four services run from both stations towards Watford Junctions.

National Rail

2.5.12 The nearest National Rail services are provided from West Hampstead Thameslink. West Hampstead Thameslink is 1.4km away from the site. A frequent bus service (139) which stops

along Abbey Road passes the station; the duration of the bus journey is 9 minutes. Additionally, it is just 5-minute cycle to the station and parking is provided there.

2.5.13 West Hampstead Thameslink serves a number of key destinations. All services that travel south stop at various London stations and continue towards Brighton where the service terminates. The services also travel north towards St Albans and Bedford.

2.6 Local Highway network

2.6.1 The site is bound by Belsize Road to the south of the site. Belsize Road is a single carriageway road. The speed limit on the link is 30mph. Belsize Road links onto Kilburn High Road which has local amenities and provides a link to Kilburn High Road Overground Station.

2.6.2 Abbey Road lies to the east of the site and is also a single carriageway, with a speed limit of 30mph. Abbey Road provides a north south link between at A41 and the A40.

2.6.3 There are parking spaces on both of the above links on both sides of the carriageways. The next section discusses this in more detail.

2.7 Existing Parking Situation

2.7.1 The site is located in Camden's controlled parking zone (CPZ) 'CA-KR' with paid-for bays being in operation 08:30-18:30 Monday to Friday. Resident permit bays are also in operation 08:30-18:30 Monday to Friday as well as a number of designated disabled bays.

2.7.2 Parking surveys have been undertaken to demonstrate that there is existing capacity within the vicinity of the site to be able to provide sufficient disabled parking required for the proposed development.

2.7.3 Countsequential Surveys were commissioned to undertaken three separate parking beat surveys over two consecutive weeknights (Tuesday – Thursday), in accordance with the Lambeth Methodology. These surveys were undertaken at 04:45, 07:00 – 07:30, 09:00 – 09:30 and 10:00 – 10:30. These times are regarded appropriate, as they cover overnight residential parking, commuter patterns and school drop off. The extent of the area surveyed is shown in Appendix D.

2.7.4 The surveys were carried out on Tuesday 19th and Wednesday 20th November 2019 and involved on-street and off-street parking beat surveys for the time period mentioned. The surveys covered all types of parking including illegal parking and any permit details were also captured. A car length of 5m has been assumed for the surveys. The scope of surveys and methodology was agreed beforehand with LBC.

On-Street Parking

2.7.5 The following section provides an analysis of the on-street parking capacity and stress levels in the vicinity of the site. The on-street parking is categorised into CPZ & Restricted, Pay by Phone and Single Yellow Spaces parking.

2.7.6 Table 2-3 provides a summary of the on-street parking status in the vicinity of the site.

Table 2-3: Summary of On-Street Parking

Time Period	CPZ & Restricted			Pay by Phone			Single Yellow Spaces		
	Parking Capacity	No. of Parked Cars	% Stress	Parking Capacity	No. of Parked Cars	% Stress	Parking Capacity	No. of Parked Cars	% Stress
04:45	413	308	74%	30	22	72%	62	5	7%
07:00 – 07:30	413	290	70%	30	21	68%	62	4	6%
09:00 – 09:30	413	243	59%	30	15	50%	62	1	1%
10:00 – 10:30	413	246	60%	30	19	62%	62	0	0%

2.7.7 As seen in Table 2-3 the car parking occupancy reduces as the day progresses across all three restriction types. There are 413 spaces in the CPZ and parking restricted zones, with the 09:00 – 09:30 highlighted as the period where there is greatest availability in the area with 170 spaces available out of the 413 spaces.

2.7.8 There are 30 Pay by Phone parking spaces located in the vicinity of the site. The peak occupancy was recorded at 04:45, across both surveyed days, with stress level of 72%. This occupancy drops to 50% by 09:00 – 09:30, which indicates 15 spaces are available during this time period. A total of 62 single yellow spaces were recorded, however these spaces are minimally used, with the peak car parking occupancy being 7% in the 04:45 survey time period. This shows a high level of available capacity within the single yellow zone in the surveyed area.

2.7.9 Within the CPZ and restricted area zone the level of car parking did not exceed the capacity in any of the survey periods.

2.7.10 Immediately outside Phase 2 on Belsize Road East, there is a Pay by Phone parking area with capacity of 3 cars, disabled bays, bus stops and the remainder of the road is within a CPZ (CA-K/R), in operation Mon-Fri 08:30-18:30. Belsize Road East (N) and Belsize Road East (S) has a combined length of 810m and 160 spaces designated within the CPZ and restricted zone. Table 2-4 provides a detailed summary of the stress level for each surveyed period for the CPZ & Restricted zone only.

Table 2-4: Belsize Road East (N&S) Car Parking Occupancy

	Belsize Road East (N) (capacity 83)		**Belsize Road East (N)** (capacity 77)		**Total (capacity 160)**	
	No. of Cars Parked	**% Stress**	**No. of Cars Parked**	**% Stress**	**No. of Cars Parked**	**% Stress**
Tuesday 04:45	52	63%	46	60%	98	61%
Tuesday 07:00 – 07:30	47	57%	38	49%	85	53%
Tuesday 09:00 – 09:30	41	49%	30	39%	71	44%
Tuesday 10:00 – 10:30	43	52%	28	36%	71	44%
Wednesday 04:45	58	70%	45	58%	103	64%
Wednesday 07:00 – 07:30	48	58%	43	56%	91	57%
Wednesday 09:00 – 09:30	45	54%	28	36%	73	46%
Wednesday 10:00 – 10:30	**46**	**55%**	**32**	**42%**	**78**	**49%**

2.7.11 As seen in the table above, Wednesday 04:45 was the peak period of occupancy when a total of 103 cars were parked, equating to 64% stress level. The results have demonstrated that the car parking occupancy reduces as the day progresses, with 10:00-10:30 periods for both surveyed days demonstrating spare car parking capacity.

2.7.12 The analysis has demonstrated that there is sufficient capacity within the existing on-street parking to be able to provide the required drop-off facilities or disabled parking for the proposed development of Phase 2

2.7.13 Therefore, it is recommended that one disabled parking bay and one ambulance bay could be provided in the vicinity of the Phase 2 site on Belsize Road. This will require adjustments to the residential CPZ spaces and potentially moving of three spaces to Belsize Road East (S), where there is more capacity. This will require discussions with Camden Highways.

3 Policy and Guidance Review

3.1 Introduction

3.1.1 A review of the relevant national, regional and local policy guidance forms this chapter which has guided the approach adopted for this TS.

3.1.2 This section provides a review of the existing national, regional and local policy relevant to the proposed development. The policies covered within this review are:

- National Planning Policy Framework (NPPF), 2019
- National Planning Practice Guidance (PPG), 2019
- The Draft New London Plan – Intend to Publish Version (December 2019) and the Secretary of State Directions (March 2020)
- Mayor's Transport Strategy (March 2018)
- Camden Local Plan (2017) including Camden Planning Guidance – Transport (March 2019)

3.2 National Policy

National Planning Policy Framework (NPPF)

3.2.1 The NPPF was revised in June 2019 replacing the 2012 version of the document. The new framework seeks to facilitate sustainable development. In respect of transport, the NPPF advocates that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

> a) the potential impacts of development on transport networks can be addressed.
>
> b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.
>
> c) opportunities to promote walking, cycling and public transport use are identified and pursued.
>
> d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.
>
> e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

3.2.2 At a more detailed level, the NPPF states that developments should be located and designed in order to:

> a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

d) allow for the efficient delivery of goods, and access by service and emergency vehicles.

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.2.3 The NPPF stresses the importance of providing a Travel Plan for all developments that generate significant amounts of movement.

Planning Practice Guidance (PPG)

3.2.4 The PPG, published in March 2014 by the Department for Communities and Local Government, supports the policies outlined within the previous NPPF.

3.2.5 The guidance covers numerous topics, with the 'Travel plans, transport assessments and statements in decision-taking' being the one relevant to transport. This guidance relates only to Travel Plans, Transport Assessments and Statements in relation to decision-taking.

3.2.6 The guidance defines Travel Plans, Transport Assessments and Transport Statements and lays out how these are related to each other, why they are important and what should be considered when preparing a Travel Plan, Transport Assessment and Transport Statement.

3.3 Regional Policy and Guidance

The London Plan – consolidated with alterations since 2011 (March 2016)

3.3.1 The London Plan was published in July 2011. Since then, three sets of alterations have been made to ensure it is as up to date as possible. A key objective of the Plan states London should be:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling".

3.3.2 Chapter 6 of the Plan identifies policies to support integration of transport and development, connecting London and ensuring better streets. It also sets out car and cycle parking standards. The relevant policies are outlined below:

Policy 6.1 Strategic Approach

3.3.3 The Mayor will work with key parties to encourage integrated transport systems. This will be achieved by:

- Encouraging patterns and nodes of development that reduce the need to travel, especially by car
- Supporting development with a high trip generation at locations where there is good public transport accessibility and capacity
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management

- Promoting greater use of low-carbon technology to reduce carbon dioxide emissions and global warming contributions
- Promoting walking by ensuring an improved public realm

Policy 6.3 Assessing Transport Capacity

3.3.4 Development proposals should ensure that the impacts of the transport capacity and the transport network are considered, and that Transport Assessments will be required in accordance with TfL's Transport Assessment Best Practice guidelines.

Policy 6.9 and Policy 6.10 Cycling and Walking

3.3.5 The Mayor will work to increase cycling and walking in London. Developments should:

- Provide secure, integrated and accessible cycle parking facilities in line with London Plan standards;
- Ensure high quality pedestrian environments in and around new developments that give emphasis to pedestrian and street space; and
- Promote simplified streetscapes that are de-cluttered and provide access for all.

Policy 6.13 Parking

3.3.6 New developments should ensure a balance is met between promoting new development and avoiding excessive car parking that can reduce the use of sustainable modes of transport. When the car parking provision for new developments is being considered, maximum car parking standards (in line with London Plan policy) should be applied.

3.3.7 With regard to accessible parking, the policy states that developments should always include parking provision for disabled people. In terms of the residential parking, *"adequate parking spaces for disabled people must be provided preferably on-site".*

3.3.8 The London Plan standards for Electric Vehicle Charging Points (EVCPs) for residential land use state that 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future. This has now been superseded by the Draft London Plan (2018) which is discussed later in this chapter.

Draft New London Plan Intend to Publish Version (December 2019) and Secretary of State Directions (March 2020)

3.3.9 The Draft New London Plan outlines the Mayor's environmental, economic, social and transport strategic policy framework which aims to improve London as a region over the next 20-25 years. Chapter 10 of the Draft New London Plan subsumes the following transport policy areas. The most relevant policies included within this Chapter are outlined below:

3.3.10 Policy T1 'Strategic Approach to Transport' requires all Borough Development Plans to support the "strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041". This should be sought through:

- Encouraging greater integration of land use and transport as well as further improvements to the public transport which creates greater connectivity
- Reducing congestion by encouraging a modal shift from car use to public transport
- Promoting consolidation of deliveries in order to minimise the delivery trips

- Investing in high quality interchanges and rebalancing the public transport network to make active methods of travel more attractive

3.3.11 Policy T2 'Healthy Streets' is a key aspect of the Draft New London Plan. It seeks to encourage Development Plans to facilitate more trips by walking and cycling through improving street environments – seeking to allow people to undertake daily active travel to stay healthy. The Policy further seeks "better management of freight" to lessen their impact on London's streets.

3.3.12 Policy T3 'Transport Capacity, Connectivity and Safeguarding' aims to inform Development Plans and proposals to support the sustainable development of London's public transport network. This includes safeguarding existing buildings and land used for transport. This will enable expansion in the near future and includes a number of possible transport schemes across the short, medium and long-term.

3.3.13 Policy T4 'Assessing and Mitigating Transport Impacts' highlights the importance of an integrated approach to current and planned transport access, capacity and connectivity. Transport assessments should be submitted where development proposals may negatively and irreversibly impact the local transport network, with mitigation provided where necessary; particularly walking, cycling and public transport mitigation.

3.3.14 The Policy sets out the requirement for complementary evidence to Transport Assessments, including: Travel Plans; Construction Logistics Plans (CLPs), Delivery and Servicing Plans (DSP) and Parking Design and Management Plans.

3.3.15 Policy T5 'Cycling' sets out the approach to removing barriers to cycling and creating environments in which people choose to cycle. It sets out the minimum cycle parking standards and the Mayor's aspirations for improvements to the strategic cycle network across London. Developers should demonstrate how they will cater for larger cycles and adapted cycles for disabled people.

3.3.16 Table 10.2 of the Draft New London Plan shows the minimum cycle parking standards. These standards are presented in Table 3-1 below.

Table 3-1: Draft New London Plan Cycle Parking Standards

Use		Long Stay	Short Stay
D1	Health Centre	1 space per 5 FTE staff	1 space per 3 FTE staff
	Community Centre	1 space per 8 FTE staff	1 space per 100sqm (GEA)

3.3.17 Policy T6 'Car Parking' encompasses residential, office, retail, hotel, leisure and disabled person parking standards; with differing standards applied to the Central Activities Zone, Inner London, Outer London and other parts.

3.3.18 Policy T7 'Deliveries, Servicing and Construction' aims to reduce the number of freight and servicing trips and emissions from these movements across London through, for example; provision of electric vehicle charging points for freight vehicles, hydrogen refuelling stations and encouraging out-of-peak deliveries by operating 24-hour consolidation and distribution sites.

3.3.19 The Policy requires CLPs and DSPs, developed in accordance with TfL's guidance. Management and design of facilities in encouraged which allow off peak and night time deliveries and servicing. The use of water and rail transport are to be considered as part of development proposals.

3.3.20 Designing in safe access for people walking and cycling during the construction phase is expressed.

Mayor's Transport Strategy (March 2018)

3.3.21 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

3.3.22 The MTS places an emphasis on healthy streets and promoting sustainable travel. Its three main themes comprise:

- Healthy streets and healthy people
- A good public transport experience
- New homes and jobs

3.3.23 'Healthy streets and healthy people' involves creating streets and routes that encourage walking, cycling and public transport use to reduce car dependency and the resultant adverse health effects it has. Streets and neighbourhoods should be designed to make them pleasant places, with walking and cycling prioritised. Road danger will be reduced to help make people feel safer and more comfortable when walking and cycling. A shift away from car use will be pursued to help London's streets work more efficiently and reduce congestion.

3.3.24 'A good public transport experience' ensures that public transport is the most efficient way for people to travel distances that are too long to walk or cycle and enables a shift from private car which could reduce the number of vehicles on London's streets. The whole journey will be made more attractive, including the station experience and onward journeys.

3.3.25 'New homes and jobs' is to ensure that the ever-increasing number of people living and working in London are well-connected. The growth must be 'good growth', which provides more opportunities, delivers affordable homes and improves the quality of life. People should be able to live in areas where many of the places they want to go to are within walking and cycling distance, and good public transport connections are available for longer trips.

3.4 Local Policy

Camden Local Plan (2017) (Including CPG Transport March 2019)

3.4.1 The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010). The Camden Local Plan sets out the Council's proposals for the future development of the borough over the next 15 years between 2016-2031. In order to do this, the borough has set out 5 strategic objectives

3.4.2 Within the Local Plan, Policy T1 'Prioritising walking, cycling and public transport' states that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough. In order to promote walking in the borough and improve the pedestrian environment, the Council will seek to ensure that developments:

i. Improve the pedestrian environment by supporting high quality public realm improvement works

ii. Make improvements to the pedestrian environment including the provision of high-quality safe road crossings where needed, seating, signage and landscaping

iii. Are easy and safe to walk through ('permeable')

iv. Are adequately lit

v. Provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate

3.4.3 In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

vi. Provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Superhighways

vii. Provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within the supplementary planning document 'Camden Planning Guidance on transport'. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development

viii. Makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers

ix. Is easy and safe to cycle through ('permeable')

3.4.4 In order to safeguard and promote the provision of public transport in the borough the Council will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information.

3.4.5 The Council will seek contributions from developments whereby the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

3.4.6 Policy T2 refers to 'Parking and car-free development.' The Council will limit the availability of parking and require all new developments in the borough to be car-free.

3.4.7 On-site vehicle and cycle parking will be required to be limited to:

- spaces designated for disabled people where necessary, and/or essential operational or servicing needs
- support the redevelopment of existing car parks for alternative uses
- resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.
- LBC expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan. However, they will seek an additional 20% of spaces over and beyond the London Plan Standards to support the expected future growth.

4 Development Proposals

4.1 Introduction

4.1.1 This Chapter sets out the specific details of the proposed development, this will be for both the Community Centre and the Health Centre as they are proposed within a single building.

4.2 Development Proposal and Layout

4.2.1 The development proposals are for:

'Construction of a new health and community centre (Use Class D1), relocation of existing residential car park, along with landscaping, associated access and demolition of the link bridge between Phases 2 and 3 and cycle parking.'

4.2.2 The proposed development is a new two-storey building providing 1,858sqm of Non-Residential Institution (Use Class D1) providing a Community Centre (797sqm) and creche at ground floor which allows access through to the outdoor facilities provided. At the first-floor level a Health Centre (989sqm) will be delivered, a main staircase and two lifts are provided for users that require the Health Centre.

4.2.3 The existing car park is proposed to be relocated to the central area between the two residential tower blocks. A total of 35 spaces will be provided as follows:

- 33 let to residents
- 1 disabled parking space
- 1 visitor parking space

4.2.4 There are currently 4 visitor spaces and 1 disabled space in between the two towers; however, the Client has been advised by LBC and the TMO that the visitor spaces are primarily used by commercial vans without permits and not for visitors. The proposals show that the current provision for residents with permits and disabled parking remains unchanged.

4.2.5 Camden are undergoing negotiations with the TMO over the loss of 3 visitor spaces on the basis that they are not currently used or needed based on the above regarding commercial vans.

4.2.6 Originally, the proposals did not include the relocation of the existing car parking on site. However, following extensive design team discussions and the aspiration to maximise green space and following agreement with Camden Planning it was decided that the central area between the existing residential tower blocks could be utilised more efficiently to re-provide the car parking.

4.2.7 The proposals for the health and community centre are inclusive of one roadside disabled bay and ambulance bay provided as part of the new proposals. There is no further additional car parking proposed as part of these proposals for use by the Community and Health Centre.

4.2.8 As part of the proposals there will be a policy compliant level of long and short stay cycle parking proposed for staff and visitors.

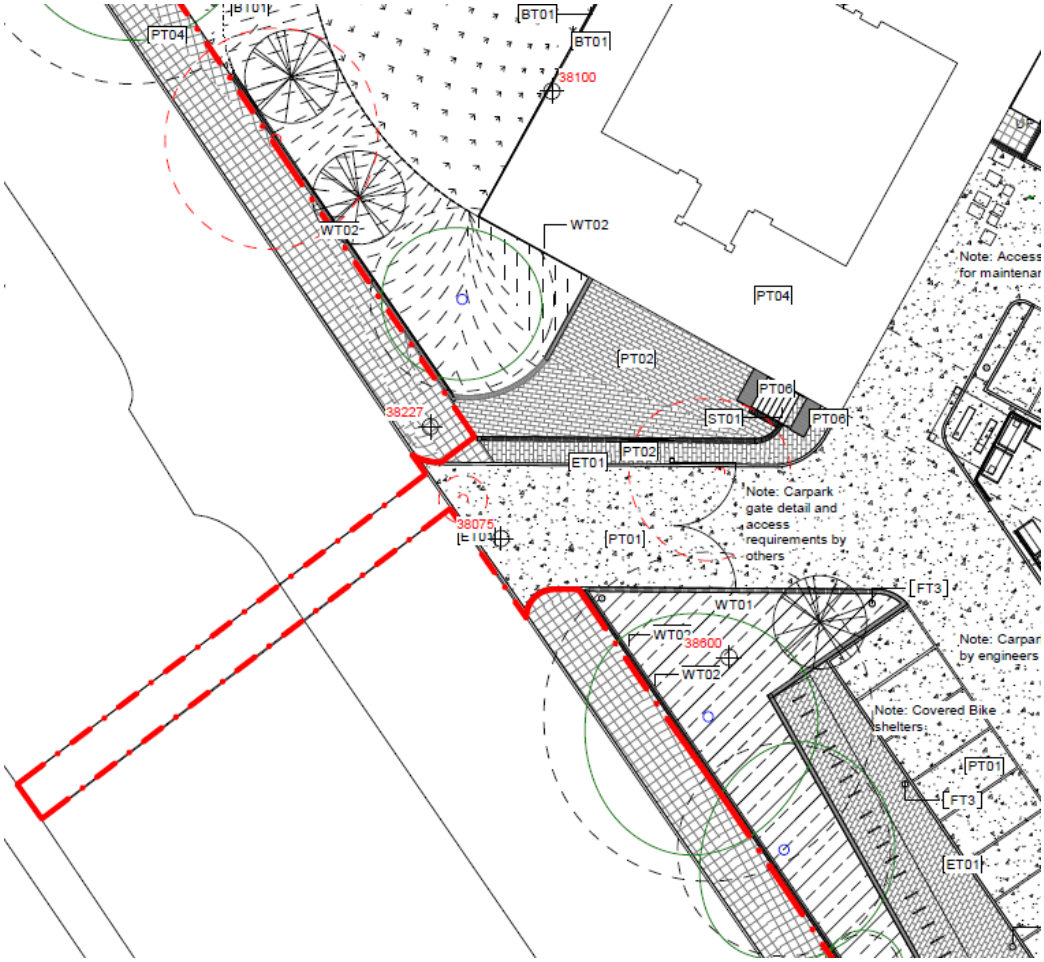
4.2.9 The proposals also include landscaping to revitalise the open space for existing residents and the wider community.

4.3 Access Arrangements

Vehicle Access

4.3.1 The primary vehicular access to the site will be via a new access proposed from Abbey Road. This access will serve the relocated Snowman and Casterbridge towers car park as well as provide access for the delivery and servicing vehicles of the tower blocks. There will be no vehicular access for the proposed uses other than for a fire tender and emergency access for Thames Water. The proposed access is shown in Figure 4-1 below.

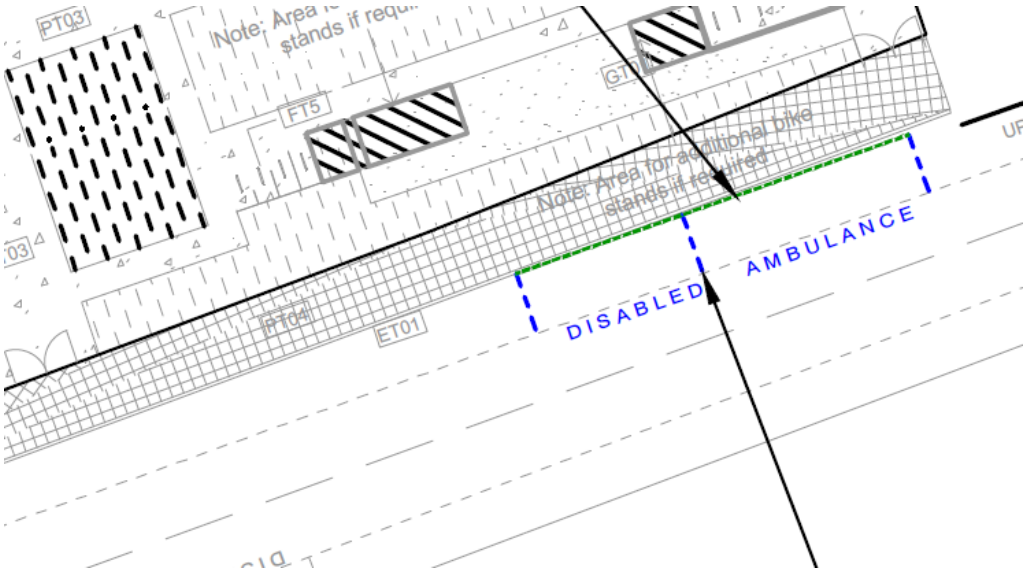
Figure 4-1: Proposed Site Access



4.3.2 In order to implement this vehicular access, some alterations may be required to the existing bus stop adjacent to the site on Abbey Road. These alterations will be part of a wider scheme being put in place at the junction of Abbey Road and Belsize Road with Camden undertaking discussions with TfL about any alterations.

4.3.3 An emergency access will also be provided from Belsize Road. However, this will be used for fire tender vehicles and Thames Water only. The proposed roadside disabled bay and ambulance bay are shown in Figure 4-2 below.

Figure 4-2: Proposed Disabled and Ambulance Bay



Bus Stop Alterations

4.3.4 As stated above, the proposed vehicular access will require alterations to the bus stop. Discussions have already started between Camden Highways and TfL on this as part of the wider scheme at Abbey Road and Belsize Road and we will continue to work with Camden highways to provide a compliant bus stop.

Pedestrian and Cycle Access

4.3.5 The site can be accessed by pedestrians and cyclists from Abbey Road and Belsize Road.

4.3.6 The Community Centre is accessed via the entrance lobby which is situated on the west side of the building. There is a separate entrance proposed for the Health Centre to the west of the Community Centre lobby. The layout of the building has been set out to accommodate users easily.

Refuse and Emergency Access

4.3.7 An area in front of the Community and Health centre has been provided for vehicle movements for refuse and emergency vehicles only. There will be no vehicle access provided for the new land uses.

4.3.8 Refuse vehicle access will be provided from Abbey Road for the servicing of Snowman and Casterbridge towers. Refuse vehicles will access the bin stores by manoeuvring around the car park before exiting back on to Abbey Road. Swept path analysis has been undertaken for this arrangement with the drawing shown in Appendix A.

Vehicle Parking

4.3.9 The existing car park is proposed to be relocated to the central area between the two residential tower blocks to provide a total of 35 spaces for existing residents only, including one disabled parking bay. The car park will be accessed from Abbey Road, the access is situated just behind the bus stop. The parking arrangement is shown in Figure 4-5. It should be noted that this car park will be gated to ensure it remains for the sole use of residents and servicing.

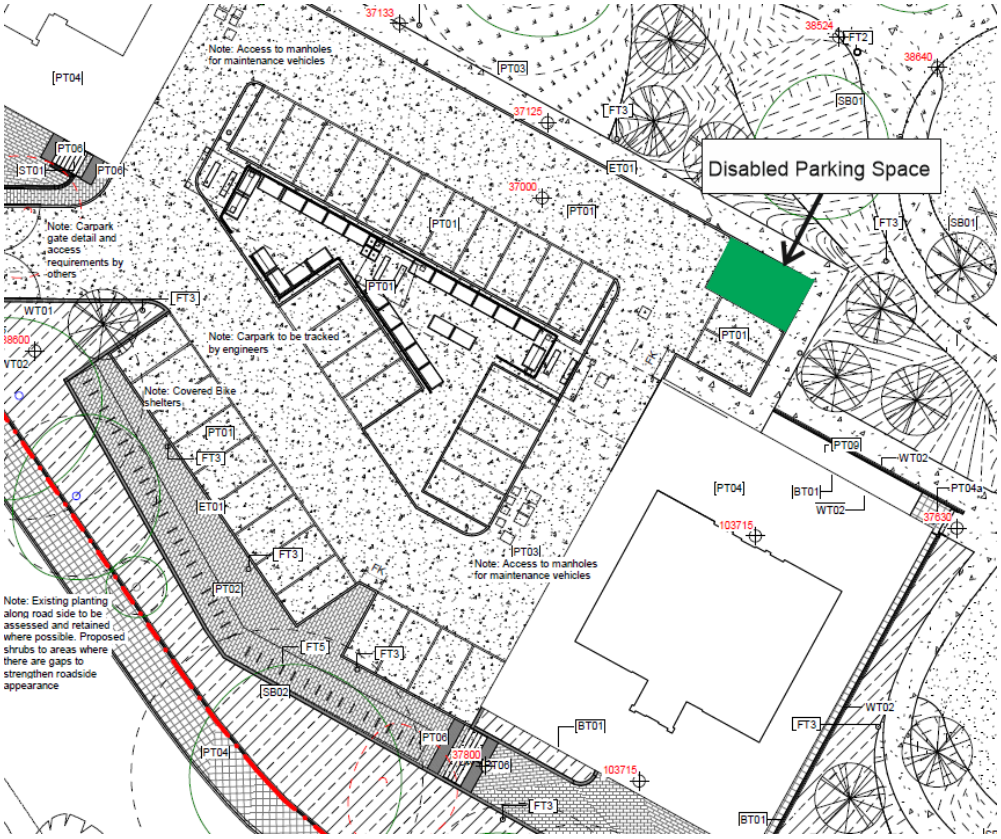


Figure 4-5: Car Park Layout

4.3.10 The proposed car parking spaces are to be for existing residents only. The proposals include 1 disabled parking bay and an ambulance bay on Belsize road. Whilst it may generally not require an ambulance parking bay it has been provided

4.4 Cycle Parking

4.4.1 A total of 12 long stay parking spaces will be provided as well as 20 short stay/visitor spaces. As a future proofing measure, should the Health Centre staff numbers increase an indicative area for 6 additional long stay spaces and 10 additional short stay spaces has been allocated. This level and quality of cycle parking enables the site to gain a BREEAM credit.

4.5 Delivery and Servicing Arrangements

4.5.1 Delivery and services vehicles will service the Community Centre and Health Centre from a roadside bay on Belsize Road. The proposed parking/ loading layout allows for two delivery vehicles at one time. The loading bays are located opposite the bus stop heading south bound.

4.5.2 Delivery and serving vehicles for the existing tower blocks will access the site from a new access point on Abbey Road. Refuse vehicles will enter via Abbey Road before routing around the proposed parking spaces and exiting back on to Abbey Road

4.5.3 A detailed Delivery and Servicing Management Plan has been provided in Appendix C.

5 Trip Generation Assessment

5.1 Introduction

5.1.1 This section of the report sets out the estimated trip generation for the proposed development. The standard network morning and evening peak hours of 08:00-09:00 and 17:00-18:00 have been presented. Given the proposed land uses, the development peaks have also been assessed.

5.2 Trip Generation

5.2.1 The person trip rates derived from the TRICS database have been applied to the floor areas proposed for each land use in order to generate the total trip generation for the proposed development site. The trip generation assessment only accounts for the internal floorspace of the two proposed land uses. Any other internal floorspace is not accounted for.

5.3 TRICS Selection

5.3.1 The sites selected for the development trip generation assessment have been taken from the TRICS database (v7.6.2).

5.3.2 Unfortunately, there are no surveyed sites within Greater London for a land use of Community Centre. Therefore, in order to assess the trip generation or this land use, sites from other regions have been selected. The full TRICS Output report can be found in Appendix B.

5.3.3 Table 5-1 shows the selected Sites for the proposed development land uses.

Table 5-1 Selected Sites from TRICS - Proposed Use

Land Use	TRICS Site Ref.	Town/City	Area	Survey Date	Area (sqm)
Community Centre	CA-07-Q-02	Cambourne	Cambridgeshire	2018	629
	CH-07-Q-01	Mere	Cheshire	2017	100
	NY-07-Q-01	Catterick	North Yorkshire	2017	316
	ST-07-Q-01	Wolverhampton	Staffordshire	2014	2,329
Health Centre	WH-05-G-01	Wandsworth	Wandsworth	2013	2,709

Community Centre Trip Generation

5.3.4 The peak and development peak period multi modal person trips and consequent proposed trip generation for the Community Centre is shown in Table 5-2 below.

Table 5-2: Trip Generation for Community Centre (797sqm)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (10:00-11:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Person Trip Rate Per 100sqm	1.72	0.21	1.92	1.80	1.11	2.91	1.40	3.14	4.54
Person Trip Generation (797 sqm)	14	2	16	14	9	23	23	14	37

5.3.5 Table 5-2 shows that the Community Centre is likely to generate a total of 16 trips in the morning peak hour and 23 trips in the evening peak hour. The development peak assessment shows that the community centre is likely to generate a total of 37 trips between the hours of 10:00 and 11:00.

Health Centre

5.3.6 The peak and development peak period multi modal person trips and consequent proposed trip generation for the Health Centre is shown in Table 5-3 below.

Table 5-3: Trip Generation for Health Centre (989sqm)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (11:00-12:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Person Trip Rate Per 100sqm	3.57	1.58	5.14	1.69	3.28	4.97	5.23	5.41	10.64
Person Trip Generation (989 sqm)	35	16	51	17	32	49	52	53	105

5.3.7 Table 5-3 shows that the Health Centre is likely to generate a total of 51 trips in the morning peak hour and 49 trips in the evening peak hour with a peak trip generation of 105 trips between the hours of 11:00 and 12:00.

5.4 Combined Trip Generation

5.4.1 The combined floorspace of the Community Centre and Health Centre is 1,786sqm in total. Table 5.4 shows the combined number of pedestrians that will travel to and from the development.

Table 5-4: Combined Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (11:00-12:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Combined Person Trips	49	18	67	31	41	72	75	67	142

5.4.2 Table 5-4 shows that the proposed development is likely to generate a total of 67 trips in the morning peak hour and 72 trips in the evening peak hour. Although the proposed land uses have different development peaks, as a worst-case scenario, the assessment shows that a total of 142 could be generated in a single hour.

5.5 Mode Share

5.5.1 Given that the proposed land uses are for re-provision of existing facilities within the vicinity of the site and no additional parking is proposed for the land uses, the mode share has not been assessed. Instead, it has been assumed that the existing mode shares associated with the existing Community Centre and Health Centre are expected to remain the same.

5.5.2 It is expected that the majority of trips to the Community Centre and Health Centre will be made by active travel modes such as walking and cycling, if able to do so, as the users of the site are likely to be residents living near to the site. It should be noted that the proposed development is for the relocation of existing facilities and the existing travel patters will remain given that no additional public parking is being provided for the proposed development.

5.5.3 If unable to travel by active travel modes, it is expected people will travel to the site using public transport, mainly using the bus services that serve the site as in the existing situation.

5.6 Summary

5.6.1 Trip generation numbers for the proposed development have been calculated using TRICS.

5.6.2 The proposed development will lead to approximately 67 person trips in the morning peak hour and 72 person trips in the evening peak hour. During the development peak hour (11:00 – 12:00) is estimated that the proposed development is likely to generate a total of 142 person trips.

5.6.3 In summary, the trip generation from the proposed development is likely to have negligible impact on the operation of the local transport networks, including the highway and public transport with the majority of trips being undertaken using active travel modes.

6 Summary and Conclusion

Summary

6.1.1 Stantec has been commissioned by Wates Construction Residential London to prepare a Transport Statement in support of a full planning application for development at Abbey Road, London Borough of Camden, NW6 4AD.

6.1.2 The proposals are for a Community Centre and Health Centre for the London Borough of Camden as part of their community investment to the wider Abbey Road development area. Phase 2 is re-providing the existing Community Centre and Health Centre which is going to be demolished as part of a future Phase 3 of the Abbey Road regeneration programme.

6.1.3 The site is bounded by Abbey Road to the west and Belsize Road to the south. The site lies within a predominantly residential area located within the London Borough of Camden.

6.1.4 Within the site boundary is a large area of open space and two existing residential tower blocks, Snowman and Casterbridge. Between the two tower blocks is a large area of hardstanding which is used for refuse storage and other estate facilities.

6.1.5 There are currently 38 spaces in the existing carpark east of Casterbridge and 5 spaces in between the two towers.

6.1.6 We have been advised by Camden and the Tenants' Management Organisation that 3 of the 38 spaces cannot be let and therefore are unused. The split of the remaining 35 spaces are - 2 spaces let to contractors; 33 spaces let to residents.

6.1.7 There are 4 visitor spaces and 1 disabled space in between the two towers (totalling 5 spaces); however, we have been advised by Camden and the Tenants' Management Organisation that the visitor spaces are primarily used by commercial vans (without permits) and not visitors.

6.1.8 Therefore, we are proposing that the relocated car park will have 35 spaces with a breakdown as follows:

- 33 let to residents
- 1 disabled parking provision
- 1 visitors parking provision

6.1.9 Crucially the provision for residents currently with permits and disabled parking remains unchanged, which means those residents will continue to have provision in the proposed relocated car park.

6.1.10 Camden are undergoing negotiations with the Tenants' Management Organisation over the loss of 3 visitor spaces on the basis that they are not currently used or needed based on the above comment regarding commercial vans.

6.1.11 The proposed development is a new two-storey building providing a new Community Centre of 797sqm situated on the ground floor and allows access through to the outdoor facilities provided and Health Centre.

6.1.12 A new vehicular access is proposed from Abbey Road to provide access to the proposed relocated parking spaces as well as allowing delivery and servicing vehicles access to the existing residential tower blocks.

6.1.13 A total of 35 car parking spaces are proposed in the central area between the two existing tower blocks with 33 for residents, 1 disabled and 1 visitor. A total of 12 long stay parking spaces will be provided as well as 20 short stay/visitor spaces. As a future proofing measure, should the Health Centre staff numbers increase, potential space for 6 additional long stay spaces and 10 additional short stay spaces has been allocated.

6.1.14 Parking surveys have been undertaken to understand the existing parking stress levels in order to demonstrate that there is existing capacity to accommodate a disabled parking space and an ambulance parking bay on street for the proposed development.

6.1.15 The Health Centre is situated on the first floor of the building comprising a total of 989sqm. A main staircase and two lifts are provided for users that require the Health Centre.

6.1.16 The existing baseline transport conditions, public transport provision in the area surrounding the site have been assessed using a desktop study to understand the current situation. The development site has a PTAL rating of between 4 and 6a, indicating excellent accessibility to public transport services.

6.1.17 A multi-model trip generation assessment for the development has shown that the proposed development is likely to generate a total of 61 trips in the morning peak hour and 69 trips in the evening peak hour. Although the proposed land uses have different development peaks, as a worst-case scenario, the assessment shows that a total of 133 could be generated in a single hour.

6.1.18 The trip generation assessment demonstrates that the proposed development is likely to have negligible impact on the operation of the local transport networks, including the highway and public transport with the majority of trips being undertaken using active travel modes.

6.2 Conclusion

6.2.1 The proposed development is considered to be in accordance with the national, regional, and local development policies.

6.2.2 It is considered that the implementation of the proposed development will have no major adverse significant impact on the operation of the highway, public transport, and walk and cycle networks surrounding the development site.

Appendix A Swept Path Analysis Drawings

Note: Access to manholes for maintenance vehicles

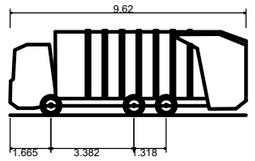
Note: Carpark gate detail and access requirements by others

Note: Carpark to be tracked by engineers

Note: Covered Bike shelters

Note: Access to manholes for maintenance vehicles

Note: Existing planting along road side to be assessed and retained where possible. Proposed shrubs to areas where there are gaps to strengthen roadside appearance



Phoenix 2-15N (on Dennis Eagle Elite 2 6x2 ML)

Overall Length	9.620m
Overall Width	2.250m
Overall Body Height	3.450m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.950m

Mark	Revision	Date	Drawn	Chkd	Appd
A	LAYOUT UPDATED	27.05.20	JAD	ML	MD

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

ABBEY ROAD, PHASE 2 & 3
VEHICLE SWEPT PATH ANALYSIS FOR A REFUSE TRUCK

Client

WATES

Date of 1st Issue	Designed	Drawn
25.03.2020	-	JS
A3 Scale	Checked	Approved
1/250	ML	MD

Drawing Number: 46830/5501/003

Revision: A

Stantec

stantec.com/uk

LONDON
Tel: 020 3824 6600

Appendix B TRICS Output Reports

Calculation Reference: AUDIT-706701-191031-1013

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	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: 100 to 2329 (units: sqm)
Range Selected by User: 100 to 2329 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 07/06/18

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
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Built-Up Zone	1
Village	1
High Street	1
No Sub Category	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:

D2	4 days

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

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	CA-07-Q-02 HIGH STREET CAMBOURNE	COMMUNITY CENTRE		CAMBRIDGESHIRE
	Edge of Town Centre High Street			
	Total Gross floor area:		629 sqm	
	Survey date: THURSDAY		*07/06/18*	*Survey Type: MANUAL*
2	CH-07-Q-01 WARRINGTON ROAD MERE	COMMUNITY CENTRE		CHESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Gross floor area:		100 sqm	
	Survey date: TUESDAY		*07/11/17*	*Survey Type: MANUAL*
3	NY-07-Q-01 SHUTE ROAD CATTERRICK GARRISON	COMMUNITY CENTRE		NORTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category			
	Total Gross floor area:		316 sqm	
	Survey date: WEDNESDAY		*10/05/17*	*Survey Type: MANUAL*
4	ST-07-Q-01 DUDLEY ROAD WOLVERHAMPTON	COMMUNITY CENTRE		STAFFORDSHIRE
	Edge of Town Centre Built-Up Zone			
	Total Gross floor area:		2329 sqm	
	Survey date: FRIDAY		*09/05/14*	*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 07 - LEISURE/Q - COMMUNITY CENTRE
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	3	348	0.383	3	348	0.000	3	348	0.383
08:00 - 09:00	4	844	0.830	4	844	0.089	4	844	0.919
09:00 - 10:00	4	844	0.563	4	844	0.356	4	844	0.919
10:00 - 11:00	4	844	0.711	4	844	0.682	4	844	1.393
11:00 - 12:00	4	844	0.474	4	844	0.800	4	844	1.274
12:00 - 13:00	4	844	0.415	4	844	0.445	4	844	0.860
13:00 - 14:00	4	844	0.415	4	844	0.474	4	844	0.889
14:00 - 15:00	4	844	0.356	4	844	0.593	4	844	0.949
15:00 - 16:00	4	844	0.296	4	844	0.445	4	844	0.741
16:00 - 17:00	3	1019	0.327	3	1019	0.229	3	1019	0.556
17:00 - 18:00	3	1019	0.752	3	1019	0.491	3	1019	1.243
18:00 - 19:00	3	1019	0.785	3	1019	0.164	3	1019	0.949
19:00 - 20:00	3	1019	1.079	3	1019	0.981	3	1019	2.060
20:00 - 21:00	3	1019	0.000	3	1019	0.229	3	1019	0.229
21:00 - 22:00	2	1215	0.000	2	1215	0.865	2	1215	0.865
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.386			6.843			14.229

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:	100 - 2329 (units: sqm)
Survey date date range:	01/01/14 - 07/06/18
Number of weekdays (Monday-Friday):	4
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 07 - LEISURE/Q - COMMUNITY CENTRE
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	3	348	0.383	3	348	0.000	3	348	0.383
08:00 - 09:00	4	844	1.719	4	844	0.207	4	844	1.926
09:00 - 10:00	4	844	2.549	4	844	0.741	4	844	3.290
10:00 - 11:00	4	844	2.875	4	844	1.808	4	844	4.683
11:00 - 12:00	4	844	1.393	4	844	3.142	4	844	4.535
12:00 - 13:00	4	844	1.363	4	844	1.512	4	844	2.875
13:00 - 14:00	4	844	1.186	4	844	1.512	4	844	2.698
14:00 - 15:00	4	844	0.652	4	844	1.482	4	844	2.134
15:00 - 16:00	4	844	1.067	4	844	1.630	4	844	2.697
16:00 - 17:00	3	1019	1.079	3	1019	0.916	3	1019	1.995
17:00 - 18:00	3	1019	1.799	3	1019	1.112	3	1019	2.911
18:00 - 19:00	3	1019	1.766	3	1019	0.523	3	1019	2.289
19:00 - 20:00	3	1019	1.799	3	1019	2.714	3	1019	4.513
20:00 - 21:00	3	1019	0.000	3	1019	0.556	3	1019	0.556
21:00 - 22:00	2	1215	0.000	2	1215	1.153	2	1215	1.153
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.630			19.008			38.638

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.*

Calculation Reference: AUDIT-706701-191030-1039

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
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: 2709 to 2709 (units: sqm)
Range Selected by User: 2709 to 2709 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 12/11/13

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

Selected survey days:
Tuesday 1 days

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

Selected survey types:
Manual count 1 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

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:
Retail 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 1 days

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

Population within 1 mile:
50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 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 1 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:
4 Good 1 days

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

LIST OF SITES relevant to selection parameters

1 WH-05-G-01 MEDICAL CENTRE WANDSWORTH
GARRATT LANE
WANDSWORTH

Town Centre
Retail Zone
Total Gross floor area: 2709 sqm
Survey date: TUESDAY *12/11/13* *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 05 - HEALTH/G - GP SURGERIES
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	1	2709	0.111	1	2709	0.074	1	2709	0.185
08:00 - 09:00	1	2709	0.258	1	2709	0.074	1	2709	0.332
09:00 - 10:00	1	2709	0.148	1	2709	0.037	1	2709	0.185
10:00 - 11:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
11:00 - 12:00	1	2709	0.111	1	2709	0.148	1	2709	0.259
12:00 - 13:00	1	2709	0.221	1	2709	0.258	1	2709	0.479
13:00 - 14:00	1	2709	0.148	1	2709	0.258	1	2709	0.406
14:00 - 15:00	1	2709	0.185	1	2709	0.148	1	2709	0.333
15:00 - 16:00	1	2709	0.185	1	2709	0.258	1	2709	0.443
16:00 - 17:00	1	2709	0.332	1	2709	0.185	1	2709	0.517
17:00 - 18:00	1	2709	0.221	1	2709	0.258	1	2709	0.479
18:00 - 19:00	1	2709	0.111	1	2709	0.148	1	2709	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.105			1.920			4.025

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:	2709 - 2709 (units: sqm)
Survey date date range:	01/01/11 - 12/11/13
Number of weekdays (Monday-Friday):	1
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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TAXIS
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	1	2709	0.000	1	2709	0.000	1	2709	0.000
08:00 - 09:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
09:00 - 10:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
10:00 - 11:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
13:00 - 14:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
14:00 - 15:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
15:00 - 16:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
16:00 - 17:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
17:00 - 18:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
18:00 - 19:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.185			0.185			0.370

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 05 - HEALTH/G - GP SURGERIES
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	1	2709	0.037	1	2709	0.000	1	2709	0.037
08:00 - 09:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
09:00 - 10:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
10:00 - 11:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
13:00 - 14:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
14:00 - 15:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
15:00 - 16:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
16:00 - 17:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
17:00 - 18:00	1	2709	0.111	1	2709	0.074	1	2709	0.185
18:00 - 19:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.333			0.333			0.666

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL VEHICLE OCCUPANTS
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	1	2709	0.111	1	2709	0.074	1	2709	0.185
08:00 - 09:00	1	2709	0.258	1	2709	0.074	1	2709	0.332
09:00 - 10:00	1	2709	0.258	1	2709	0.037	1	2709	0.295
10:00 - 11:00	1	2709	0.221	1	2709	0.185	1	2709	0.406
11:00 - 12:00	1	2709	0.185	1	2709	0.369	1	2709	0.554
12:00 - 13:00	1	2709	0.258	1	2709	0.295	1	2709	0.553
13:00 - 14:00	1	2709	0.185	1	2709	0.258	1	2709	0.443
14:00 - 15:00	1	2709	0.295	1	2709	0.148	1	2709	0.443
15:00 - 16:00	1	2709	0.258	1	2709	0.332	1	2709	0.590
16:00 - 17:00	1	2709	0.369	1	2709	0.221	1	2709	0.590
17:00 - 18:00	1	2709	0.221	1	2709	0.295	1	2709	0.516
18:00 - 19:00	1	2709	0.111	1	2709	0.148	1	2709	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.730			2.436			5.166

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 05 - HEALTH/G - GP SURGERIES
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	1	2709	0.148	1	2709	0.000	1	2709	0.148
08:00 - 09:00	1	2709	0.849	1	2709	0.185	1	2709	1.034
09:00 - 10:00	1	2709	1.034	1	2709	0.849	1	2709	1.883
10:00 - 11:00	1	2709	1.071	1	2709	0.480	1	2709	1.551
11:00 - 12:00	1	2709	0.738	1	2709	0.812	1	2709	1.550
12:00 - 13:00	1	2709	0.332	1	2709	0.701	1	2709	1.033
13:00 - 14:00	1	2709	1.107	1	2709	0.849	1	2709	1.956
14:00 - 15:00	1	2709	0.812	1	2709	0.997	1	2709	1.809
15:00 - 16:00	1	2709	0.664	1	2709	0.628	1	2709	1.292
16:00 - 17:00	1	2709	0.701	1	2709	1.403	1	2709	2.104
17:00 - 18:00	1	2709	0.332	1	2709	0.591	1	2709	0.923
18:00 - 19:00	1	2709	0.221	1	2709	0.185	1	2709	0.406
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.009			7.680			15.689

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL BUS/TRAM PASSENGERS
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	1	2709	0.111	1	2709	0.037	1	2709	0.148
08:00 - 09:00	1	2709	0.111	1	2709	0.000	1	2709	0.111
09:00 - 10:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
10:00 - 11:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.332	1	2709	0.185	1	2709	0.517
13:00 - 14:00	1	2709	0.148	1	2709	0.074	1	2709	0.222
14:00 - 15:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
15:00 - 16:00	1	2709	0.037	1	2709	0.148	1	2709	0.185
16:00 - 17:00	1	2709	0.258	1	2709	0.258	1	2709	0.516
17:00 - 18:00	1	2709	0.037	1	2709	0.295	1	2709	0.332
18:00 - 19:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.219			1.145			2.364

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 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL TOTAL RAIL PASSENGERS
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	1	2709	0.000	1	2709	0.000	1	2709	0.000
08:00 - 09:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
09:00 - 10:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
10:00 - 11:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.111	1	2709	0.037	1	2709	0.148
13:00 - 14:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
14:00 - 15:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
15:00 - 16:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
16:00 - 17:00	1	2709	0.148	1	2709	0.111	1	2709	0.259
17:00 - 18:00	1	2709	0.000	1	2709	0.111	1	2709	0.111
18:00 - 19:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.259			0.259			0.518

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.

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
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	1	2709	0.111	1	2709	0.037	1	2709	0.148
08:00 - 09:00	1	2709	0.111	1	2709	0.000	1	2709	0.111
09:00 - 10:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
10:00 - 11:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.443	1	2709	0.221	1	2709	0.664
13:00 - 14:00	1	2709	0.148	1	2709	0.074	1	2709	0.222
14:00 - 15:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
15:00 - 16:00	1	2709	0.037	1	2709	0.148	1	2709	0.185
16:00 - 17:00	1	2709	0.406	1	2709	0.369	1	2709	0.775
17:00 - 18:00	1	2709	0.037	1	2709	0.406	1	2709	0.443
18:00 - 19:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.478			1.403			2.881

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.

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
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	1	2709	0.406	1	2709	0.111	1	2709	0.517
08:00 - 09:00	1	2709	1.218	1	2709	0.295	1	2709	1.513
09:00 - 10:00	1	2709	1.366	1	2709	0.923	1	2709	2.289
10:00 - 11:00	1	2709	1.366	1	2709	0.701	1	2709	2.067
11:00 - 12:00	1	2709	0.923	1	2709	1.181	1	2709	2.104
12:00 - 13:00	1	2709	1.071	1	2709	1.255	1	2709	2.326
13:00 - 14:00	1	2709	1.440	1	2709	1.181	1	2709	2.621
14:00 - 15:00	1	2709	1.144	1	2709	1.181	1	2709	2.325
15:00 - 16:00	1	2709	0.960	1	2709	1.144	1	2709	2.104
16:00 - 17:00	1	2709	1.550	1	2709	2.067	1	2709	3.617
17:00 - 18:00	1	2709	0.701	1	2709	1.366	1	2709	2.067
18:00 - 19:00	1	2709	0.406	1	2709	0.443	1	2709	0.849
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.551			11.848			24.399

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.

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL LGVS
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	1	2709	0.000	1	2709	0.000	1	2709	0.000
08:00 - 09:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
09:00 - 10:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
10:00 - 11:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
11:00 - 12:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
12:00 - 13:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
13:00 - 14:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
14:00 - 15:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
15:00 - 16:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
16:00 - 17:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
17:00 - 18:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
18:00 - 19:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.222			0.222			0.444

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.

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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
MULTI-MODAL MOTOR CYCLES
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	1	2709	0.000	1	2709	0.000	1	2709	0.000
08:00 - 09:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
09:00 - 10:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
10:00 - 11:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
13:00 - 14:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
14:00 - 15:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
15:00 - 16:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
16:00 - 17:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
17:00 - 18:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
18:00 - 19:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.037			0.074

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.

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Appendix C Delivery and Servicing Management Plan

TECHNICAL NOTE

Job Name: Abbey Road Phase 2

Job No: 46830

Note No: 001

Date: May 2020

Prepared By: Mark Loveridge

Subject: **Delivery and Servicing Management Plan**

1. Introduction

1.1. This technical note provides an Outline Delivery and Servicing Management Plan (DSMP) to give LBC an overview of the expected delivery and servicing activity of the proposed development.

1.2. The DSMP will specifically aim to ensure that servicing of the development can be carried out safely, legally and efficiently, without creating any negative impacts on the local highway network, local residents and commercial occupiers within the site, and the environment.

1.3. In accordance with TfL's best practice guidance contained within their document entitled 'Managing Freight Effectively: Delivery and Servicing Plans' the proposed management measures and initiatives have been grouped into the following categories. Each of these are considered in turn:

- Design and Access
- Procurement Strategy
- Operational Efficiency
- Waste and Recycling Management.

1.4. It is envisaged that a detailed DSMP will be produced as part of discharge of conditions to provide a more detailed assessment of the delivery and servicing arrangements for the development once completed.

2. Existing Delivery and Servicing Strategy

2.1. There are current servicing arrangements for the Snowman and Casterbridge tower blocks within the site. Currently, delivery and servicing vehicles enter the site via Belsize Road before routing to the central area between the two tower blocks. Delivery and servicing vehicle are then able to turn within this area before exiting back onto Belsize Road.

3. Proposed Delivery and Servicing Strategy

3.1. It is proposed that all refuse servicing and deliveries for the existing residential tower blocks will take place within the site boundary but will now be accessed via Abbey Road. Refuse collections for the existing residential tower blocks will continue to take place from within the site through the proposed central car park which will be accessed via Abbey Road. Swept path analysis has been undertaken to demonstrate that this arrangement is achievable without any conflicts and presented in Appendix A of the Transport Statement.

3.2. The proposed Community Centre and Health Centre will be serviced from the roadside.

4. Delivery and Servicing Trip Generation

4.1. It is estimated based on the existing centres, as a worst-case scenario, that the proposed Health Centre is likely generate one delivery trip per day and one servicing (waste) trip per day which would lead to a total of 4, two-way trips per day.

4.2. The proposed Community Centre is likely to require minimal delivery and servicing arrangements. However, as a worst-case scenario it has been assumed that the community centre will also generate one delivery vehicle and one servicing vehicle per day leading to a total of 4, two-way trips per day.

4.3. Combining the two land uses, it is estimated that the proposed development is likely to generate a total of 8 two-way vehicle trips per day.

4.4. These majority of trips are anticipated to be distributed outside of peak hours from 10.00am-4.00pm and after 7.00pm.

4.5. Furthermore, these vehicles are serving the existing Community Centre and Health Centre already and hence will not be entirely new trips on the network. Thus, these impacts are considered to be negligible.

Vehicle Types

4.6. It is likely that a variety of vehicle types will visit the site including:

- Motorcycles (couriers)
- Cars and vans up to 3.5 tonnes (LGVs)
- Medium/ Heavy Goods Vehicles (HGVs) over 3.5 tonnes including box vans and 10m delivery lorries
- Large 4-axle refuse vehicle (10.15m).

4.7. It is considered likely that most of the delivery and servicing trips will be made by LGVs and rigid HGVs. It is thought highly unlikely, given the nature of the development, that any deliveries would be made using an articulated HGV.

Dwell Times

4.8. Dwell times will vary depending on vehicle type and the type of goods being delivered or collected or the type of service being carried out.

4.9. Based on previous experience, including survey work undertaken at a number of locations across London, the average dwell times shown in Table 1 are considered robust for the different vehicle types identified above and the types of delivery the proposed development will receive. The dwell times indicate that there are not likely to be delays caused by delivery and servicing vehicles, particularly as there are unlikely to be a large quantity of HGV trips for residential units.

Table 1: Vehicle Types and Dwell Times

Vehicle Type	Dwell Time
Motorcycle (couriers)	0 – 10 minutes
Cars and vans up to 3.5 tonnes (LGVs)	0 – 15 minutes
HGVs over 3.5t up to 18t	5 – 30 minutes

Vehicle Type	Dwell Time
Medium – large sized refuse vehicle	5 – 20 minutes

5. Reporting and Review Arrangements

5.1. Regular reviews of delivery and servicing vehicle activity will be held by the estate management team. Any issues identified will be raised at estate meetings and dealt with accordingly through existing processes.

6. DSP Management, Monitoring and Compliance

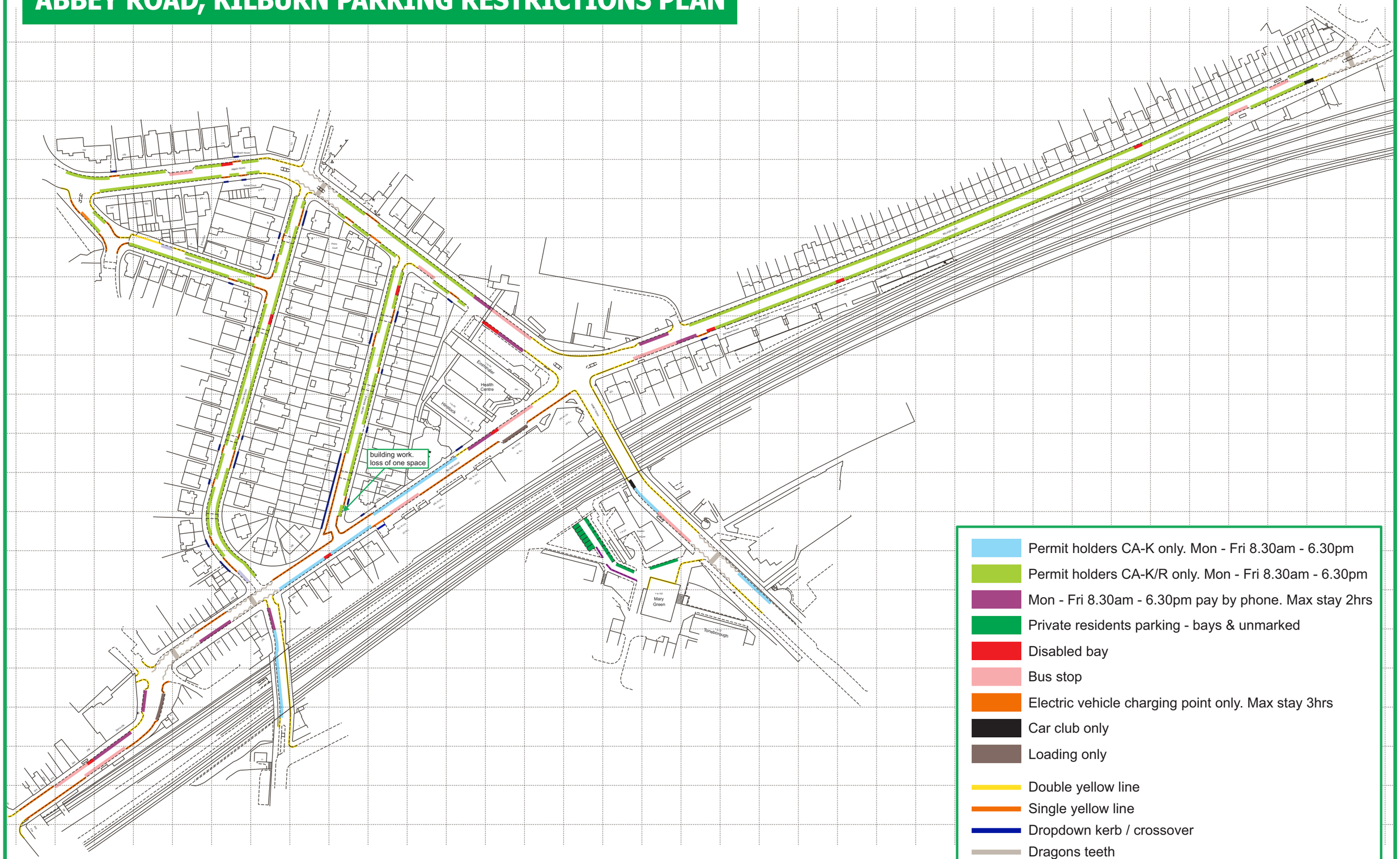
6.1. The DSMP will be owned by London Borough of Camden and a dedicated member of the on-site management team such as the estate manager will be responsible for managing and monitoring the implementation of the DSMP.

6.2. It will be this person's responsibility to ensure the DSMP is functioning correctly. Meetings, reports and liaison will be carried out in accordance with any requirements that will be devised in the detailed DSMP post planning.

6.3. Monthly reviews of delivery and servicing vehicle activity will be held by the estate management team. Any issues identified will be raised at these meetings and dealt with accordingly through existing processes. The DSMP will be the primary monitoring tool with daily and weekly schedules and monthly reports used to monitor delivery activity, compliance with requirements and remedial actions taken such as warning contractors of their obligations should a breach occur.

Appendix D Parking Survey Extent

ABBEY ROAD, KILBURN PARKING RESTRICTIONS PLAN



Countsequential SURVEYS

- Permit holders CA-K only. Mon - Fri 8.30am - 6.30pm
- Permit holders CA-K/R only. Mon - Fri 8.30am - 6.30pm
- Mon - Fri 8.30am - 6.30pm pay by phone. Max stay 2hrs
- Private residents parking - bays & unmarked
- Disabled bay
- Bus stop
- Electric vehicle charging point only. Max stay 3hrs
- Car club only
- Loading only
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- Area available for parking but omitted due to carriageway width. No parking observed

Appendix E Travel Plan

Job Name:	Abbey Road Phase 2
Job No:	46830
Note No:	001
Date:	May 2020
Prepared By:	Mark Loveridge
Subject:	**Framework Travel Plan**

1. Introduction

1.1. This technical note provides a Framework Travel Plan (FTP) to give LBC an overview of the proposed objectives and actions of the Framework Travel Plan to help encourage sustainable travel to and from the site by the staff and visitors of the proposed development.

1.2. The objectives are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) Targets so that progress towards achieving them can be measured.

1.3. The objective of this FTP is to encourage the use of sustainable transport and realise the health benefits of walking and cycling to and from the proposed development.

1.4. The Applicant will be responsible for defining the aim of and implementing the Framework Travel Plan. However, the aim will primarily seek to increase the use of alternative transport modes such as:

- Provide staff and visitors with greater information on the sustainable modes of travel available when travelling to and from the Site from the surrounding residential, and retail areas

- Promote the use of alternative modes of travel and support site users to achieve a shift in travel behaviour away from car journeys/ drop off and public transport for shorter journeys to waking and cycling.

1.5. The aims outlined above are relevant to all land uses proposed within the site. The FTP represents a strategy to promote more sustainable travel and to offer realistic transport choices for all journeys associated with the site.

2. Framework Travel Plan Management

2.1. The success of the Framework Travel Plan is dependent upon effective management combined with clearly defined roles. The Applicant will manage the FFTP for all land uses and will have responsibility for implementation and further development of this Framework Travel Plan.

2.2. The Framework Travel Plan Coordinator (FTPC) at this stage is proposed to be a member of the Applicant team. The FTPC is expected to be responsible for the role of liaising with staff and visitors. The appointed FTPC will then be responsible for the management and further development of this Framework Travel Plan.

2.3. Steering Groups will be established with regular meetings with staff and other relevant parties. This is to ensure that the Framework Travel Plan is taken forward and to provide a communication/discussion channel for the staff and visitors of the proposed development.

3. Securing and Funding the Framework Travel Plan

3.1. A set of sustainable transport measures will be implemented as part of the development proposals, demonstrating the commitment from the Applicant to encourage sustainable travel. These measures include:

- Public transport promotion and initiatives through providing up to date public transport information on the staff and visitor notice board
- Facilities and routes for walking and cycling such as the implementation of 32 cycle parking spaces

3.2. These measures will encourage sustainable transport modes for staff and visitors to the site.

4. Framework Travel Plan Awareness

4.1. The success of the FTP is dependent on the development and implementation of an effective marketing strategy which will be produced by the Applicant. The FTPC would market the FTP effectively by making staff and visitors aware of the FTP and provide information through inductions, and notices and regular email update. Once the FTPC has been appointed, they will take over the development and implementation of the FTP.

4.2. To increase awareness of the Framework Travel Plan Objectives, staff will be informed through well positioned notice boards which will display mas and walking routes to key transport interchanges. This will give information on the sustainable ways to travel around the area and the local services and facilities.

4.3. A Steering Group will be set up for the proposed development, providing a communication channel between the staff and local authority, via the FTPC. This will ensure that the FTP is taken forward effectively and that there is continued support and resources.

5. Encouraging Sustainable Travel

Reducing the Need to Travel

5.1. The proposed development is to be car free with the exception of 1 disabled parking bay. The need to travel by car is reduced by parking restraints and the good access to public transport provision surrounding the Site.

5.2. It is expected that the majority of the site users will live in the vicinity of the site and will therefore walk or cycle, if able, to the health centre and community centre. Few visitors who have to travel to the site by car can use the P&D bays on Abbey Road or Belsize Road which is within walking distance from the site. The staff members on on-call duties will be expected to make trips by public transport as well.

5.3. To encourage localised sustainable travel, site users will be made aware of the local amenities available and how to access them easily from the site. This will include walking and cycling catchments and routes.

6. Framework Travel Plan Measures and Action Plan

6.1. An Action Plan is provided in Table 1. The main aim of the Action Plan is to identify individual initiatives that can assist staff and visitors to travel by sustainable travel modes. Table 1 sets out the benefits of various measures and the timescales for their implementation. They are grouped by measures that will meet the FTP sub-objectives.

Table **Error! No text of specified style in document.**-1: Action Plan

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility	Monitoring Progress Towards Target
Managing the on-going development and delivery of the Framework Travel Plan						
Framework Travel Plan Coordinator	A FTPC will be responsible for managing the on-going development, delivery and promotion of the FTP	Appoint a FTPC for Abbey Road Phase 2	This will ensure that the FTP is taken forward and results are delivered	Prior to Occupation	The Applicant (LBC)	Successful Implementation of Framework Travel Plan
Adoption of the Framework Travel Plan	Sign in from the Applicant will be vital to ensure that the FTP is an active, living document	Encourage site users to adopt the FTP	The involvement of the Applicant will ensure future commitment to the development of the FTP	On occupation	The Applicant	Successful Implementation of Framework Travel Plan
Establish Steering Group	The Steering Group will be a platform to allow users to discuss issues with the FTPC and the Applicant	Establish and work alongside the Steering Group	Staff can share knowledge and coordinate the improvement of sustainable travel options	On Occupation	FTPC	Successful Implementation of Framework Travel Plan
Framework Travel Planning Monitoring of the Site	To be compliant with the standard approach of Framework Travel Plan monitoring using travel surveys (baseline and on the 1st, 3rd and 5th year)	Travel surveys to be undertaken as monitoring. These results will be published and necessary updates will be made to the Framework Travel Plan. This will include liaison with the Council.	To allow the FTPC to assess the effectiveness of the FTPs and/or any specific measures to encourage sustainable travel. This could also allow FTPC to revise the mode share targets where relevant.	Within 6 months of occupation, and subsequently on the 3rd and 5th year	FTPC and the Applicant	Successful Implementation of Framework Travel Plan

Increasing awareness of the Framework Travel Plan and is constituent measures						
Publicise Framework Travel Plan Success	Promote the FTP and achievements made via newsletter and/or notice board	Feedback to the staff on progress against FTP targets	This feedback will keep the staff involved and aware of the FTP	Following monitoring surveys	FTPC	Successful Implementation of Framework Travel Plan

Site-specific travel information	Welcome packs will be provided containing travel information and advice	Produce maps on cycle, public transport services. Provide a community notice board where this information can be displayed	Staff will be well informed on their travel options and will be encouraged to choose more sustainable modes	On Occupation	The Applicant	Successful Implementation of Framework Travel Plan
Encouraging greater use of sustainable transport modes, in particular the active modes						
Public Transport Promotions	Various measures can be implemented to promote the use of public transport	Provision of public transport services timetables, and spider maps including night buses within the Travel Information Pack. Promotion of TfL Journey Planner, National Rail journey planner and other phone applications to facilitate Framework Travel Planning on the mobile handsets, and awareness of network issues	To promote convenience in Framework Travel Planning 'on the go'; to encourage mode shift from private car use to public transport	On-going	FTPC	Progress towards mode share target
Cycle Parking Facilities	The development will provide 32 secure cycle parking spaces, and information on cycle routes and facilities.	To provide secure cycle parking spaces in line with London Plan standards.	Provision of cycle facilities will encourage the use of bicycles as a mode of travel to/from work or leisure activities	With development	FTPC and the Applicant	Progress towards cycling mode share
Additional Cycling Service/Facilities	Further cycling classes and provision of bike maintenance tools can be provided if the demand arises	To organise cycle maintenance classes and to provide (additional) bike maintenance tools within the cycle storage area	To promote cycling to a wider audience and make cycling to/from the site convenient without the need to purchase maintenance tools	Following each monitoring stage	FTPC	Progress towards cycling mode share
Public Transport Guides	Issuing information on public transport options and journey planners.	Provide a guide detailing the available public transport routes in the area and how to access them.	Improved knowledge and ease of access to public transport will encourage staff and visitors to use it when possible.	On Occupation	FTPC / the Applicant	Progress towards mode share target
Reducing the need to travel						

Development Location	The proximity to the rail and bus links combined with the accessibility of local services by pedestrian and cycle links	To promote the facilities in the local are to encourage travelling locally by active modes	The location of the development within walking distance to local food stores and shops will help reduce the need to travel for services	With Development	The Applicant	Progress towards mode share target