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SECTORSURE NO.10 LIMITED

BP SERVICE STATION,

104A FINCHLEY ROAD, LONDON, NW3 5EY

TRANSPORT STATEMENT

June 2022

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1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Sectorsure No.10 Limited in relation to the proposed development at the BP Service Station, 104A Finchley Road, London, NW3 5EY.

1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

Existing Site

1.3 The site is accessed off the southbound lanes of the A41 Finchley Road via two substantial vehicle accesses on the site's frontage. The A41 Finchley Road comprises of a dual carriageway with a kerbed central reservation in the vicinity of the site.

1.4 The site is bounded to the north and west by College Crescent (a one-way road leading to Fitzjohn's Avenue), neighbouring properties to the east, and Finchley Road to the south.

1.5 In terms of public transport accessibility, the site has a PTAL (public transport accessibility level) score of 6b which is an 'excellent' rating as defined by TfL and is the highest achievable score.

1.6 A total of eight bus services with high hourly service frequencies can be accessed within a reasonable walking distance of the site. In addition, Finchley Road London Underground Line (LUL) station is just over 200 metres to the north of the site providing ready access to Jubilee and Metropolitan Line services. Finchley Road & Frognal London Overground station is just over 650 metres further to the north of the site and South Hampstead London Overground station is around 500 metres to the south of the site.

1.7 The site is within a controlled parking zone (CPZ) which operates Monday to Friday from 9am to 630pm and Saturday from 930am to 130pm.

1.8 The site currently comprises of a petrol filling station with an ancillary kiosk/shop.

Proposed Development

1.9 The proposals involve the redevelopment of the site to provide a lower ground floor commercial unit, additional accommodation for the adjoining University College School (UCS) Pre-Prep School, and 31 residential dwellings on the upper floors. The proposed lower and upper ground floor plans are presented at Appendix B of this report.

1.10 The development will be car-free, no off-street parking will be provided.

1.11 The new residential dwellings and commercial units will be exempt from obtaining permits for the adjoining controlled parking zone (CPZ). This will be secured by the local Council through a signed S106 Agreement with the developer.

Transport Statement

1.12 This report has been prepared to assess the traffic impact of the proposed development on the adjoining highway for submission with a planning application to the London Borough of Camden (LBC). Transport for London (TfL) will be a statutory consultee.

1.13 Pre-application discussions have taken place with the Council. This report and the appended proposed plans have been prepared in response to the pre-application discussions. The following chapter of this report sets out the transport policy context at the local, regional, and national level.

2.0 TRANSPORT POLICY CONTEXT

2.1 This proposal has been assessed considering current transport planning policy guidance at the local, regional, and national level.

2.2 The Council has adopted several planning documents that (alongside the Mayor's London Plan) form the development plan for Camden which are the starting point for planning decisions in the borough.

2.3 At the regional level the London Plan forms the strategic element of the statutory development plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London.

2.4 At the national level objectives for the integration of planning and transport are set out in the National Planning Policy Framework (NPPF).

Camden Council

2.5 The Council has adopted several planning documents that (alongside the Mayor's London Plan) form the 'development plan' for Camden which are the starting point for planning decisions in the borough.

2.6 The Local Plan was adopted by the Council in July 2017, formally replacing the Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough.

2.7 Chapter 10 and Policies T1, T2, T3, and T4 of Camden Council's Local Plan sets out the transport related policies which have been adopted to guide development in the borough. The policies are extracted in full as follows for ease of referral:

> *"Policy T1 Prioritising walking, cycling and public transport*
> *The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.*
> *Walking*

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

a. improve the pedestrian environment by supporting high quality public realm improvement works;

b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;

c. are easy and safe to walk through ('permeable');

d. are adequately lit;

e. 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; and

f. contribute towards bridges and water crossings where appropriate.

Cycling

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:

g. 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 Super Highways and;

h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our 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;

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through ('permeable'); and

k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport

In order to safeguard and promote the provision of public transport in the borough we 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. Contributions will be sought where 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.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

"Policy T2 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.

We will:

a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b. limit on-site parking to:

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."

"Policy T3 Transport infrastructure

The Council will seek improvements to transport infrastructure in the borough.

We will:

a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and

b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;"

"Policy T4 Sustainable movement of goods and materials

The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

We will:

a. encourage the movement of goods and materials by canal, rail and bicycle where possible;

b. protect existing facilities for waterborne and rail freight traffic and;

c. promote the provision and use of freight consolidation facilities.

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;

e. accommodate goods vehicles on site; and

f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate."

2.8 These core transport planning policies have been referenced throughout the design of the development to ensure that the proposals meet with the Council's sustainable travel objectives.

2.9 The Council has also prepared a Camden Planning Guidance (CPG) on Transport (January 2021) to support the policies in the Camden Local Plan 2017. The guidance is consistent with the Local Plan and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions. The Council's Transport SPD has been thoroughly reviewed as part of the preparation of this report.

The London Plan

2.9 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), must produce a spatial development strategy (SDS) which has become known as the London Plan.

2.10 Chapter 10 of the London Plan relates to London's Transport. At the regional level the London Plan Policy T1 sets out the Mayor's strategic approach to transport as shown below:

"Policy T1 Strategic approach to transport
A Development Plans should support and development proposals should facilitate:
1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
2) the proposed transport schemes set out in Table 10.1.
B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.11 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important feature of the London Plan. Policy T2 is extracted as follows:

"Policy T2 Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.12 Policies T5 and T6 of the London Plan relate to the provision of cycle parking and parking respectively in new development at the regional strategic level. The policies are extracted as follows:

"Policy T5 Cycling

A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are

provided where the application of the minimum standards would result in a lower provision.

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."

"Policy T6 Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

2.13 Policy T6.1 of the London Plan provides advice specific to residential parking and is extracted as follows for ease:

"Policy T6.1 Residential Parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H All disabled persons parking bays associated with residential development must: 1) be for residents' use only (whether M4(2) or M4(3) dwellings)

2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling

3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)

4) count towards the maximum parking provision for the development

5) be designed in accordance with the design guidance in BS8300vol.1

6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface."

2.14 Tables 10.2 and 10.3 of the London Plan set out the minimum cycle parking standards and maximum car parking standards, extracts of which are set out below as they relate to this site and the residential aspect of the scheme:

Table 10.2 - Minimum cycle parking standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3- C4	dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • thereafter: 1 space per 40 dwellings

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car-Free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1-2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1-2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1-2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential Parking shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

2.15 The borough of Camden is classified as an inner London borough and the site has a PTAL score of 6b. Accordingly, the expectation in accordance with the London Plan (March 2021) is that the new dwellings should be car-free.

2.16 TfL provides a cycle parking calculator spreadsheet which has been used to calculate the cycle parking requirements for this development. The cycle parking provision for the proposal is set out in Chapter 5 of this report. TfL also provides design and access standards for cycle parking in Chapter 8 of the LCDS which this scheme must comply with.

2.17 Cycle parking and car parking standards relating to the non-residential aspects of the proposal are set out later in this report, referenced against the proposed development.

2.18 Finally, Policy T7 of the London Plan is of material importance to the assessment of this scheme as it relates to the requirement to accommodate safe deliveries and servicing arrangements (including during construction) in new development:

> *"Policy T7 Deliveries, servicing and construction*
> *A Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.*
> *B Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:*
> *1) reduce freight trips to, from and within these areas*
> *2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level*
> *3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.*
> *Such strategies should be developed through policy or through the formulation of a masterplan for a planning application.*
> *C To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.*
> *D Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling. The factors to consider in assessing the viability of a railhead include:*
> *o Planning history, environmental impact and its relationship to surrounding land use context – recognising that the Agent of Change principle will apply*
> *o Location, proximity to the strategic road network and existing/potential markets*
> *o The existing and potential contribution the railhead can make towards catering for freight movements by non-road modes*

o The location and availability of capacity at alternate railheads, in light of current and projected capacity and market demands.

E Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

F Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

1) reduce road danger, noise and emissions from freight trips

2) enable sustainable last-mile movements, including by cycle and electric vehicle

3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

H Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

I At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

J Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times."

The Mayor's Transport Strategy, and Vision Zero

2.19 The Mayor's Transport Strategy 2020 and Vision Zero for London are also of material importance to the assessment of this proposal and the preparation of this report, and are therefore summarised in the following extracts respectively:

"The Mayor's Transport Strategy sets out his plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public

transport. At its heart is a bold aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. This is a big task and achieving it won't be easy."

"Major cities around the world are taking a stand to end the toll of deaths and injury seen on their roads and transport networks by committing to Vision Zero. London is at the forefront of this approach and the Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network."

2.20 The submission of this TS is in line with and fully supports the Mayor's Transport Strategy and Vision Zero for London, as will be laid out throughout the report.

National Planning Policy Framework (NPPF)

2.21 On a national level, the National Planning Policy Framework (updated July 2021) sets out national policy. Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant key extracts have been copied herein:

"104. 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; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;
b) the type, mix and use of development;
c) the availability of and opportunities for public transport
d) local car ownership levels; and
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and
c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.22 In preparing the development proposal and this transport assessment, the above policies have been considered. The following chapter sets out the site's accessibility to local amenities and public transport nodes.

3.0 SITE ACCESSIBILITY

Local Amenities

3.1 The site is situated near a wide variety of shops, services, and leisure facilities which will be readily accessible to future residents and occupiers of the site.

3.2 The closest amenities in proximity to the site include local shops, restaurants and services on the A41 Finchley Road immediately surrounding the site. There are large Waitrose and Sainsbury's stores on Finchley Road within around 100/200 metres to the north of the site respectively. There is also a small M&S Simply Food store around 250 metres to the south of the site.

Public Transport

3.3 In terms of public transport, to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.

3.4 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.

3.5 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.

3.6 The PTAL tool has also calculated the site to have a forecasted PTAI score of 45.29 and a corresponding PTAL score of 6b which is the highest achievable score. The full PTAL assessment is presented in Appendix C of this report. An extract from TfL's *'Transport Assessment best practice guidance'* setting out the thresholds for PTAL calculations is set out as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

3.7 A total of eight day time bus services with high hourly service frequencies operate from stops within around 350 metres of the application site. The closest of these stops is on Finchley Road around 200-metres to the south of the site. Refer to Figure 2 which presents the location of nearby bus services available within proximity to the site.

3.8 Finchley Road London Underground Station is situated just 200-metres north of the site following footpaths, refer to Figure 2. Finchley Road Station provides access to London underground services on the Jubilee and Metropolitan Lines.

3.9 In terms of London Overground services, the site is near both Finchley Road and Frognal Rail Station (circa 650-metres to the north) and South Hampstead Rail Station (circa-530 metres to the south) which are on the Clapham Junction to Stratford and the Euston to Watford lines of the Overground network respectively.

Walking

3.10 The footpaths in proximity to the site are sufficiently wide and in a good state of repair. The walk routes from the site to local amenities and public transport access points are straightforward as can be seen from the site location maps in Figures 1 and 2. There is a signal-controlled pedestrian crossing on the A41 Finchley Road immediately east of the site.

3.11 The street scene adjoining the site is to be significantly improved under the proposals. The two existing substantial vehicle accesses on the site's frontage off

the A41 Finchley Road will become redundant under the proposals, the accesses will therefore be closed off and the footway and kerb line reinstated as part of S278 Highways Works arising from the scheme.

3.12 The removal of these two very wide and frequently used vehicle accesses under the proposals will result in a significant highways safety improvement for pedestrian footfall on Finchley Road as well as for vehicular traffic and cyclists on the adjoining A41.

Cycling

3.13 Cycling will be encouraged through the provision of appropriate cycle facilities. Secure and sheltered cycle parking will be provided for the residential units and for staff and visitors of the commercial units in accordance with local and regional policy guidelines. This is discussed in greater detail later in this report.

3.14 In terms of cycle access there are a wide range of cycle lanes both on and off road in the wider area with links from the site being available on local residential roads. An extract of the local cycle route map is shown in Figure 3.

3.15 There are regional and local cycle routes near the site including route 'LCN' which is an on-road cycle route on quieter roads which extends to the north to Finchley via Golders Green and to the south to Mayfair via Regents Park. In addition, the A41 Finchley Road has a shared bus and cycle lane in both directions for large parts of the adjoining highway.

3.16 The site is around 1.5 kilometres to the north of the nearest cycle hire docking station.

Vehicle Access

3.17 The site is well connected to the wider highway network. The A41 Finchley Road is a principal route between Edgware and beyond to the north and Marylebone/Baker Street to the south.

3.18 The roads adjoining the site are within the Camden Council's controlled parking zone (CPZ) 'CA-B' which operates Monday to Friday from 9am to 630pm and Saturday from 930am to 130pm. On the opposite side of Finchley Road is CPZ CA-R(b) which operates Monday to Saturday from 830am to 10pm.

3.19 As explained the development will be car-free, no off-street parking will be provided. The new residential dwellings and commercial units will be exempt from obtaining permits for the adjoining controlled parking zone (CPZ); this will be secured by the local Council through a signed S106 Agreement with the developer.

3.20 There are numerous car club opportunities within proximity to the site which will be readily available to future occupants of the site. A car club is a membership scheme that gives people access to cars and vans. Car club vehicles are in dedicated parking bays in cities and towns all around the world. Car clubs can help reduce congestion and emissions, improve local environments, and encourage healthier and safer lifestyles.

3.21 There are 84 car club vehicles within a one-mile radius of the site. The closest car club vehicles to the site comprise of a Zipcar vehicle at Swiss Cottage Station to the south of the site and an Enterprise vehicle to the north of the site on Broadhurst Gardens.

4.0 PARKING PROVISION, ACCESS & SERVICING

4.1 The proposals involve the redevelopment of the site to provide a lower ground floor commercial unit, additional accommodation for the adjoining University College School (UCS) Pre-Prep School, and 31 residential dwellings on the upper floors. The proposed lower and upper ground floor plans are presented at Appendix B of this report.

4.2 The breakdown of the proposed schedule of accommodation is as follows:

- Commercial Unit; 165 sqm gross internal area (GIA) in Flexible 'E use class';
- UCS Pre-Prep Extensions; 350 sqm GIA in 'F use class';
- 31 self-contained residential flats comprising of 12 one-bedroom two-person dwellings, 14 two-bedroom dwellings, and five three-bedroom dwellings.

Parking

4.3 The development will be car-free, no off-street parking will be provided.

4.4 The new residential dwellings and commercial units will be exempt from obtaining permits for the adjoining controlled parking zone (CPZ). This will be secured by the local Council through a signed S106 Agreement with the developer. The residential dwellings and the non-residential aspect of the development will therefore be car-free.

4.5 The application site is within an area where access to public transport is 'excellent' as defined by TfL. The car-free nature of the scheme is therefore considered to be in accordance with Policy T2 of the Council's adopted Local Plan as well as the standards set out in the London Plan.

4.6 The restriction of access to parking permits for future occupiers will result in the development having a negligible impact on existing parking conditions on the adjoining highway.

4.7 The Council's disabled parking standards are set out in Policy T2 of the adopted Local Plan, there is no minimum requirement prescribed in the Council's policy standards. Accordingly, the zero parking and car-free nature of the scheme is acceptable in respect of disabled parking.

4.8 It is not possible to provide on-site disabled parking. However, there are Blue Badge parking opportunities on the local road network, most notably on College Crescent immediately to the rear of the site, and the site is in an area where public transport accessibility is excellent (PTAL 6b) and therefore it is not likely that a person with a disability would need to rely on the use of a private car from this development.

4.9 Where you can and cannot park with a Blue Badge on roads in Camden is set out as follows, extracted from the Council's website:

> *"Outside our green badge permit area, blue badge holders may park in:*
>
> - *blue badge bays (if time limit shown, also display clock disc with arrival time)*
> - *resident permit parking and shared use permit bays*
> - *paid for parking bays*
> - *up to three hours on a single or double yellow lines where there is no loading ban providing the arrival time is set and clock displayed*
>
> *Blue Badge holders may not park:*
>
> - *where there is a loading ban indicated by kerb markings and a timeplate in suspended bays*
> - *in dedicated disabled bays indicated by a timeplate with a permit number or GRN (for green permits only)*
> - *in dedicated user bays such as business, diplomat, doctor, car club, electric, hospital, market trader, loading, taxi, motorcycle and bus stops."*

4.10 A variety of locations where Blue Badge holders can legally park in proximity to the site are demonstrated on a plan at Figure 4 of this report.

4.11 The Camden Council Local Plan Policy T1 expects new development to exceed the minimum cycle parking standards applicable to new development set out in the London Plan; refer to Chapter 2 for the full policy context. The minimum cycle parking standards for each aspect of the proposal is set out below.

4.12 In accordance with the proposed schedule of accommodation in paragraph 4.2 and the Council's minimum cycle parking requirements the commercial aspect of the proposals will require two secure and sheltered long-stay cycle parking spaces for staff plus nine secure short-stay cycle parking spaces for visitors. Since a flexible 'E use class' is proposed, the related potential land use which generates the highest cycle parking requirement has been used to calculate the requirement in this assessment as required by Policy T5 of the London Plan.

4.13 The required level of long-stay cycle parking provision for the commercial aspect of the proposals is proposed to be allocated within unit. A total of five Sheffield stands suitable for 10 bicycles will be provided on Finchley Road outside the site to provide 10 short-stay cycle parking spaces for visitors. Refer to Appendix B for indicative proposals. TfL is the highway authority for Finchley Road and therefore a S278 Agreement would be required to install the proposed new Sheffield stands on the newly formed pavement following the planned removal of the redundant vehicle accesses.

4.14 The proposed 350 sqm floor space associated with the extension to the UCS Pre-Prep will not increase the number of pupils or staff at the school. The school currently has a permitted capacity for 108 pupils (18 pupils per class). The development proposes that pupil numbers will not increase but the scheme would simply provide existing pupils with additional space. Accordingly, the existing allocation of cycle parking spaces for the school will remain, as there is no policy requirement to provide further cycle parking for the school if no further pupils or staff will be accommodated.

4.15 If a change of use application were to be submitted in the future to convert the UCS space to a standalone commercial unit, it is most likely that a flexible 'E use class' would be proposed. The required level of long-stay cycle parking provision (two spaces) would be allocated within the unit. A total of nine Sheffield stands suitable for 18 bicycles could be provided on Finchley Road outside the site to provide short-stay cycle parking spaces for visitors based on current policy requirements. Refer to Appendix B for indicative proposals. As before TfL is the highway authority for Finchley Road and therefore a S278 Agreement would be required to install further Sheffield stands on the public highway.

4.16 In accordance with the proposed schedule of accommodation in paragraph 4.2 and the Council's minimum cycle parking requirements the residential aspect of the proposals will require 56 secure and sheltered long-stay cycle parking spaces plus two secure short-stay cycle parking spaces for visitors.

4.17 The required level of cycle parking space provision for the residential aspect of the proposals is proposed to be allocated within a dedicated cycle store as is shown in Appendix B. A total of 58 cycle parking spaces will be provided comprising of one enlarged/accessible bike parking space, 25 Sheffield stand format spaces, and 32 two-tiered spaces. A bicycle maintenance station is also proposed to be provided in the cycle store. The store is accessed from College Crescent via two sets of doors which is compliant with the LCDS (London Cycling Design Standards – Chapter 8). The relevant part of the LCDS for ease of reference as other requirements might be relevant:

> *"Where cycle parking is inside a building, it should have step-free access, wide doorways and spacious corridors. Accessing the parking area should involve passing through no more than two sets of doors, with a recommended minimum external door width of 2 metres. Lifts or shallow gradient ramps should be provided to any basement cycle parking. To accommodate all types of cycle, lifts should have minimum dimensions of 1.2 by 2.3 metres, with a minimum door opening of 1000mm, and any door to a cycle parking area should be automated – push button or pressure pad operated."*

4.18 In addition, a publicly accessible Sheffield stand for up to two bicycles will be provided at upper ground level for visitors; refer to Appendix B.

4.19 In summary the proposed parking provision for all modes and end users under the proposals is satisfactory and is in accordance with the policy requirements set out by Camden Council and within the London Plan. The car-free nature of the development and high levels of cycle parking provision, coupled with the improvements to the public realm and the site's excellent and improving public transport accessibility will encourage sustainable travel behaviour amongst residents, employees, and visitors.

Access

4.20 Owing to the car-free/zero parking nature of the scheme vehicle access into the site will not be required.

4.21 The two existing substantial vehicle accesses on the site's frontage off the A41 Finchley Road will become redundant under the proposals, the accesses will therefore be closed off and the footway and kerb line reinstated as part of a package of S278 Highways Works arising from the scheme which will result in a significant highways safety improvement.

4.22 Pedestrian entrances to the building are well provided. The main residential entrance is from College Crescent at upper ground level. The commercial unit is accessed from the site's Finchley Road frontage at lower ground level. The UCS space will be accessed from within the current UCS site. Refer to Appendix B.

Servicing

4.23 The site is located on the corner plot of the Finchley Road junction with Cambridge Crescent.

4.24 The site's Finchley Road frontage comprises of double red line restrictions which prohibits stopping and loading at any time. There is however a designated red

route loading bay on Finchley Road around 40 metres to the south of the site which permits loading for up to 20 minutes between 10am and 4pm.

4.25 Similarly, there is a designated Blue Badge and loading bay on College Crescent immediately at the rear of the site which allows parking/loading for 3 hours and 20 minutes respectively from 10am and 4pm.

4.26 A variety of locations where servicing can practically, safely, and legally take place in proximity to the site is demonstrated on a plan at Figure 4 of this report. Owing to the modest scale of the commercial and residential aspect of the proposals the above-mentioned existing kerb side loading bays near the site are expected to be adequate to serve the development.

4.27 It is expected that the Council will secure a Delivery and Servicing Plan (DSP) as a condition of any future planning consent. An outline DSP has been submitted with the planning application as a standalone document.

4.28 In terms of refuse collection, the Council's domestic refuse and recycling service is expected to be utilised for the residential aspect of the proposal whereas the commercial bins are expected to be collected by way of a privately contracted arrangement. The refuse and recycling generated by the additional UCS space would be incorporated into the school's current waste storage and collection arrangements.

4.29 The residential bin store is located at upper ground level and would be accessed from College Crescent from the adjacent kerb side. The kerb side restrictions on College Crescent (double yellow lines with no blips) allow a refuse vehicle to stop and load refuse legally. The trundle distance between the bin store and College Crescent is minimal. The location of the bin store has been designed to be as close as practicable to College Crescent. It is proposed that a dropped kerb is constructed near the residential entrance so that the bins can be easily/safely transported between the store and the vehicle. There is a dropped kerb crossover serving the UCS Pre-Prep a short distance further along College Crescent with a similar height kerb and similar footpath width.

5.0 TRIP GENERATION & TRAFFIC IMPACT

5.1 As explained, the site currently comprises of a petrol filling station (PFS) with 12 fuel pumps together with a small paying kiosk and ancillary shop.

5.2 The site has two large established vehicle accesses directly from the A41 Finchley Road comprising of a separate entrance and an exit which are suitably signed.

5.3 The breakdown of the proposed schedule of accommodation is as follows:

- Commercial Unit; 165 sqm gross internal area (GIA) in Flexible 'E use class'.
- UCS Pre-Prep Extensions; 350 sqm GIA in 'F use class'.
- 31 self-contained residential flats comprising of 12 one-bedroom two-person dwellings, 14 two-bedroom dwellings, and five three-bedroom dwellings.

Trip Generation - Existing

5.4 To demonstrate the likely vehicle trip movements associated with the site's extant use the industry standard TRICS (Trip Rate Information Computer System) database has been consulted. Only PFS sites in London with relatively insignificant and unbranded ancillary retail shops such as the one at the application site have been applied to this assessment to accurately depict the existing situation.

5.5 Due to the nature of the existing development and the data available, only the vehicle trip generation has been predicted in detail at the site. A total of two comparable sites have been selected for this study, details of which are summarised as follows and presented in full in Appendix D of this report. The TRICS database presents trip rates per fuel pump or by site area, trips per pump have been applied in our study. The TRICS data is for 'vehicles only', there are no PFS sites in the TRICS database with 'multi-modal' data for sites in a comparable area to the application site.

- TRICS code BK-13-A-01: Murco Garage, Barking, 8 pumps; and
- TRICS code HO-13-A-01: Texaco Garage, Hounslow, 8 pumps.

5.6 Table 1 illustrates the TRICS derived vehicle trip rate per pump and the trips associated with the existing 12 pump PFS.

Table 1. TRICS Trips for Existing Site PFS

Time Period	TRICS Vehicle Trip Rate Per Pump			Trips for Existing 12 Pump PFS		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
06:00-07:00	1.81	1.75	3.56	22	21	43
07:00-08:00	3.88	3.69	7.56	47	44	91
08:00-09:00	5.63	5.56	11.19	68	67	134
09:00-10:00	4.69	4.69	9.38	56	56	113
10:00-11:00	5.25	5.00	10.25	63	60	123
11:00-12:00	6.19	6.31	12.50	74	76	150
12:00-13:00	7.38	7.25	14.63	89	87	176
13:00-14:00	7.31	7.31	14.63	88	88	176
14:00-15:00	6.38	6.50	12.88	77	78	155
15:00-16:00	7.19	7.06	14.25	86	85	171
16:00-17:00	6.75	6.88	13.63	81	83	164
17:00-18:00	7.75	7.69	15.44	93	92	185
18:00-19:00	8.50	8.38	16.88	102	101	203
19:00-20:00	6.50	7.19	13.69	78	86	164
20:00-21:00	4.88	4.25	9.13	59	51	110
21:00-22:00	2.56	3.00	5.56	31	36	67
22:00-23:00	2.50	2.38	4.88	30	29	59
Total	95.13	94.88	190.01	1142	1139	2280

NB: Minor arithmetic errors are due to rounding

Source: TRICS 7.9.1

5.7 As is shown in Table 1 the existing 12 pump PFS can be expected to generate in the order of 2,280 vehicle trips in and out of the site over the course of a typical weekday comprising of 1,142 arrivals and 1,139 departures. The level of vehicle activity is consistent throughout the day and with no discernible peak periods.

5.8 It is widely accepted that vehicle trips to petrol stations are largely a result of people 'passing by' the PFS and stopping to purchase fuel before continuing their journey. A PFS generates low levels of 'primary trips', which are trips with the sole purpose of only visiting the PFS.

5.9 The existing PFS is located on Finchley Road, which is a main local distributor road. Therefore, there is a high propensity for pass-by trips to occur, as vehicles can easily access the PFS as they route along Finchley Road. The existing site also provides a small sales shop, and it is likely that the shop currently performs a primarily ancillary role to the sale of fuel, however owing to the site's location within a very built-up area and with high levels of passing footfall it is likely that the on-site convenience shop would generate some levels of passing trade by modes other than the private car.

Trip Generation - Proposed

5.10 The commercial unit comprises of 165 sqm floor area of flexible 'E class' use. It could be a food/convenience shop or an office, however a convenience shop is the higher trip generator of the broader E class uses and is therefore the worst-case scenario in terms of traffic impact.

5.11 Essentially the provision of 165 sqm floor area convenience shop would constitute a direct replacement of the existing ancillary PFS shop on the site. To this end the net change in standalone trips to and from the site associated with this aspect of the proposals is expected to be negligible.

5.12 The majority if not all the trips associated with the unit can reasonably be expected to be linked trips with the new residential dwellings, the existing neighbouring residential dwellings, and the other existing and proposed adjoining retail and commercial premises in the vicinity.

5.13 It is commonly accepted that the opening of a new retail unit does not in itself mean that customers will undertake additional shopping trips, and therefore there would be no net increase in person trips on the wider road network. Thus, it has been assumed that there will be no newly generated trips to the proposed retail unit element of the development, as all customers will have previously used the existing shop or alternative nearby retail outlets; (i.e. some trips are transferred).

5.14 This is a reasonable expectation, especially given the location of the site in a highly accessible location and in an area where there are already existing retail units nearby (i.e. the Sainsbury's Local to the south of the site).

5.15 The proposed 350 sqm floor space associated with the extension to the UCS Pre-Prep will not increase the number of pupils or staff at the school and therefore there will be a negligible increase in traffic activity on the surrounding road network arising from this aspect of the proposal.

5.16 The proposals also comprise of 31 residential flats with a mixture of private and affordable tenure. For the C3 'Dwelling houses' land use, multi-modal surveys within the 03-Residential, M – Mixed Private/Affordable Housing TRICS dataset have been examined.

5.17 The trip generation results are based on trip rates from five sites within the database which are comparable to the residential element of the proposed development:

- TRICS code BT-03-M-01; Flats at Empire Way, Wembley;
- TRICS code BT-03-M-02; Flats at Empire Way, Wembley;
- TRICS code GR-03-M-01; Flats at Greenwich High Road, Greenwich;
- TRICS code GR-03-M-03; Flats at Sandy Hill Road, Woolwich;
- TRICS code SK-03-M-02: Flats at Wood's Road, Peckham.

5.18 For the residential assessment the total vehicle and person trips generated have been extracted, and these trips are distributed by mode, based on the resident population 2011 Travel to Work Census data for the Middle Layer Super Output Area (MSOA) of Camden 008, in which the site is located.

5.19 Table 2 and Appendix E illustrates the TRICS derived total vehicle and person trip rate per dwelling and the trips associated with the proposed 31 residential dwellings.

Table 2. Total Vehicle and Person Trips for Proposed Residential Dwellings

Time Period	TRICS Total Trip Rate Per Dwelling			Proposed 37 Dwellings		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
07:00-08:00	0.09	0.35	0.43	3	11	13
08:00-09:00	0.17	0.70	0.86	5	22	27
09:00-10:00	0.21	0.29	0.50	7	9	16
10:00-11:00	0.16	0.22	0.38	5	7	12
11:00-12:00	0.19	0.26	0.45	6	8	14
12:00-13:00	0.20	0.25	0.45	6	8	14
13:00-14:00	0.19	0.21	0.40	6	7	12
14:00-15:00	0.21	0.26	0.47	7	8	15
15:00-16:00	0.36	0.25	0.60	11	8	19
16:00-17:00	0.35	0.22	0.57	11	7	18
17:00-18:00	0.43	0.22	0.65	13	7	20
18:00-19:00	0.45	0.22	0.67	14	7	21
Total	3.00	3.45	6.45	93	107	200

NB: Minor arithmetic errors are due to rounding

Source: TRICS 7.9.1

5.20 Census data (2011) for main method for travel to work for the resident population for the MSOA Camden 008 is shown in Table 3.

Table 3. Method of Travel to Work; Resident Population (Redistributed)

Method of Travel to Work	Resident Population		Redistributed Car/Van	
	Raw Data	Modal Split	Raw Data	Modal Split
Underground	2,056	53%	2334	61%
Train	165	4%	187	5%
Bus	315	8%	358	9%
Taxi	32	1%	36	1%
Motorcycle etc	51	1%	58	2%
Driving a car or van	437	11%	-	-
Passenger in a car or van	21	1%	-	-
Bicycle	153	4%	174	5%
On foot	583	15%	662	17%
Other method of travel	30	1%	34	1%
Total	3,843	100%	3843	100%

Source: Office for National Statistics

5.21 Morning, evening and daily (0800-0900, 1700-1800, and 0700-1900 respectively) all modal trips projections based on the TRICS data in Table 2 and the resident

method of travel to work data in Table 3 for the proposed residential dwellings is set out in Table 4.

Table 4. TRICS Residential Trip Generation Projections by Mode

Mode of Travel	Census Raw Data	Adjusted Modal Split	AM Peak 8-9am		PM Peak 5-6pm		Daily 7am-7pm	
			Arr	Dep	Arr	Dep	Arr	Dep
Underground	2334	61%	3	13	8	4	57	65
Train	187	5%	0	1	1	0	5	5
Bus	358	9%	0	2	1	1	9	10
Taxi	36	1%	0	0	0	0	1	1
Motorcycle etc	58	2%	0	0	0	0	1	2
Driving a car/van	-	-	-	-	-	-	-	-
Passenger in a car/van	-	-	-	-	-	-	-	-
Bicycle	174	5%	0	1	1	0	4	5
On foot	662	17%	1	4	2	1	16	18
Other method of travel	34	1%	0	0	0	0	1	1
Total	3843	100%	5	22	13	7	93	107

Source: ONS/TRICS

Traffic Impact

5.22 The proposals are predicted to result in up to 2,280 fewer vehicle trips turning into and out of the site over the course of a typical weekday comprising of 1,142 arrivals and 1,139 departures. Whilst this is not likely to result in a total net decrease in vehicle trips on the adjoining road network, it is still a substantial improvement in terms of highway capacity, safety, and neighbouring amenity under the proposals.

5.23 The total all modal trips predicted to be generated by the residential proposals as is set out in Table 4 is minimal and insignificant and will be easily absorbed onto the existing transport network.

5.24 As discussed, the application site has a PTAL score of 6b which is an 'excellent' level of public transport service availability as defined by TfL and is the highest achievable score. There are 10 different bus routes with high daily service frequencies operating from bus stops within a short distance of the site. There are also three different rail stations near the site providing access to London

underground and overground services. The pedestrian and cycling environment and infrastructure surrounding the site is of a very high quality.

5.25 In summary the traffic impact of the development is expected to be adequately accommodated on the adjoining highway and within the extant available capacity on existing public transport infrastructure adjoining the site.

6.0 TRAVEL PLAN STATEMENT

6.1 To recap, the proposal comprises of the redevelopment of the site to provide:

- Commercial Unit; 165 sqm gross internal area (GIA) in Flexible 'E use class';
- UCS Pre-Prep Extensions; 350 sqm GIA in 'F use class';
- 31 self-contained residential flats comprising of 12 one-bedroom two-person dwellings, 14 two-bedroom dwellings, and five three-bedroom dwellings.

6.2 The proposed 350 sqm floor space associated with the extension to the UCS Pre-Prep will not increase the number of pupils or staff at the school and therefore there will be a negligible increase in traffic activity on the surrounding road network arising from this aspect of the proposal. The UCS Pre-Prep School has a STARS compliant School Travel Plan and therefore the additional floor area associated with the school would be inherently incorporated into the school's existing established Travel Plan.

6.3 Transport for London's (TfL) Travel Planning Guidance (November 2013) offers guidance on the content of Travel Plans. Table 2.1 of TfL's Travel Planning Guidance (November 2013) document provides a development scale guideline for Travel Plans. The relevant parts of the table are extracted below:

Figure 2.1: Development scale guidelines for travel plans

	Travel Plan Statement	Full Travel Plan
A1 (Food/Non-Food Retail)	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm
A1 (Garden centres)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
A2 (Financial Services)	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm
A3/A4/A5 (Food/Drink)	More than 20 staff but less than 750sqm	Equal or more than 750sqm
B1 (Business)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
B2 (Industrial)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
B8 (Warehouse and Distribution)	More than 20 staff but less than 5,000sqm	Equal or more than 5,000sqm
C1 (Hotels)	More than 20 staff but less than 100 beds	Equal or more than 100 beds
C3 (Residential)	Between 50 and 80 units	Equal or more than 80 units
D1 (Hospitals/Health Centres)[3]	Between 20 and 50 staff	Equal or more than 50 staff

6.4 The 156 sqm flexible 'E class' unit falls well below the threshold where a full Travel Plan or a Travel Plan Statement is a requirement. Under use class C3 (residential) all schemes with between 50 and 80 residential units requires a Travel Plan Statement which is a simpler version of a Full Travel Plan. The development at Finchley Road (31 new self-contained dwellings) again falls below the threshold where a Travel Plan Statement is usually required.

6.5 However, in this instance the Local Planning Authority has requested a Travel Plan is submitted with the planning application as per its validation checklist. This chapter therefore comprises of a Travel Plan Statement. It is anticipated that the Travel Plan initiatives set out in the remainder of this chapter will be secured by the Council as a condition of any future planning permission. A summary from TfL's Travel Planning Guidance November 2013 document is extracted as follows:

> *"Travel Plan Statement*
>
> *Smaller developments that fall below the strategic-level Full Travel Plan threshold but which typically employ 20 or more staff, or comprise over 50 residential units, should submit a Travel Plan Statement. It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation. The level of information required should be agreed with the local authority planning officer at the earliest opportunity."*

6.6 Details of important local facilities and amenities including public transport access nodes and service availability within a reasonable travel distance from the site will be publicised to future occupiers of the new dwellings through the provision of Travel Information Packs which will be provided to each individual dwelling upon each initial sales/letting transaction. In addition, the same level of information will be provided on Travel Information Posters which will be displayed in the communal residential lobby.

6.7 Cycling to and from the site will be encouraged, with the provision of appropriate cycle facilities. Secure and sheltered cycle parking will be provided on site in accordance with the Council's minimum policy requirements. The Council will

likely secure the details of the cycle parking for this development as a separate condition of any future planning permission. Residents will be made aware of the location and availability of the bicycle store within the Travel Information Packs and Posters.

6.8 Due to the benefits of car sharing and car club usage, these services will also be actively promoted to future residents. Details of car sharing databases, and local car club availability will be included within each Travel Information Leaflet and will be displayed on the Travel Information Posters.

6.9 To summarise, active and sustainable travel will be promoted to future occupiers through this Travel Plan Statement by way of the following initiatives:

- Provision secure and sheltered long-stay and short-stay cycle parking for the new dwellings in accordance with the Council's minimum policy requirements;
- Provision of a comprehensive Travel Information Leaflets which will be produced and distributed to each of the 31 individual dwellings at the time of sales/letting;
- Provision of a comprehensive Travel Information Poster which will be produced and displayed in the communal lobby of each apartment block prior to occupation of any of the dwellings;
- Provision of a personalised travel planning service which will be made available by the Travel Plan Coordinator and publicised in the Travel Information Leaflets and on the Travel Information Poster.

6.10 The Travel Plan initiatives will be administered by a Travel Plan Coordinator. Paul Mew Associates will initially act as the point of contact in this regard. Contact details are as follows:

Name:	Paul Mew Associates
Email:	paul.mew@pma-traffic.co.uk
Phone:	0208 780 0426
Website:	www.pma-traffic.co.uk

7.0 SUMMARY

7.1 This report has been prepared to assess the transport issues relating to the proposed development of 31 residential dwellings, a 156 sqm GIA flexible 'E class' commercial unit, and 350 sqm GIA additional accommodation for the adjoining University College School (UCS) Pre-Prep School at the BP Service Station, 104A Finchley Road, NW3 5EY.

7.2 The site is located within a mixed residential and commercial area, with good proximity to local convenience shops and transport access points. The site has a PTAL rating of 6b which is an 'excellent' accessibility rating as defined by TfL and the highest achievable score.

7.3 The residential dwellings and the new commercial space will be car-free. No off-street parking will be provided under the development proposals and a permit free agreement will be entered into with Camden Council, ensuring that future occupants cannot apply for permits to park on-street on the adopted highway.

7.4 The car-free nature of the scheme is in accordance with Policy T2 of the Council's adopted Local Plan as well as the standards set out in The London Plan.

7.5 In accordance with minimum cycle parking policy requirements for residential dwellings the proposals will require 56 secure and sheltered long-term cycle parking spaces for residents plus two secure short-term cycle parking spaces for visitors. In accordance with minimum cycle parking policy requirements for commercial use the proposals will require two secure and sheltered long-term cycle parking spaces and 10 secure short-term cycle parking spaces for visitors. The required level of cycle parking is proposed to be provided.

7.6 The proposals are predicted to result in up to 2,280 fewer vehicle trips turning into and out of the site over the course of a typical weekday comprising of 1,142 arrivals and 1,139 departures. There is a modest existing ancillary retail shop on the site which is proposed to be largely replaced under the proposals. The majority if not all the trips associated with the new standalone commercial unit

can reasonably be expected to be linked trips with the new residential dwellings, the existing neighbouring residential dwellings, and the other existing and proposed adjoining retail and commercial premises in the vicinity. The proposed 350 sqm floor space associated with the extension to the UCS Pre-Prep will not increase the number of pupils or staff at the school and therefore there will be a negligible increase in traffic activity on the surrounding road network arising from this aspect of the proposal.

7.7 The remaining total all modal trips predicted to be generated by the residential element of the proposals as is set out in this report is minimal and insignificant and will be easily absorbed onto the existing transport network.

7.8 There are eight different bus routes with high daily service frequencies operating from bus stops within a short distance of the site. There are also three different rail stations near the site providing access to London underground and overground services. The pedestrian and cycling environment and infrastructure surrounding the site is of a very high quality.

7.9 The traffic impact of the development is expected to be adequately accommodated on the adjoining highway and within the extant available capacity on existing public transport infrastructure adjoining the site.

7.10 The site servicing arrangements for deliveries and refuse collection are satisfactory and consistent with discussions with the Council during the pre-application stage.

7.11 Overall, the proposed improvements to the local street scene including the removal of two substantial vehicle crossovers on Finchley Road are major local benefits. In conclusion the development is consistent with relevant policy and guidance regarding all transport, highways, and parking matters.

FIGURES

Date: 15-June-2022
Scale: NTS
Source: Open Street Map
Drawing No: P2695/TS/01

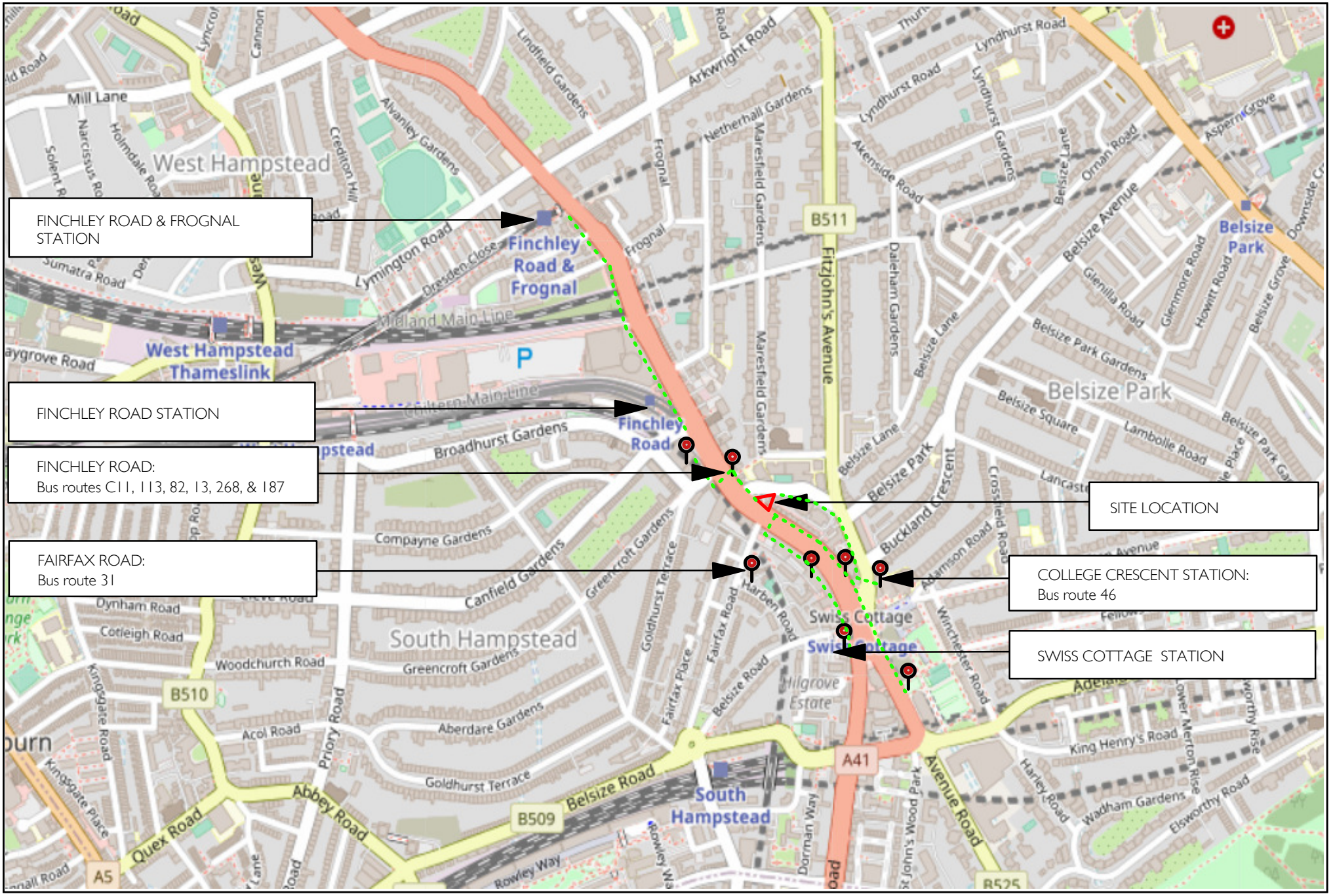
N

P2695: BP SERVICE STATION, 104A FINCHLEY ROAD, LONDON, NW3

Figure 1.

Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: 15-June-2022
Scale: NTS
Source: Open Street Map
Drawing No: P2695/TS/02

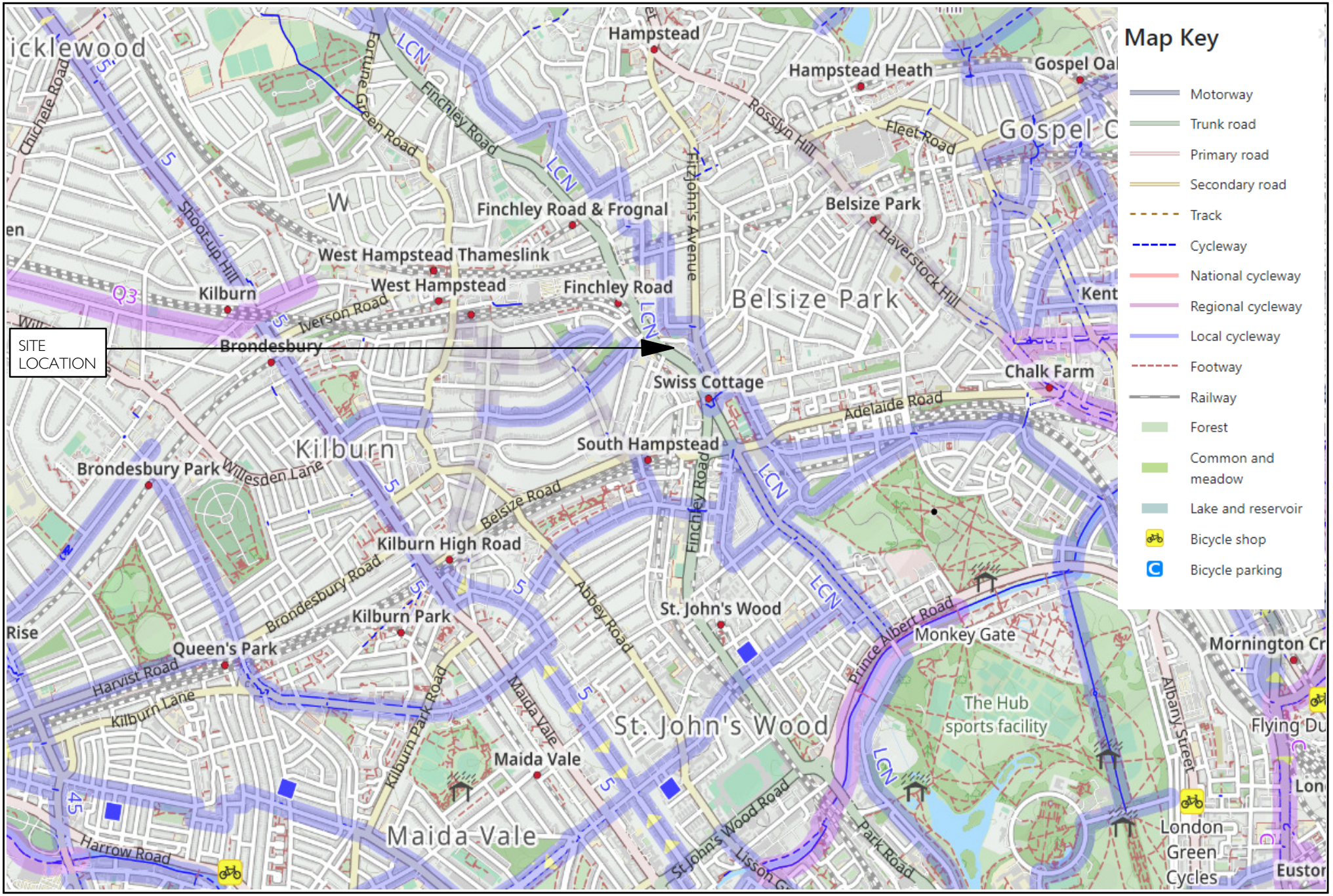
N

P2695: BP SERVICE STATION, 104A FINCHLEY ROAD, LONDON, NW3

Figure 2.

Public Transport Accessibility Map

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: 15-June-2022
Scale: NTS
Source: Open Street Map
Drawing No: P2695/TS/03

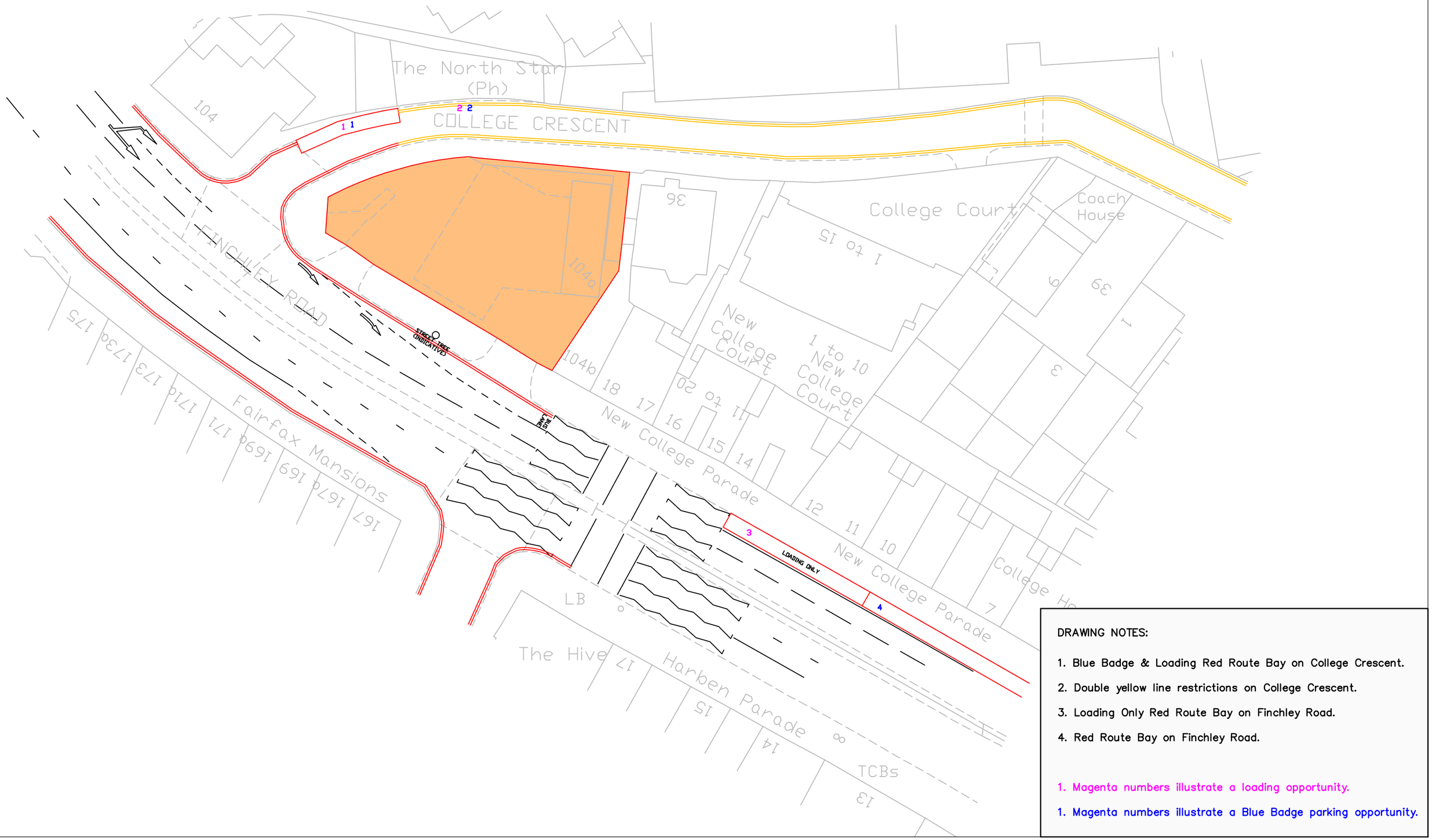
N

P2695: BP SERVICE STATION, 104A FINCHLEY ROAD, LONDON, NW3

Figure 3.

Cycle Accessibility Map

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



DRAWING NOTES:

1. Blue Badge & Loading Red Route Bay on College Crescent.
2. Double yellow line restrictions on College Crescent.
3. Loading Only Red Route Bay on Finchley Road.
4. Red Route Bay on Finchley Road.

1. Magenta numbers illustrate a loading opportunity.

1. Magenta numbers illustrate a Blue Badge parking opportunity.

Date: 15-June-2022
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2695/TS/04

N

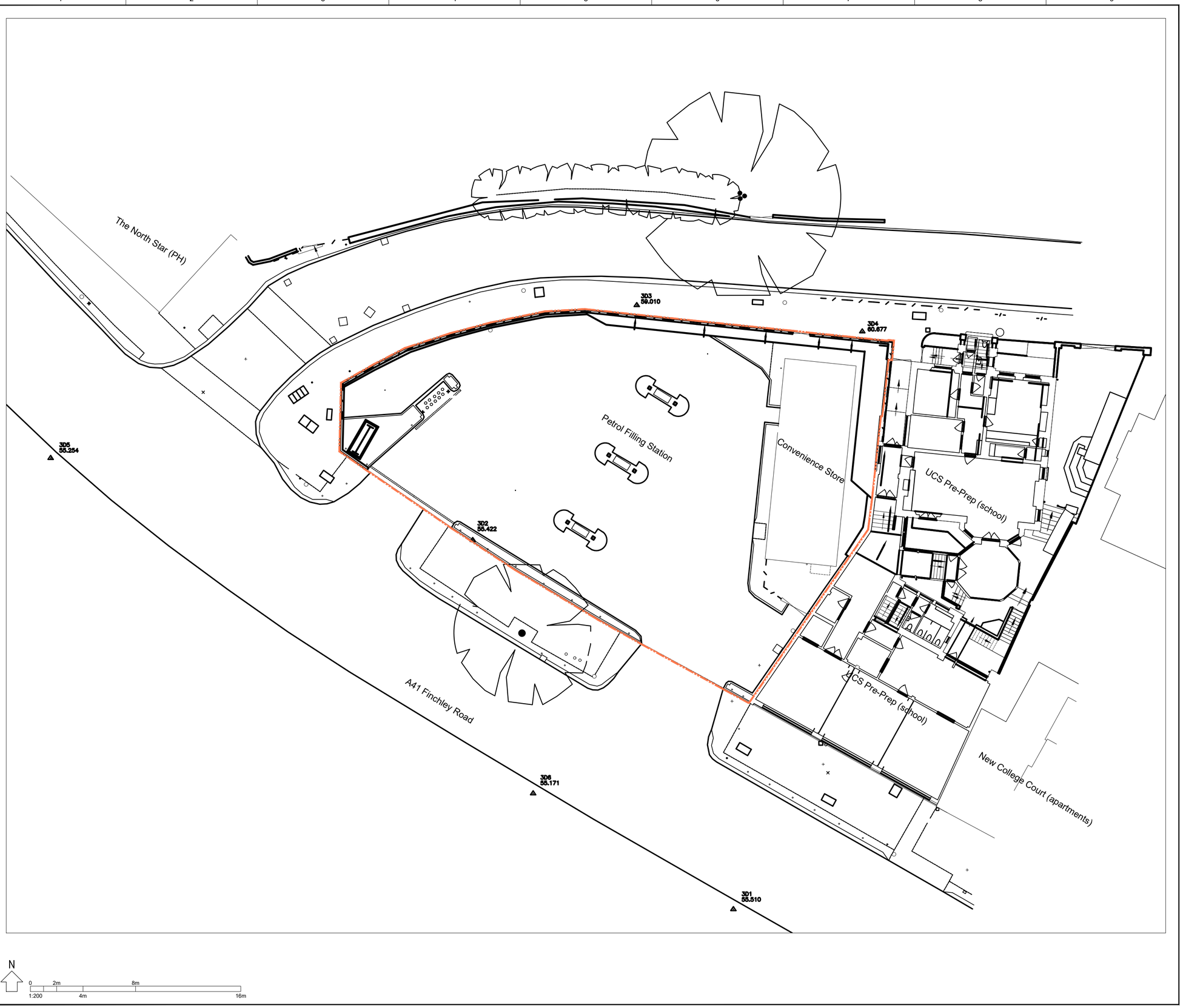
P2695: BP SERVICE STATION, 104A FINCHLEY ROAD, LONDON, NW3

Figure 4.

Nearest Safe/Legal Kerb Side Blue Badge Parking & Loading/Unloading Opportunities

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX A
Site Boundary



NOTES:

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. THEY MAY VARY BECAUSE OF (EG) SURVEY, DESIGN DEVELOPMENT, CONSTRUCTION TOLERANCES, STATUTORY REQUIREMENTS OR RE-DEFINITION OF THE AREAS TO BE MEASURED.

KEY PLAN:

Rev.	Date	Comment	Drawn	Checked
P1	10.12.21	Preliminary Issue	REB	NH

Issue Purpose

PRELIMINARY

tp bennett

One America Street London SE1 0NE | +44 (0)20 2408 2000 | www.tpbennett.com

Project

PFS Site, 104a Finchley Road
London NW3 5EY
(inc. adjacent UCS pre-prep)

Drawing Title

Upper Ground Floor Plan
Existing

Drawn	Date	Scale @ A2	Alt. Ref.
REB	NOV' 2021	1:200	

tp bennett Project No.	Drawing Number	Rev
A12003	F 0100	P1

APPENDIX B
Proposed Upper and Lower Ground Floor Plan

NOTES:

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KEY PLAN:

Rev.	Date	Comment	Drawn	Checked
P6	06.06.22	Passenger lift extended to Lower Ground for plant maintenance; school stair lobbied and adjacent accommodation adjusted to suit; red line boundary change	REB	NH
P5	26.05.22	Revised to accommodate relocated electrical riser on floors above	REB	NH
P4	24.05.22	Column positions amended, cross-bracing and concrete boundary sheer wall added and courtyard, school staircase and internal accommodation amended to suit; residential stair ventilated lobbies added; facade amendments to enable outward opening escape doors from school; short term cycle parking spaces added to Finchley Road pavement	REB	NH
P3	25.04.22	Service access corridor removed and plant room access facilitated via extension of reconfigured residential stair; substation enlarged to suit UKPN requirements; school demise amended, shop fronts reconfigured, glazing added to courtyard, gym store relocated and room names (notional) added	REB	NH
P2	16.03.22	Revisions to levels; expanded plant room for new UKPN substation chamber and switch room	REB	NH
P1	06.12.21	Issued to Client for Concept Design sign-off	REB	NH

Issue Purpose

PRELIMINARY

tp bennett

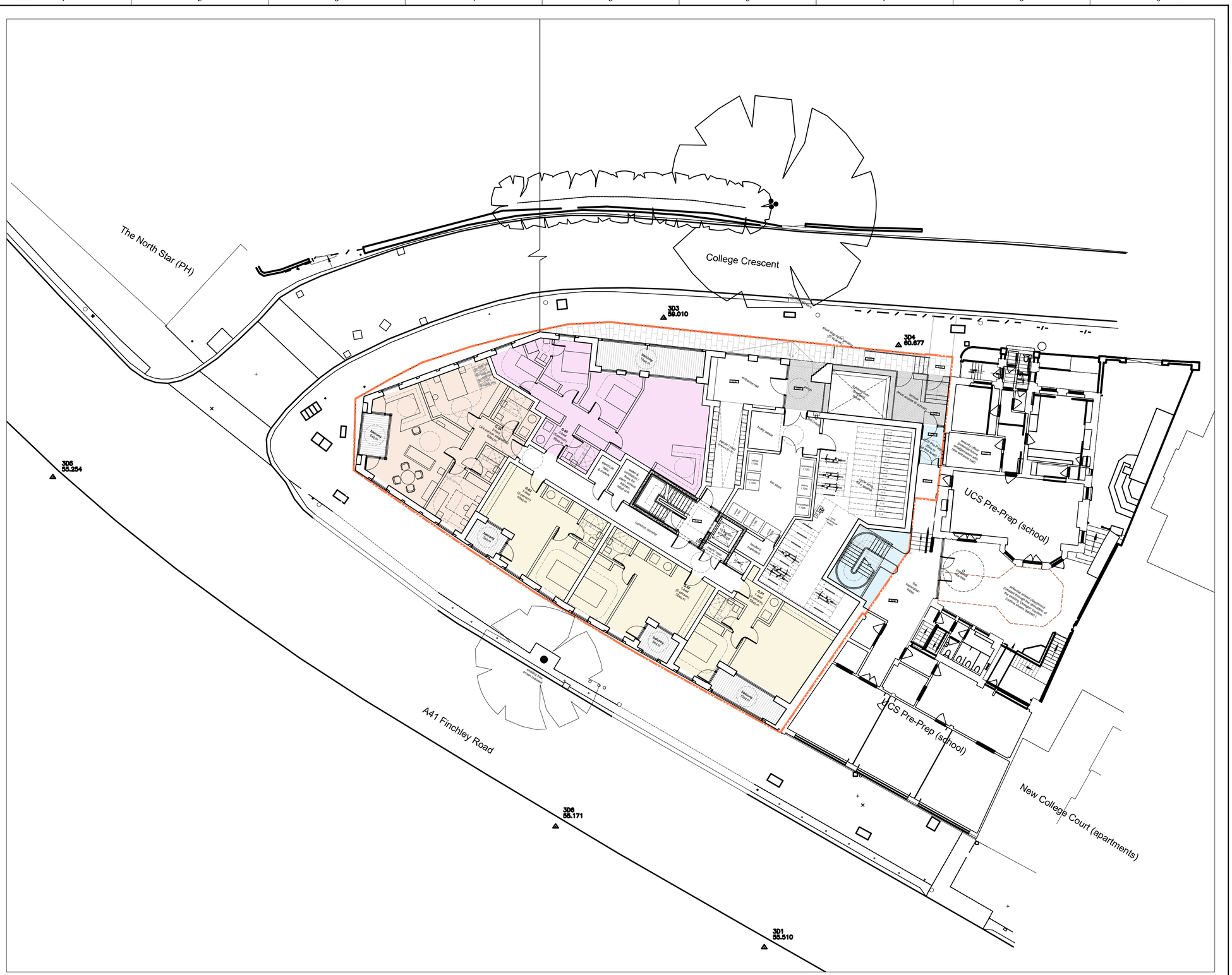
One America Street London SE1 0NE | +44 (0)20 2408 2000 | www.tpbennett.com

Project
PFS Site, 104a Finchley Road
London NW3 5EY
(inc. adjacent UCS pre-prep)

Drawing Title
Lower Ground Floor Plan
Proposed

Drawn	Date	Scale @ A2	Alt. Ref.
REB	NOV' 2021	1:200	

tp bennett Project No.	Drawing Number	Rev
A12003	D 0099	P6



NOTES:

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. THEY MAY VARY BECAUSE OF (EG) SURVEY, DESIGN DEVELOPMENT, CONSTRUCTION TOLERANCES, STATUTORY REQUIREMENTS OR RE-DEFINITION OF THE AREAS TO BE MEASURED.

KEY PLAN:

Rev.	Date	Comment	Drawn	Checked
P5	06.06.22	90min fire separation lobby to school relocated to LG floor; red line boundary change; Finchley Road street tree shown crown-reduced	REB	NH
P4	26.05.22	Windows amended to counter overheating potential; dry risers (DR) added; electrical riser relocated; smoke shafts enlarged for non-mechanical ventilation; apartment layouts amended and apartment utility cupboards added; CCTV [inner] room relocated from cycle store to basement; dropped kerb located on College Crescent for refuse collection; cycle provision increased; school staircase reconfigured; 90min fire separation lobby added to existing school	REB	NH
P3	25.04.22	Further revisions to access strategy & levels to account for steep slope of College Crescent (external hard landscape); residential stair & lift core and adjacent risers reconfigured to facilitate access to lower ground floor	REB	NH
P2	16.03.22	Revisions to access strategy & levels to account for steep slope of College Crescent (entrance hall / refuse store / cycle store / post); rationalised party wall line with UCS Pre-Prep	REB	NH
P1	06.12.21	Issued to Client for Concept Design sign-off	REB	NH

Issue Purpose

PRELIMINARY

tp bennett

One America Street London SE1 0NE | +44 (0)20 2408 2000 | www.tpbennett.com

Project

PFS Site, 104a Finchley Road
London NW3 5EY
(inc. adjacent UCS pre-prep)

Drawing Title

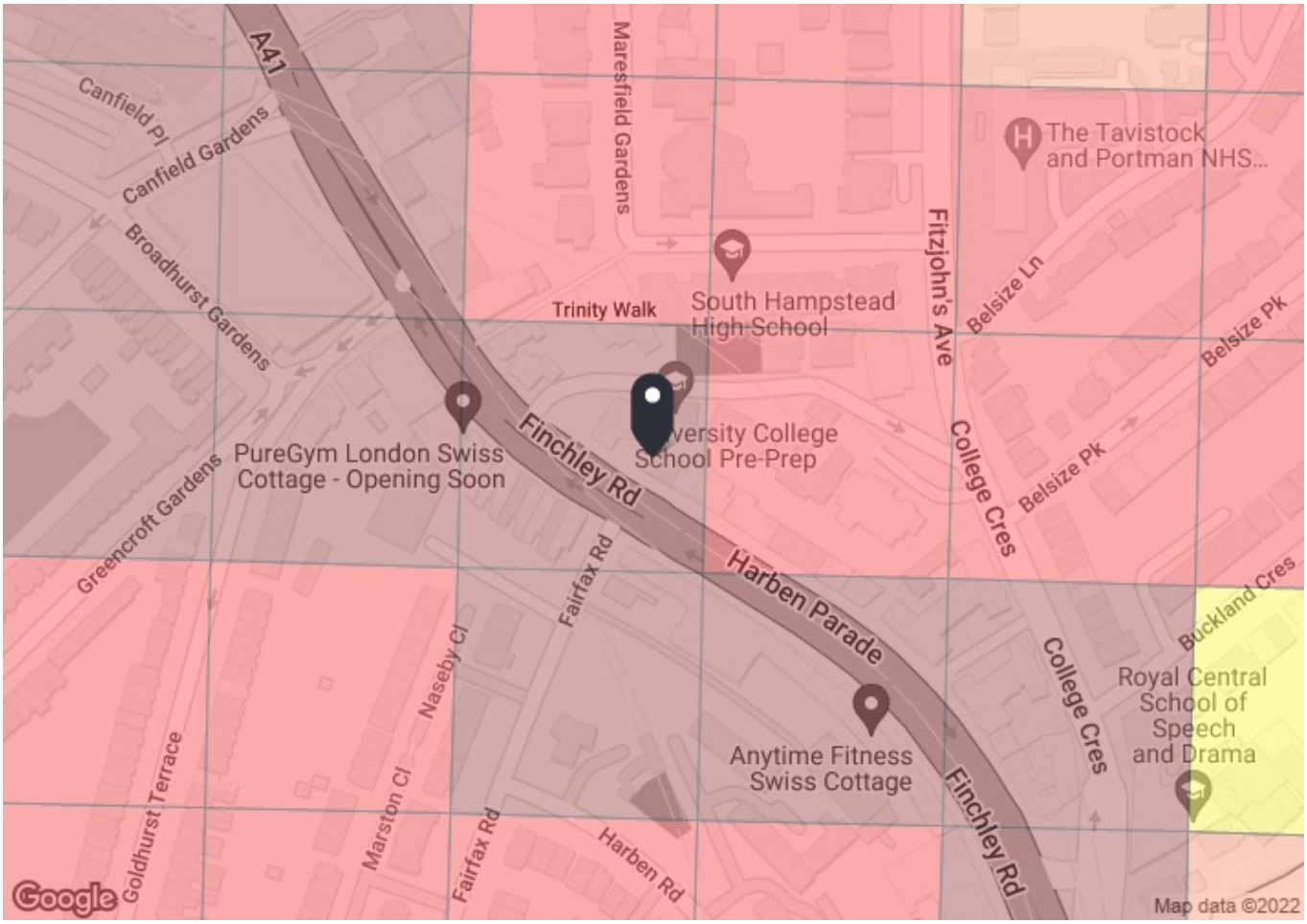
Upper Ground Floor Plan
Proposed

Drawn	Date	Scale @ A2	Alt. Ref.
REB	NOV' 2021	1:200	

tp bennett Project No.	Drawing Number	Rev
A12003	D 0100	P5

APPENDIX C
TfL PTAL Output File

TRANSPORT FOR LONDON



PTAL output for 2021 (Forecast)
6b

NW3 5EY
Finchley Rd, South Hampstead, London NW3 5EY, UK
Easting: 526475, Northing: 184540

Grid Cell: 101434

Report generated: 18/05/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FINCHLEY RD STN S/B	C11	188.45	7.76	2.36	5.86	8.22	3.65	0.5	1.82
Bus	FINCHLEY RD STN S/B	113	188.45	7.24	2.36	6.14	8.5	3.53	0.5	1.77
Bus	FINCHLEY RD STN S/B	82	188.45	9.06	2.36	5.31	7.67	3.91	1	3.91
Bus	FINCHLEY RD STN S/B	13	188.45	8.28	2.36	5.62	7.98	3.76	0.5	1.88
Bus	FINCHLEY RD STN S/B	268	188.45	5.18	2.36	7.8	10.15	2.95	0.5	1.48
Bus	FINCHLEY RD STN S/B	187	188.45	5.69	2.36	7.27	9.63	3.12	0.5	1.56
Bus	FAIRFAX RD FINCHLEY RD	31	341	10.35	4.26	4.9	9.16	3.27	0.5	1.64
Bus	SWISS COTTAGE COLLEGE CR	46	341.32	6.21	4.27	6.83	11.1	2.7	0.5	1.35
Rail	Finchley Road & Frognal	'CLPHMJC-STFDNLL '	668.92	4	8.36	8.25	16.61	1.81	1	1.81
Rail	Finchley Road & Frognal	'STFDNLL-CLPHMJC '	668.92	4	8.36	8.25	16.61	1.81	0.5	0.9
Rail	Finchley Road & Frognal	'RICHNLL-STFDNLL '	668.92	4	8.36	8.25	16.61	1.81	0.5	0.9
Rail	Finchley Road & Frognal	'STFDNLL-RICHNLL '	668.92	4	8.36	8.25	16.61	1.81	0.5	0.9
LUL	Finchley Road	'WembleyPark-Stratfo '	226.55	7	2.83	5.04	7.87	3.81	0.5	1.91
LUL	Finchley Road	'Stratford-Willesden '	226.55	7.63	2.83	4.68	7.51	3.99	0.5	2
LUL	Finchley Road	'Stanmore-Stratford '	226.55	20.34	2.83	2.22	5.06	5.93	1	5.93
LUL	Finchley Road	'AMRSHM-ALDGT F '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'AMRSHM-ALDGT SF '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'ALDGT-AMRSHM S '	226.55	4	2.83	8.25	11.08	2.71	0.5	1.35
LUL	Finchley Road	'CHSHM-ALDGT F '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'ALDGT-CHSHM S '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'UXBRDG-ALDGT SF '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'ALDGT-UXBRDG S '	226.55	6	2.83	5.75	8.58	3.5	0.5	1.75
LUL	Finchley Road	'BKRST-UXBRDG S '	226.55	6	2.83	5.75	8.58	3.5	0.5	1.75
LUL	Finchley Road	'UXBRDG-BKRST SF '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'BKRST-CRXLY S '	226.55	4	2.83	8.25	11.08	2.71	0.5	1.35
LUL	Finchley Road	'WATFDJ-ALDGT S '	226.55	4	2.83	8.25	11.08	2.71	0.5	1.35
LUL	Finchley Road	'WATFDJ-BKRST SF '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
LUL	Finchley Road	'BKRST-WATFDJ S '	226.55	2	2.83	15.75	18.58	1.61	0.5	0.81
Rail	South Hampstead	'WATFJDC-EUSTON '	737.78	3	9.22	10.75	19.97	1.5	0.5	0.75
Rail	South Hampstead	'EUSTON-WATFJDC '	737.78	3	9.22	10.75	19.97	1.5	0.5	0.75
									Total Grid Cell AI:	**45.29**

APPENDIX D
TRICS Assessment; Existing PFS, Vehicles Only

Calculation Reference: AUDIT-711001-180328-0355

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : A - PETROL FILLING STATIONS
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BK	BARKING	1 days
	HO	HOUNSLOW	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: Filling bays
Actual Range: 8 to 8 (units:)
Range Selected by User: 6 to 11 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 11/10/14

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

Selected survey days:

Friday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2

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

Secondary Filtering selection:

Use Class:

Sui Generis	2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	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:

125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

2 Poor	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BK-13-A-01	MURCO		BARKING
	HIGH ROAD			
	CHADWELL HEATH			
	ROMFORD			
	Edge of Town			
	Residential Zone			
	Total Filling bays:		8	
	Survey date: SATURDAY		*11/10/14*	*Survey Type: MANUAL*
2	HO-13-A-01	TEXACO		HOUNSLOW
	1 GREAT WEST ROAD			
	HOUNSLOW			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Filling bays:		8	
	Survey date: FRIDAY		*18/05/12*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
VEHICLES
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	1	8	0.250	1	8	0.250	1	8	0.500
06:00 - 07:00	2	8	1.813	2	8	1.750	2	8	3.562
07:00 - 08:00	2	8	3.875	2	8	3.688	2	8	7.563
08:00 - 09:00	2	8	5.625	2	8	5.563	2	8	11.187
09:00 - 10:00	2	8	4.688	2	8	4.688	2	8	9.376
10:00 - 11:00	2	8	5.250	2	8	5.000	2	8	10.250
11:00 - 12:00	2	8	6.188	2	8	6.313	2	8	12.500
12:00 - 13:00	2	8	7.375	2	8	7.250	2	8	14.625
13:00 - 14:00	2	8	7.313	2	8	7.313	2	8	14.624
14:00 - 15:00	2	8	6.375	2	8	6.500	2	8	12.875
15:00 - 16:00	2	8	7.188	2	8	7.063	2	8	14.250
16:00 - 17:00	2	8	6.750	2	8	6.875	2	8	13.625
17:00 - 18:00	2	8	7.750	2	8	7.688	2	8	15.438
18:00 - 19:00	2	8	8.500	2	8	8.375	2	8	16.875
19:00 - 20:00	2	8	6.500	2	8	7.188	2	8	13.688
20:00 - 21:00	2	8	4.875	2	8	4.250	2	8	9.125
21:00 - 22:00	2	8	2.563	2	8	3.000	2	8	5.562
22:00 - 23:00	1	8	2.500	1	8	2.375	1	8	4.875
23:00 - 24:00									
Total Rates:			95.375			95.125			190.500

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:	8 - 8 (units:)
Survey date date range:	01/01/09 - 11/10/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
TAXIS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	1	8	0.000	1	8	0.000	1	8	0.000
06:00 - 07:00	2	8	0.000	2	8	0.000	2	8	0.000
07:00 - 08:00	2	8	0.000	2	8	0.000	2	8	0.000
08:00 - 09:00	2	8	0.000	2	8	0.000	2	8	0.000
09:00 - 10:00	2	8	0.063	2	8	0.063	2	8	0.124
10:00 - 11:00	2	8	0.063	2	8	0.063	2	8	0.124
11:00 - 12:00	2	8	0.063	2	8	0.063	2	8	0.124
12:00 - 13:00	2	8	0.000	2	8	0.000	2	8	0.000
13:00 - 14:00	2	8	0.063	2	8	0.063	2	8	0.124
14:00 - 15:00	2	8	0.000	2	8	0.000	2	8	0.000
15:00 - 16:00	2	8	0.063	2	8	0.063	2	8	0.124
16:00 - 17:00	2	8	0.063	2	8	0.063	2	8	0.124
17:00 - 18:00	2	8	0.000	2	8	0.000	2	8	0.000
18:00 - 19:00	2	8	0.188	2	8	0.188	2	8	0.376
19:00 - 20:00	2	8	0.063	2	8	0.063	2	8	0.124
20:00 - 21:00	2	8	0.063	2	8	0.000	2	8	0.062
21:00 - 22:00	2	8	0.063	2	8	0.125	2	8	0.187
22:00 - 23:00	1	8	0.125	1	8	0.125	1	8	0.250
23:00 - 24:00									
Total Rates:			0.871			0.872			1.743

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:	8 - 8 (units:)
Survey date date range:	01/01/09 - 11/10/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
OGVS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	1	8	0.000	1	8	0.000	1	8	0.000
06:00 - 07:00	2	8	0.000	2	8	0.000	2	8	0.000
07:00 - 08:00	2	8	0.125	2	8	0.063	2	8	0.187
08:00 - 09:00	2	8	0.063	2	8	0.125	2	8	0.187
09:00 - 10:00	2	8	0.125	2	8	0.125	2	8	0.250
10:00 - 11:00	2	8	0.063	2	8	0.063	2	8	0.124
11:00 - 12:00	2	8	0.063	2	8	0.063	2	8	0.124
12:00 - 13:00	2	8	0.250	2	8	0.250	2	8	0.500
13:00 - 14:00	2	8	0.125	2	8	0.125	2	8	0.250
14:00 - 15:00	2	8	0.000	2	8	0.000	2	8	0.000
15:00 - 16:00	2	8	0.063	2	8	0.063	2	8	0.124
16:00 - 17:00	2	8	0.000	2	8	0.000	2	8	0.000
17:00 - 18:00	2	8	0.063	2	8	0.063	2	8	0.124
18:00 - 19:00	2	8	0.000	2	8	0.000	2	8	0.000
19:00 - 20:00	2	8	0.125	2	8	0.125	2	8	0.250
20:00 - 21:00	2	8	0.000	2	8	0.000	2	8	0.000
21:00 - 22:00	2	8	0.000	2	8	0.000	2	8	0.000
22:00 - 23:00	1	8	0.125	1	8	0.125	1	8	0.250
23:00 - 24:00									
Total Rates:			1.185			1.185			2.370

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.*

Parameter summary

Trip rate parameter range selected:	8 - 8 (units:)
Survey date date range:	01/01/09 - 11/10/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
PSVS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	1	8	0.000	1	8	0.000	1	8	0.000
06:00 - 07:00	2	8	0.000	2	8	0.000	2	8	0.000
07:00 - 08:00	2	8	0.000	2	8	0.000	2	8	0.000
08:00 - 09:00	2	8	0.000	2	8	0.000	2	8	0.000
09:00 - 10:00	2	8	0.000	2	8	0.000	2	8	0.000
10:00 - 11:00	2	8	0.000	2	8	0.000	2	8	0.000
11:00 - 12:00	2	8	0.000	2	8	0.000	2	8	0.000
12:00 - 13:00	2	8	0.000	2	8	0.000	2	8	0.000
13:00 - 14:00	2	8	0.063	2	8	0.000	2	8	0.062
14:00 - 15:00	2	8	0.000	2	8	0.063	2	8	0.062
15:00 - 16:00	2	8	0.000	2	8	0.000	2	8	0.000
16:00 - 17:00	2	8	0.063	2	8	0.063	2	8	0.124
17:00 - 18:00	2	8	0.000	2	8	0.000	2	8	0.000
18:00 - 19:00	2	8	0.000	2	8	0.000	2	8	0.000
19:00 - 20:00	2	8	0.000	2	8	0.000	2	8	0.000
20:00 - 21:00	2	8	0.000	2	8	0.000	2	8	0.000
21:00 - 22:00	2	8	0.000	2	8	0.000	2	8	0.000
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00									
Total Rates:			0.124			0.124			0.248

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:	8 - 8 (units:)
Survey date date range:	01/01/09 - 11/10/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
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 13 - PETROL FILLING STATIONS/A - PETROL FILLING STATIONS
CYCLISTS
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	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	1	8	0.000	1	8	0.000	1	8	0.000
06:00 - 07:00	2	8	0.000	2	8	0.000	2	8	0.000
07:00 - 08:00	2	8	0.000	2	8	0.000	2	8	0.000
08:00 - 09:00	2	8	0.000	2	8	0.000	2	8	0.000
09:00 - 10:00	2	8	0.000	2	8	0.000	2	8	0.000
10:00 - 11:00	2	8	0.000	2	8	0.000	2	8	0.000
11:00 - 12:00	2	8	0.000	2	8	0.000	2	8	0.000
12:00 - 13:00	2	8	0.000	2	8	0.000	2	8	0.000
13:00 - 14:00	2	8	0.000	2	8	0.000	2	8	0.000
14:00 - 15:00	2	8	0.000	2	8	0.000	2	8	0.000
15:00 - 16:00	2	8	0.000	2	8	0.000	2	8	0.000
16:00 - 17:00	2	8	0.000	2	8	0.000	2	8	0.000
17:00 - 18:00	2	8	0.000	2	8	0.000	2	8	0.000
18:00 - 19:00	2	8	0.000	2	8	0.000	2	8	0.000
19:00 - 20:00	2	8	0.000	2	8	0.000	2	8	0.000
20:00 - 21:00	2	8	0.000	2	8	0.000	2	8	0.000
21:00 - 22:00	2	8	0.000	2	8	0.000	2	8	0.000
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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:	8 - 8 (units:)
Survey date date range:	01/01/09 - 11/10/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
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.

APPENDIX E

TRICS Assessment; Proposed Mixed Residential, Multi-Modal

Calculation Reference: AUDIT-711001-220614-0643

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	2 days
	GR	GREENWICH	2 days
	SK	SOUTHWARK	1 days

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

Primary 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: No of Dwellings
Actual Range: 122 to 584 (units:)
Range Selected by User: 40 to 1751 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 25/11/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	1
Built-Up Zone	1
High Street	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:

C3	5 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 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	3 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	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:

Yes	5 days

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

PTAL Rating:

5 Very Good	1 days
6a Excellent	4 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BT-03-M-01 BLOCK OF FLATS BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 284
Survey date: WEDNESDAY *03/06/15* *Survey Type: MANUAL*

2 BT-03-M-02 BLOCK OF FLATS BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 232
Survey date: MONDAY *18/05/15* *Survey Type: MANUAL*

3 GR-03-M-01 BLOCKS OF FLATS GREENWICH
GREENWICH HIGH ROAD
GREENWICH

Town Centre
High Street
Total No of Dwellings: 226
Survey date: TUESDAY *25/11/14* *Survey Type: MANUAL*

4 GR-03-M-03 BLOCKS OF FLATS GREENWICH
SANDY HILL ROAD
WOOLWICH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 584
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

5 SK-03-M-02 BLOCKS OF FLATS SOUTHWARK
WOOD'S ROAD
PECKHAM

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 122
Survey date: THURSDAY *22/11/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 6.71

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	290	0.015	5	290	0.037	5	290	0.052
08:00 - 09:00	5	290	0.037	5	290	0.084	5	290	0.121
09:00 - 10:00	5	290	0.041	5	290	0.043	5	290	0.084
10:00 - 11:00	5	290	0.030	5	290	0.041	5	290	0.071
11:00 - 12:00	5	290	0.027	5	290	0.045	5	290	0.072
12:00 - 13:00	5	290	0.032	5	290	0.041	5	290	0.073
13:00 - 14:00	5	290	0.030	5	290	0.029	5	290	0.059
14:00 - 15:00	5	290	0.035	5	290	0.044	5	290	0.079
15:00 - 16:00	5	290	0.046	5	290	0.035	5	290	0.081
16:00 - 17:00	5	290	0.044	5	290	0.033	5	290	0.077
17:00 - 18:00	5	290	0.057	5	290	0.037	5	290	0.094
18:00 - 19:00	5	290	0.049	5	290	0.036	5	290	0.085
19:00 - 20:00	5	290	0.063	5	290	0.038	5	290	0.101
20:00 - 21:00	5	290	0.043	5	290	0.026	5	290	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.549			0.569			1.118

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:	122 - 584 (units:)
Survey date date range:	01/01/14 - 25/11/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.00

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	290	0.071	5	290	0.309	5	290	0.380
08:00 - 09:00	5	290	0.131	5	290	0.612	5	290	0.743
09:00 - 10:00	5	290	0.172	5	290	0.244	5	290	0.416
10:00 - 11:00	5	290	0.131	5	290	0.180	5	290	0.311
11:00 - 12:00	5	290	0.158	5	290	0.217	5	290	0.375
12:00 - 13:00	5	290	0.168	5	290	0.211	5	290	0.379
13:00 - 14:00	5	290	0.161	5	290	0.183	5	290	0.344
14:00 - 15:00	5	290	0.175	5	290	0.220	5	290	0.395
15:00 - 16:00	5	290	0.310	5	290	0.211	5	290	0.521
16:00 - 17:00	5	290	0.302	5	290	0.190	5	290	0.492
17:00 - 18:00	5	290	0.376	5	290	0.184	5	290	0.560
18:00 - 19:00	5	290	0.404	5	290	0.182	5	290	0.586
19:00 - 20:00	5	290	0.334	5	290	0.169	5	290	0.503
20:00 - 21:00	5	290	0.258	5	290	0.113	5	290	0.371
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.151			3.225			6.376

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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