



B&Q site, Cricklewood Lane, Cricklewood  
Proposed residential led development

## **TRANSPORT ASSESSMENT**

**Prepared by: Entran Ltd**

**On behalf of: Montreaux Cricklewood Developments Ltd**

DATE: July 2020



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Revision	Date	Notes	Author	Checked	Approved
V1	Jul 2020	DRAFT	LL	RLF	RAF
V2	July 2020	Issue	RAF	RLF	RGW

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## EXECUTIVE SUMMARY

This Transport Assessment (TA) has been prepared by Entran Ltd in support of an outline planning application for a residential led, mixed-use development of up to 1100 new homes and 1200m<sup>2</sup> of complimentary commercial and community uses on land at Cricklewood Lane, Cricklewood.

This TA has been prepared alongside a Transport Implementation Strategy which provides the opportunity to reduce dependence on travel by private car and seeks to influence travel to and from the Proposed Development rather than merely assessing its impact.

The Site is currently in use as a mixed retail park.

The development comprises the construction of up to 1100 residential dwellings and 1200m<sup>2</sup> of flexible A3/B1/D1/D2 non-residential use at ground floor. The Proposed Development includes new public realm including pedestrian and cycle routes as well as a new public square and landscape enhancements. The proposed development will provide car parking spaces for 10% of the residential dwellings, of which 3% will be for disabled drivers from the outset. Operational car parking will be provided for the non-residential units. Electric Vehicle Charging Points will be installed in accordance with TfL and LBB requirements. Secure cycle parking will be provided in accordance with London Plan standards.

The Proposed Development will remove an existing vehicle access from Cricklewood Lane to the benefit of pedestrians and cyclists, and highway safety in general. The Proposed Development will take vehicle access from Depot Approach, a private access road.

All roads surrounding the site are subject to existing waiting restrictions, including a number of controlled parking zones. There is therefore no opportunity for the proposed development to displace any parking onto the public highway or surrounding streets.

Bus stops within easy walking distance of the site are served by high frequency bus services operating throughout the day and night.

The closest station is Cricklewood Station, less that two minutes' walk from the Site.

An audit of existing pedestrian and cycle facilities within the Active Travel Zone found no significant barriers that would deter or prevent walking and cycling as a primary mode of transport.

The evidence shows that the site is highly accessible by foot, by bike, by bus or using rail services. The introduction a new, direct route through the Site for pedestrians and cyclists will increase the site's PTAL rating (as well as that of land to the north-west) and further and reduce travel times to key employment, retail, health and leisure facilities. The site is clearly well placed to promote travel by sustainable modes of transport and reduce reliance on the private car. The residents of the proposed development will have a genuine and viable choice of modes of travel.

The residents of the new development will benefit from a Car Club so that those households who do not own a vehicle will still have access to one as and when they may need one for essential journeys.

An assessment of travel by different modes shows that the proposed development will result in a material reduction in peak hour and daily vehicle trips. The net result will be an improvement in local highway conditions.

The multi-modal assessment forecasts that 36% of daily trips would be on foot, followed by 17% by bus and 15% by rail. Journeys by car would only represent 14% of person trips. The Framework Travel Plan would provide an opportunity to increase the number of cyclists, bus passengers and car-sharers and decrease the levels of single car occupancy further still.

The development will be supported by a three-part Transport Implementation Strategy comprising the Framework Travel Plan (FTP), Construction Logistics Plan (CLP) and Delivery & Servicing Plan (DSP). Final versions will be prepared (prior to commencement and occupation respectively) in partnership with LBB and TfL.

The provision of new homes and employment at Cricklewood Lane offers an opportunity to enhance this area with no material effect on transport and should be supported by the local highway authorities.



## 1. INTRODUCTION

- 1.1. This Transport Assessment (TA) has been prepared by Entrant Ltd in support of an outline planning application for residential led, mixed-use development of up to 1100 new homes and 1200m<sup>2</sup> of complimentary commercial and community uses on land at Cricklewood Lane, Cricklewood. Full details of the proposed development are contained in section 4 of this report.
- 1.2. The Site falls within the jurisdiction of the London Borough of Barnet (LBB) who are the local planning authority and the local highway authority.
- 1.3. Pre-application discussions have been held with LBB officers and Councillors. This TA has been developed to take account of the comments received, as well as current local and national guidance.
- 1.4. In preparing this report, we have made reference to the Transport for London (TfL) Borough Planning Team transport assessment best practice guidance (TABPG).
- 1.5. Guidance published by the DfT and the DCLG in 2007 provided advice on the content and preparation of Transport Assessments and Transport Statements. It also assisted stakeholders to determine whether an assessment may be required and, if so, what the level and scope of the assessment should be.
- 1.6. The original national guidance on the assessment of traffic implications associated with development proposals was contained in the “Guidelines for Traffic Impact Assessment” published by the Institute of Highways and Transportation (IHT) in 1994. Since the IHT guidelines were produced, there has been a significant change in Government policy and general guidance regarding improved sustainability in transport. The fundamental difference between TAs and the old TIAs is that TAs seek to influence modes of travel and assess person-trips rather than vehicle trips, whereas TIAs were based on the principles of “predict and provide” for the private car.
- 1.7. The 2007 document brought the guidance on transport assessment up to date with these changes in Government policy, and expanded it to address the assessment of the potential implications of development proposals on the entire transport system. The TABPG guidance builds on that produced by the DfT and relates specifically to London planning and transport policy objectives.
- 1.8. In 2014 DCLG published a suite of Planning Practice Guidance including advice entitled “Travel plans, transport assessments and statements in decision taking”. The 2014 TfL guidance sits alongside the current government guidance on the transport related effects of development.
- 1.9. In 2017 TfL published the Mayor’s Healthy Streets Approach, prioritising walking, cycling and public transport to create a healthy city.
- 1.10. The combined TfL guidance reflects central government guidance on transport assessments but is specific to the transport needs of London.

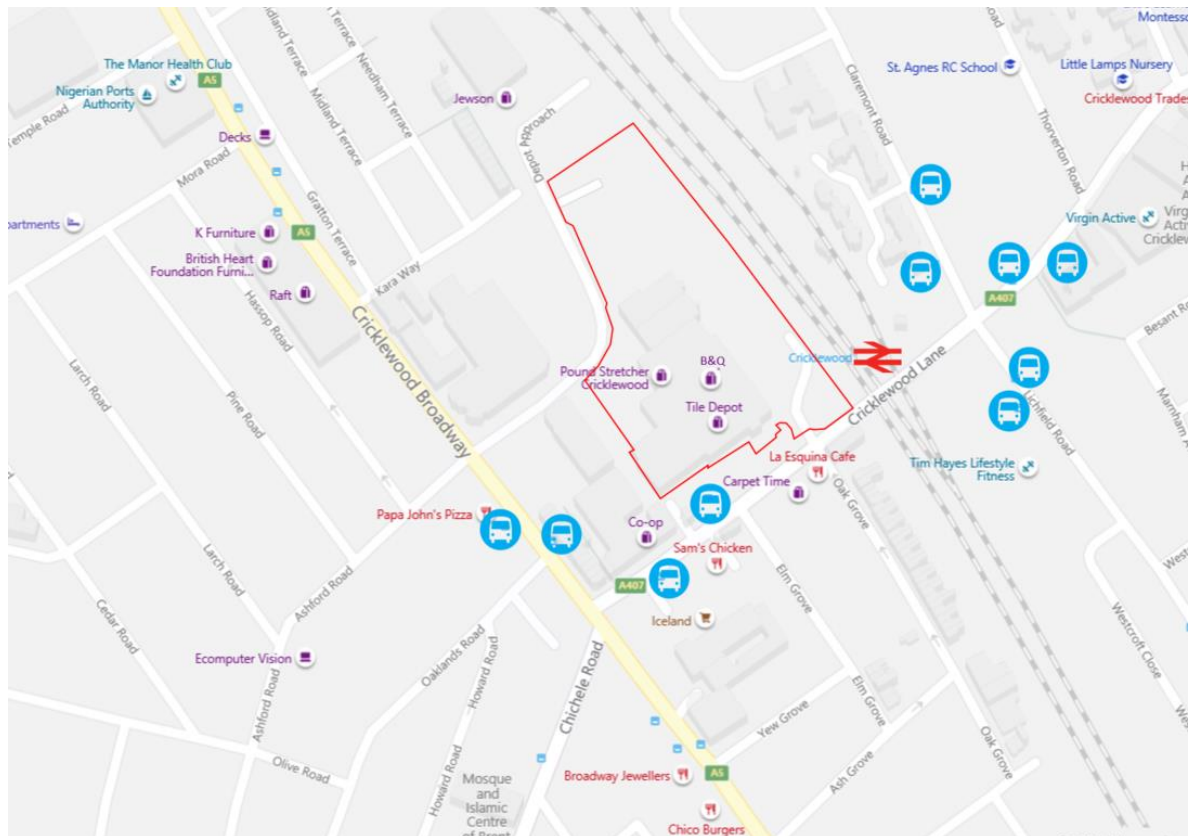
### Report layout

- 1.11. Section 2 of this report provides a description of the site and its location. Section 3 then describes the local transport network including the road network, bus provision, pedestrian and cycle facilities and rail station locations.
- 1.12. Section 4 describes the development proposals, including means of access and proposed public realm improvements. Section 5 describes an analysis of car and cycle parking demand. Section 6 summarises the three-part Transport Implementation Strategy which will provide a package of measures to management and regulate the movement strategy during the construction and operational phases. Section 7 summarises the Framework Travel Plan while sections 8 and 9 outline the Delivery and Servicing Plan and Construction Management Plan. Section 10 comprises a Healthy Streets Assessment of the existing and proposed streets surrounding the Site. Section 11 includes an analysis of travel by different modes to the Proposed Development and Section 12 assesses the net effect of the development proposals on the transport network. Section 13 summarises the proposed transport improvements to be delivered by the Proposed Development and Section 14 provides a summary of this Transport Assessment and draws conclusions from its findings.

## 2. SITE LOCATION AND DESCRIPTION

- 2.1. The Site is located to the west of Cricklewood Station in the heart of Cricklewood. The Site fronts onto Cricklewood Green which abuts Cricklewood Lane on the Site's south-eastern boundary. The Site's north-eastern boundary is formed by the rail line leading from Cricklewood Station towards Brent Cross. The north-western boundary adjoins a surface level private car park (Beacon Bingo) and the south-eastern boundary adjoins private road, Depot Approach and an adjacent commercial site which benefits from an extant planning permission for residential development. The site location is shown below in Figure 2.1.

**Figure 2.1 – Location Plan**



- 2.2. The Site is currently occupied by a retail warehouse (use class A1) owned and operated by B&Q. Two additional smaller retail warehouse units (Poundstretcher and Tile Depot) adjoin B&Q. The combined gross floor area (GFA) of the existing retail units is 7,990m<sup>2</sup>. The existing Site use incorporates a car park with 470 car parking spaces. The Site has three vehicular accesses, one of which joins Cricklewood Lane (A407) whereas the other two join Depot Approach. The Cricklewood Lane access is a priority junction with a narrow ghost right-turn lane for drivers turning right into the Site, and a restricted-movements layout preventing right turns out of the Site. The two accesses onto Depot Approach comprise the service access and a second access into the car park. The service access takes the form of a wide bellmouth (to allow for large service vehicles) with gates at the back edge of the pedestrian footway. The service yard serves all three retail units situated within the Site. The car park entrance on Depot Approach is another wide bellmouth with entry and exit lanes divided by a central splitter island. The entry and exits are gated, and signage indicates that the private car park is for customer use with a maximum stay of three hours.
- 2.3. Site investigation indicates that 'We buy any car, Cricklewood' also trades from the Site and photographic evidence (Aug '14 - Jan '20) shows the small temporary office has been located within the car park for at least five years. In addition, 'The Lunch Box' is a mobile catering van which is also located within the car park.

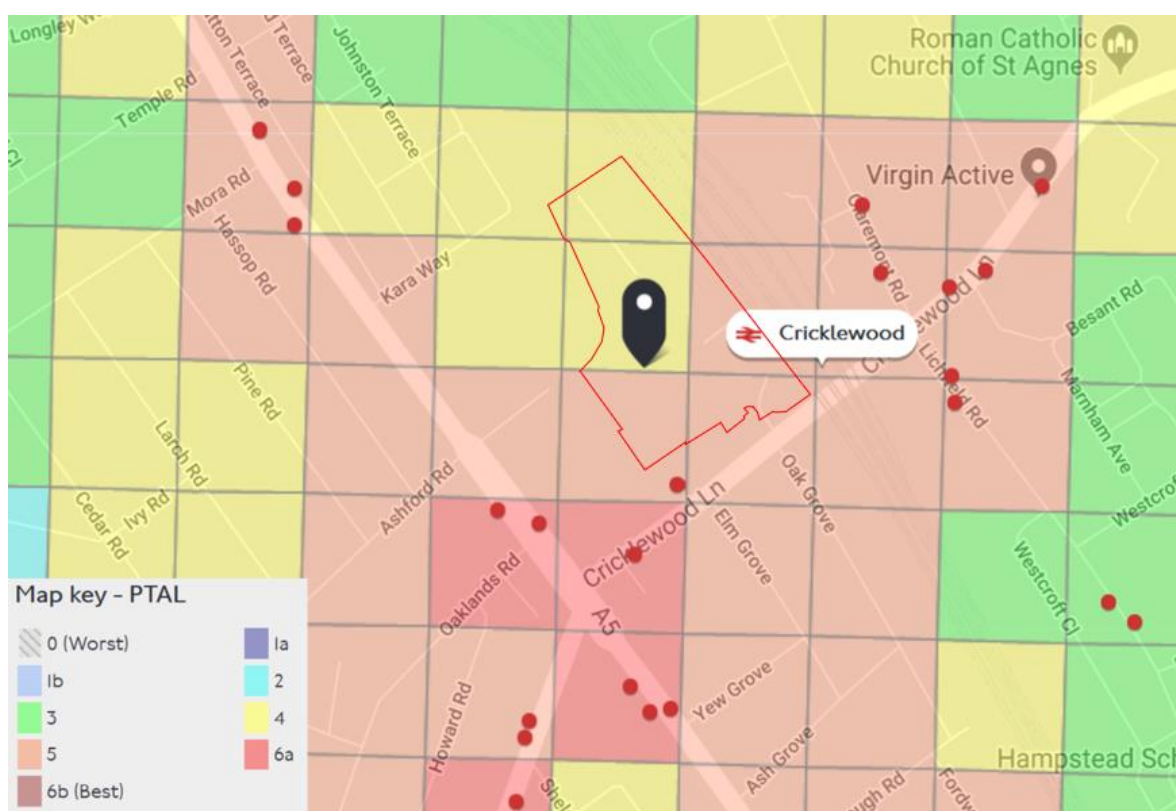


### 3. LOCAL TRANSPORT NETWORK

#### General

- 3.1. The site is located in an area with a 2011 PTAL rating of 4/5. The PTAL rating for the site takes into account the time taken to access the public transport networks and includes:
- The walk time to various public transport services
  - The average waiting time for each service
  - The reliability of each service
- 3.2. The methodology is based on a walk speed of 4.8km/hr (80m/min) and considers rail stations within a 12 minute walk (960m) of a site and bus stops within an 8 minute walk (640m). PTAL is categorised into six levels from 1 to 6 where 1 represents a low level of accessibility and 6 a high level. A 2011 baseline PTAL contour plan is included below as Figure 3.1.

**Figure 3.1 – PTAL contour plan (2011 base)**



- 3.3. Figure 3.1 illustrates that the section of the Site that fronts onto Cricklewood Lane has a PTAL rating of 5 whereas the 'rear' portion of the Site has a PTAL rating of 4. It is important to recognise that this information is taken from the TfL WebCAT site which shows PTAL ratings in 100m squares. Needless to say, the accessibility of the Site does not adhere to the rectilinear form of these indicative squares, but it is reasonable to conclude that the PTAL score is 5 at the front of the Site and 4 at the rear. The lower PTAL rating at the north-western end of the Site is influenced by the walking distance to Cricklewood Station via Depot Approach. This walking distance would reduce if public access was formally allowed through the Site.
- 3.4. Transport for London describe PTAL 4/5 as a 'Good' level of accessibility, indicating that residents, staff, or visitors in this location would not be solely reliant on travel by private car. This is a suitable location to promote travel by sustainable modes.

- 3.5. Cricklewood Lane (A407) is a local distributor road joining the Cricklewood Broadway (A5) to the south west and Hendon Way (A41) to the north east.
- 3.6. Depot Approach is a private cul-de-sac serving a range of commercial premises including the Site, Beacon Bingo (premises and two car parks), Jewson building supplies, hand car wash, tyre supply and fitting business and a vacant development plot. Each of these businesses attract vehicular traffic in the form of customer cars and large service vehicles.
- 3.7. Depot approach takes access from Cricklewood Broadway (A5) by means of a four-arm signal-controlled junction with yellow hatched box-junction markings.
- 3.8. All service vehicles visiting the Site currently use Depot Approach. Customers arriving at the Site from the north-west generally use Depot Approach. Those arriving and departing to and from the north-east generally use the Cricklewood Lane access. Those arriving from the south have a choice of either access, but the right-turn ban out of the Cricklewood Lane exit means that all those leaving the Site to the south would use Depot Approach.

- 3.9. *NOTE: At the time of preparing this assessment, TfL is working with London Boroughs to create more space for people to safely walk or cycle as London emerges from the coronavirus lockdown. Temporary cycle lanes and wider pavements are among the changes that have been made as part of the 'Streetspace for London' initiative. It is possible that some of the temporary facilities will become permanent, but at the time of writing there is still considerable uncertainty as to the duration of any travel restrictions and the longevity of the Streetspace facilities. For this reason, the baseline conditions reflect the assessment work carried out before the coronavirus pandemic, and any references to future transport improvements relate to committed infrastructure work, outside of the Streetspace initiative.*



#### Pedestrians

- 3.10. Acceptable journey distances on foot vary depending on the purpose of the journey, the environment in which the journey is taking place and of course the individual walking. Prior to being superseded by the National Planning Policy Framework (NPPF), PPG13 suggested that walking offers the greatest potential to replace short car trips for journeys less than 2km. The IHT guide 'Providing for Journeys on Foot' suggests that for commuting a desirable walking distance would be 500m, an acceptable walking distance would be 1km and the preferred maximum walking distance would be 2km, in line with the PPG13 advice. The 2011 Census data for Greater London shows that 32% of journeys to work on foot are over 2km in length. A walking distance of 2 kilometres, and more in some cases, is likely to be realistic for residents or visitors travelling to and from the Site.
- 3.11. Figure 3.2 shows walking radii from the Site, and given that most local services, shops and transport hubs can be found within a 400m radius (5 minute walk), this Site is very well placed to promote travel on foot.

**Figure 3.2 – Pedestrian isochrones.**



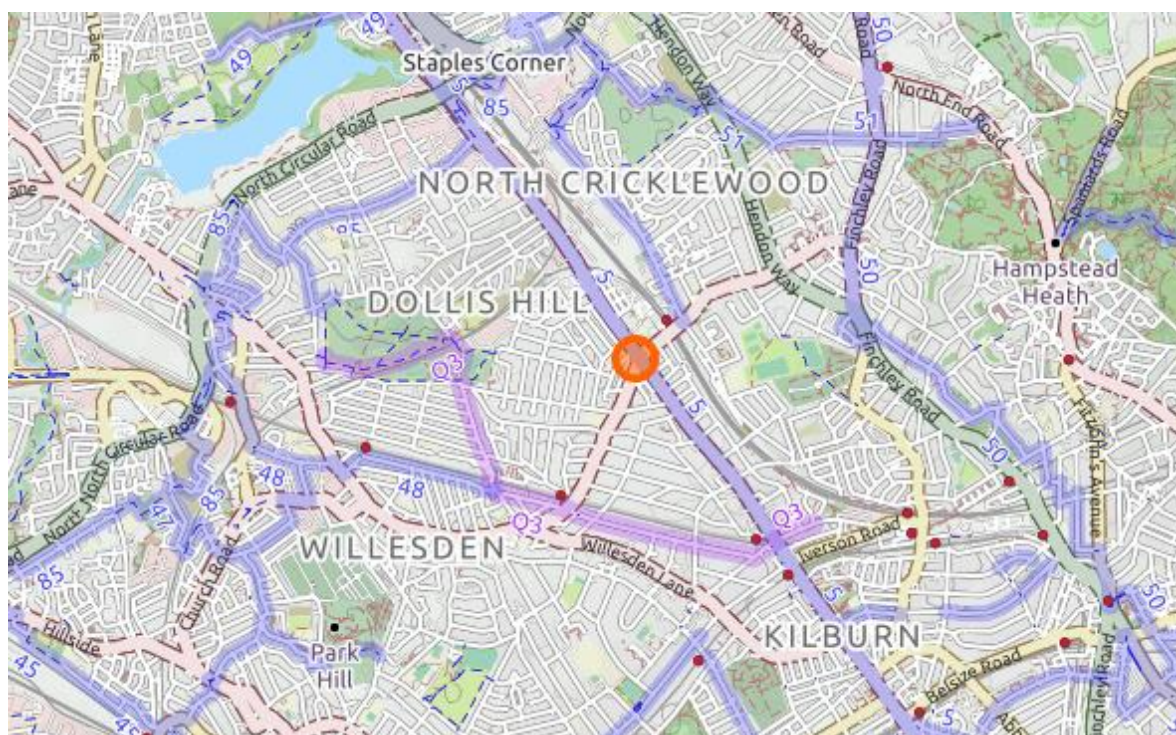
- 3.12. This site benefits from good existing pedestrian facilities. To the east of the Site, Depot Approach joins the Cricklewood Broadway where many shops and services are located. This stretch of Cricklewood Broadway is a heavily trafficked road but with wide footways, street lighting and regular controlled pedestrian crossings along its length, it is suitable for travel on foot.
- 3.13. The junction between Depot Approach and Cricklewood Broadway is signal controlled with pedestrian stages on all four arms. The same applies to the junction between Cricklewood Lane and Cricklewood Broadway, providing safe pedestrian routes to all local shops and services.
- 3.14. Cricklewood Lane on the south-eastern boundary of the Site is another well-lit street with wide footways, joining Cricklewood Broadway to the south-west and passing under the railway bridge and continuing towards Childs Hill to the north-east. There is currently a very wide footway below Cricklewood Green flanking the Northern side of the road, and a 3m footway on its southern side. Cricklewood Lane benefits from three uncontrolled pedestrian crossing islands within the vicinity of the Site and controlled crossings at the junctions with Cricklewood Broadway and Claremont Road.
- 3.15. An audit of pedestrian facilities within the identified Active Travel Zone shows that on the primary pedestrian desire lines are wide and well lit.
- 3.16. The ATZ assessment identified that there is a degree of street furniture 'clutter' on some principal routes, but not to the degree that it results in any unacceptable footway widths.
- 3.17. All footways in the vicinity of the Site are well lit. All pedestrian crossing points across side roads and across primary links, benefit from flush dropped kerbs (max upstand 6mm) and tactile paving.

- 3.18. There are two existing uncontrolled pedestrian crossing points over Cricklewood Lane within the extent of the Site frontage (either side of the existing site access). These have dropped kerbs, tactile paving, central refuges with reflective bollard, and dedicated lighting. The ATZ assessment identified that these refuges are less than 2m wide so whereas they provide a safe refuse for pedestrians they do not cater well for wheelchair users or pedestrians with pushchairs or trolleys.
- 3.19. The Rail line causes a degree of severance for pedestrians wishing to walk north-eastwards from the Site but the route beneath the rail line is lit and the artwork introduced in 2015 makes this a relatively pleasant underpass.
- 3.20. The site is well placed to promote journeys on foot with very few barriers to deter walking as a primary mode of travel.

### Cycle

- 3.21. Specific cycle infrastructure is limited in Cricklewood, but many local roads are suitable for travel by bike. Figure 3.3 indicates the local roads that have been considered suitable for cycling, with the short stretch of Quietway 3 (running between Regent's Park and Gladstone Park) also shown. There are also a number of leisure routes in nearby Hampstead Heath.

**Figure 3.3 – Local Cycle Infrastructure.**



- 3.22. Despite the limited segregated infrastructure, it is very possible to reach a large area within a 20-minute cycle from the Site, as shown in Figure 3.4.



**Figure 3.4 – Cycling isochrones.**



3.23. The site is well placed to promote travel by bike. The 20 minute isochrone illustrated in Figure 3.4 constitutes the Active Travel Zone (ATZ) for cyclists.

Bus

- 3.24. The Site is well placed for travel by bus with two stops serving 8 bus routes within a maximum 300m walk from any part of the Site. Table 3.1 summarises the routes available from Cricklewood Lane, Stop BP to the west of the Site and Cricklewood Broadway, Stop CW south of Site.
- 3.25. Full bus timetables can be found at [www.londonbusroutes.net](http://www.londonbusroutes.net) or [www.tfl.gov.uk/bus/timetable](http://www.tfl.gov.uk/bus/timetable) and are summarised below:

**Table 3.1 –Bus route summary**

No	Details	Duration	Frequency
16	Cricklewood – Kilburn - Victoria	0515-2350	7-8 minutes
32	Edgware - Burnt Oak - Cricklewood - Kilburn	0505-0018	7-8 minutes
226	Ealing - Cricklewood - Pennine Drive - Golders Green	0501-0106	12 minutes
245	Alperton - Cricklewood - Golders Green	0540-0400	12 minutes
260	Golders Green - Cricklewood - White City	0514-0018	12 minutes
316	Cricklewood - Queen's Park - White City	0517-0003	12 minutes
332	Neasden Tesco - Cricklewood - Kilburn - Paddington	0538-0009	10 minutes
632	Kilburn Park - Cricklewood -Grahame Park	0750-0754-0758	3 times per day

- 3.26. Table 3.1 shows that the site benefits from excellent bus provision. The services which stop within easy walking distance of the redevelopment site provide access to a very wide area at a high frequency. Importantly, the frequency is such that those using the bus do not have to schedule their travel according to a timetable but can simply walk to the bus stop and catch the next bus to their destination, usually with a maximum wait of no more than 5 or 6 minutes. This facility makes using the bus for travel to work convenient and attractive.
- 3.27. A detailed map of buses from Cricklewood is included as **Appendix A**. It shows the wide network of routes to locations including Edgware, Finchley, West Hampstead, Kilburn, Willesden, Sudbury and Neasden.

#### Rail

- 3.28. The Site's proximity to Cricklewood Railway Station in fare zone 3 means that it is extremely well placed for travel by rail. A short walk (less than two minutes) along the wide footway in front of Cricklewood Green and under the railway bridge provides a safe and attractive route to the station. Cricklewood Station is served by a 24 hour Thameslink service to London, Wimbledon, Sutton, Luton, and St Albans. The station has a small amount of CCTV monitored Cycle Storage and is served by a number of bus routes. Table 3.2 summarises the services from Cricklewood station.

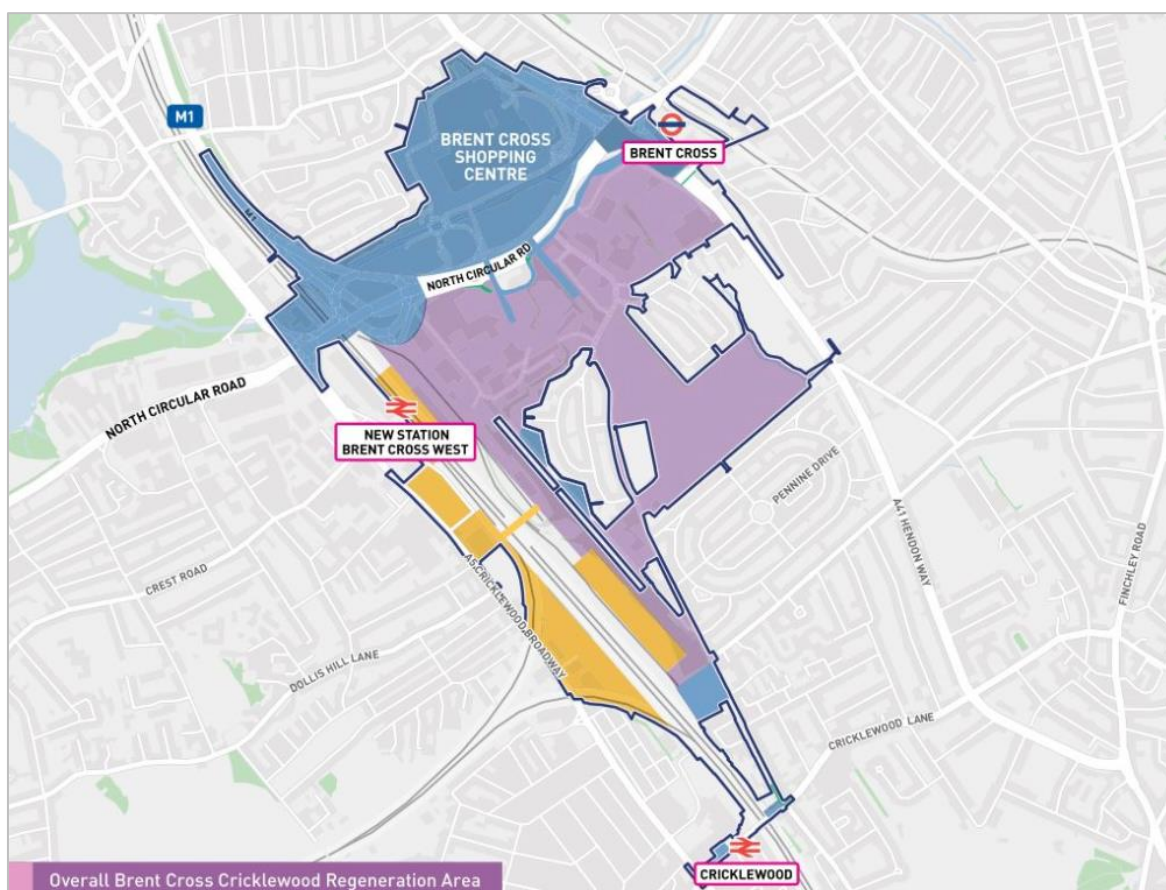
**Table 3.2 – Summary of existing services from Cricklewood station.**

Route	Duration	Frequency	Capacity
Sutton (Surrey)	0456-2330	15 mins	8-12 carriages
Wimbledon	0316-2330	15 mins	8-12 carriages
London Blackfriars	24 hours	15-18 mins	8-12 carriages
St Albans	24 hours	15 mins	8-12 carriages

- 3.29. This shows that at present the trains stopping at Cricklewood Station provide an average of 16 trains per hour (160 carriages), or 288 trains per day (tpd).

- 3.30. Cricklewood Station originally comprised a series of red-brick Victorian buildings with associated forecourt and grounds; however the wider grounds are now used for a separate commercial business (Station House Reclamation) and the ticket hall comprises the westernmost portion of the former station house. The ticket hall has a single counter for ticket purchases but also has a ticket machine. The automatic barriers are compatible with Oyster and contactless payment.
- 3.31. Access to the ticket hall is gained on foot by means of a wide walkway from Cricklewood Lane. This approach was upgraded in 2015 to include extensive planting and distinctive artwork. The subway beneath the rail lines was upgraded in 2014.
- 3.32. The station has cycle parking (Sheffield loop stands) adjacent to the ticket office and further cycle parking installed in 2019 adjacent to the rail bridge.
- 3.33. In May 2020 LBB granted final approval for the new Brent Cross West station, to the north of Cricklewood. Although outline permission had already been granted as part of the Brent Cross regeneration scheme, the LBB planning committee granted planning permission for the new station in May 2020.
- 3.34. The new £40 million station will be located approximately half way between Hendon and Cricklewood stations as shown in Figure 3.5 below.

**Figure 3.5 – Proposed Brent Cross West rail station**



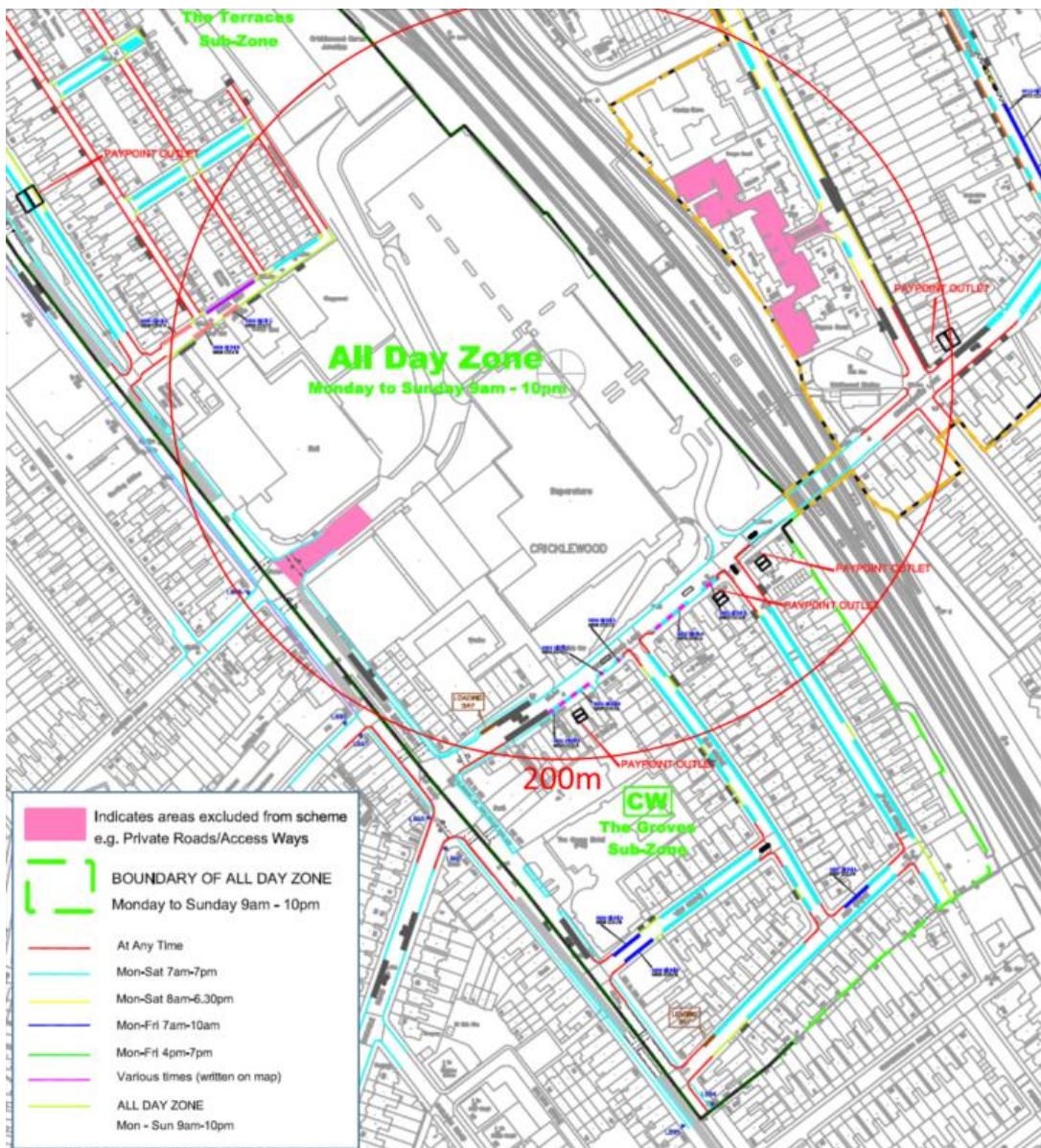
- 3.35. The new station will have four platforms, two of which will be used by slow stopping services. The forecast capacity is a peak of eight trains per hour and an off-peak service of four trains per hour.



Parking controls

- 3.36. All roads within 200m of the Site are either private, and therefore subject to private enforcement, or public highway and subject to waiting restrictions or Controlled Parking Zones (CPZ). The Site falls within the All Day Zone which operates seven days a week from 9am to 10pm. To the north of the Site is The Terraces sub-zone, to the south is The Groves sub-zone and to the north-east of the Site (beyond the rail bridge) is the C1 One-Hour Zone.
- 3.37. Generally, in the vicinity of the Site, Cricklewood Lane and Cricklewood Broadway have single yellow lines on both sides restricting parking Mon-Sat 7am to 7pm. All junctions are protected by double yellow lines denoting no waiting at any time.
- 3.38. On the south-eastern side of Cricklewood Lane a series of parking bays provide a mix of daytime (9am-5.30pm) short-stay (90 min) pay and display parking bays, and evening (5.30pm-10pm) resident permit holders only bays. The bays are for resident permit holders only on Sundays.
- 3.39. The existing waiting restrictions are illustrated on Figure 3.6 below.

**Figure 3.6 – Waiting restrictions**





Baseline traffic flows

- 3.40. A detailed traffic survey was carried out in June 2019. The survey locations are shown in Figure 3.7 below. The traffic survey comprised peak hour manual turning counts at:
- North car park access (1);
  - South car park access (2);
  - Cricklewood Broadway (A5) j/w Depot Approach (3); and
  - Cricklewood Broadway (A5) j/w Cricklewood Lane and Chichele Road (A407) (4)
- 3.41. The traffic survey also included automatic traffic counts (ATC) in seven locations.
- North car park access (a);
  - South car park access (b);
  - Cricklewood Lane (A407) (c);
  - Cricklewood Broadway (A5) (SE) (d);
  - Chichele Road (A407) (e);
  - Cricklewood Broadway (A5) (NW) (f); and
  - Depot Approach (g).

3.42. The survey locations are shown in Figure 3.7 below.

**Figure 3.7 – Traffic survey locations**



3.43. The roads listed in above and illustrated in Figure 3.7 represent the traffic impact study area. The study area for pedestrians, cyclists and public transport passengers included an extended study area to include the Active Travel Zone defined by 15 minute walking and cycling distances.



- 3.44. The observed 2019 traffic flows are shown in Table 3.3 below. A growth rate has been applied to derive 2020 'current' traffic flows. The growth rate from 2019 to 2020 is based on the Low National Road Traffic Forecast (NRTF) rate. It should be noted that a permanent traffic monitoring station is located on Cricklewood Broadway which provides daily traffic flow data from 2000-2019. That data demonstrates that observed growth from 2014 to 2019 is below Low NRTF, so the use of Low NRTF is considered robust.

**Table 3.3 – Existing baseline traffic flows.**

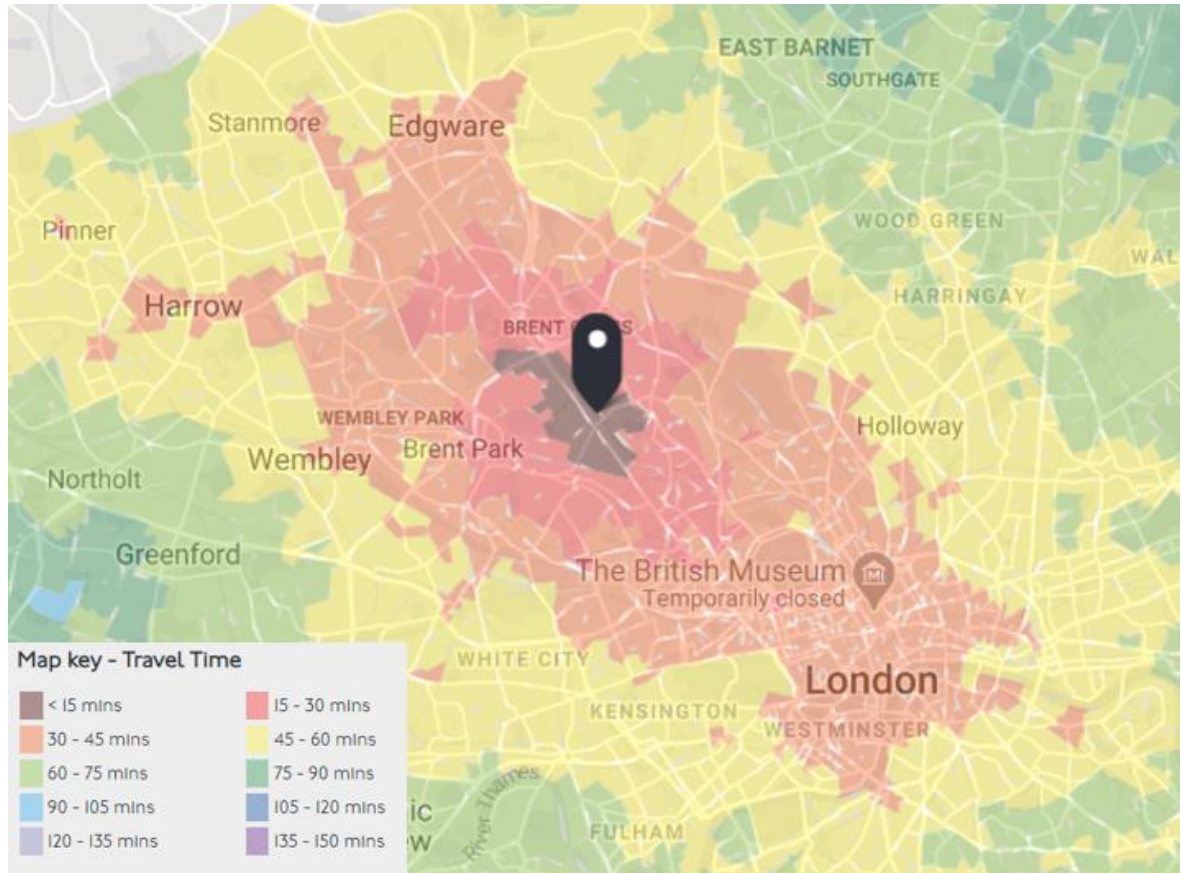
Road link	2019 observed two-way traffic (AADF)	2020 baseline two-way traffic (AADF)
North car park access	2075	2075
South car park access	2516	2516
Cricklewood Lane (A407)	14167	14280
Cricklewood Broadway (A5) (SE)	21723	21897
Chichele Road (A407)	11313	11404
Cricklewood Broadway (A5) (NW)	24572	24768
Depot Approach	1747	1761

- 3.45. The traffic survey also specifically identified any traffic using the Site car park as a short-cut to avoid the Cricklewood Lane traffic signals. The survey identified 40 drivers cutting through the car park from Depot Approach to Cricklewood lane during the morning peak hour (0800-0900) and 41 during the evening peak (1700-1800). In the reverse direction, the survey only identified 2 or 3 vehicles during the peak hours. This traffic should not be using the car park as a 'rat-run' and would be redirected onto the public highway as a result of the Proposed Development.
- 3.46. The Site currently generates 4591 vehicle trips per day via the two Site accesses.

### Multi-modal travel times

- 3.47. TfL records multi-modal journey times across the capital and provides forecast for future journey times taking account of committed transport improvements. The 2021 journey times for the Site are shown in Figure 3.8 below.

**Figure 3.8 – Multi-modal travel times (TfL 2021 forecast)**



- 3.48. Figure 3.8 shows a large catchment within 15-30 minutes travel time from the Site and a very extensive catchment within 45 minutes of the Site extending from Edgware in the north to Westminister in the south.

### ATZ audit summary

- 3.49. It is clear that the site is highly accessible by foot, by bike, by bus or using rail services. The introduction of Bret Cross West station and other committed transport improvements will increase the site's accessibility further and reduce travel times to key employment, retail, health and leisure facilities. The site is clearly well placed to promote travel by sustainable modes of transport and reduce reliance on the private car.



## 4. PROPOSED DEVELOPMENT

### Proposed Development

- 4.1. The proposed description of development is:  
*“Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and comprehensive redevelopment of the site for a mix of uses including residential C3 and flexible commercial and community floorspace in use classes A3/B1/D1 and D2; car and cycle parking; landscaping; and associated works.”*
- 4.2. This comprises the Proposed Development.
- 4.3. The planning application is supported by a set of Parameter Plans, submitted as documents for approval. These plans set the maximum parameters for any future reserved matters applications. The Parameters Plans indicate a development of up to 1100 new homes and 1200m<sup>2</sup> of commercial and community uses.
- 4.4. The application is also supported by an Illustrative Masterplan which seeks to establish a vision and framework for development across the site. The Illustrative Masterplan is not for approval and is for information only.
- 4.5. A full set of EPR Architects Parameter Plans are included as **Appendix B**.
- 4.6. The schedule of accommodation (also included at Appendix B) is summarised below.

**Table 4.1 – Schedule of accommodation**

Phase	Dev Parcel	Flexible commercial (m <sup>2</sup> )	Studio	1 bed	2 bed	3 bed	Total
1	A	480	68	128	152	29	<b>377</b>
	B	650	0	51	84	35	<b>170</b>
2	C	0	40	131	140	18	<b>329</b>
3	D	70	40	103	58	23	<b>224</b>
<b>TOTAL</b>		<b>1200</b>	<b>148</b>	<b>413</b>	<b>434</b>	<b>105</b>	<b>1100</b>

### Means of access

- 4.7. The Proposed Development will deliver significant improvements to the public realm, including the creation of a new public square and a high quality pedestrian and cycle route through the site, linking Depot Approach and Cricklewood Lane. This new public realm will create new cycle and pedestrian accesses into the site but also create new direct, attractive routes between the centre of Cricklewood and future development land to the north-west of the Site.
- 4.8. Cricklewood Green does not form part of the planning application but the movement strategy includes new landscaped routes through Cricklewood green which are expected to be secured by means of a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990.
- 4.9. The closure of the existing vehicle access onto Cricklewood Lane will improve the pedestrian realm along Cricklewood Lane and, by virtue of removing vehicle turning movements, improve highway safety in this location.
- 4.10. The Proposed Development will take vehicle access from Depot Approach, a private access road over which the Site has full vehicular rights. The Illustrative Masterplan includes an internal road network that retains a traffic-free public realm through the heart of the Proposed Development but delivers vehicle access routes for car parking and servicing around the perimeter of the Site. An extract from the Illustrative Masterplan is included for information as Figure 4.1 below.

**Figure 4.1 – Extract from the Illustrative Masterplan**

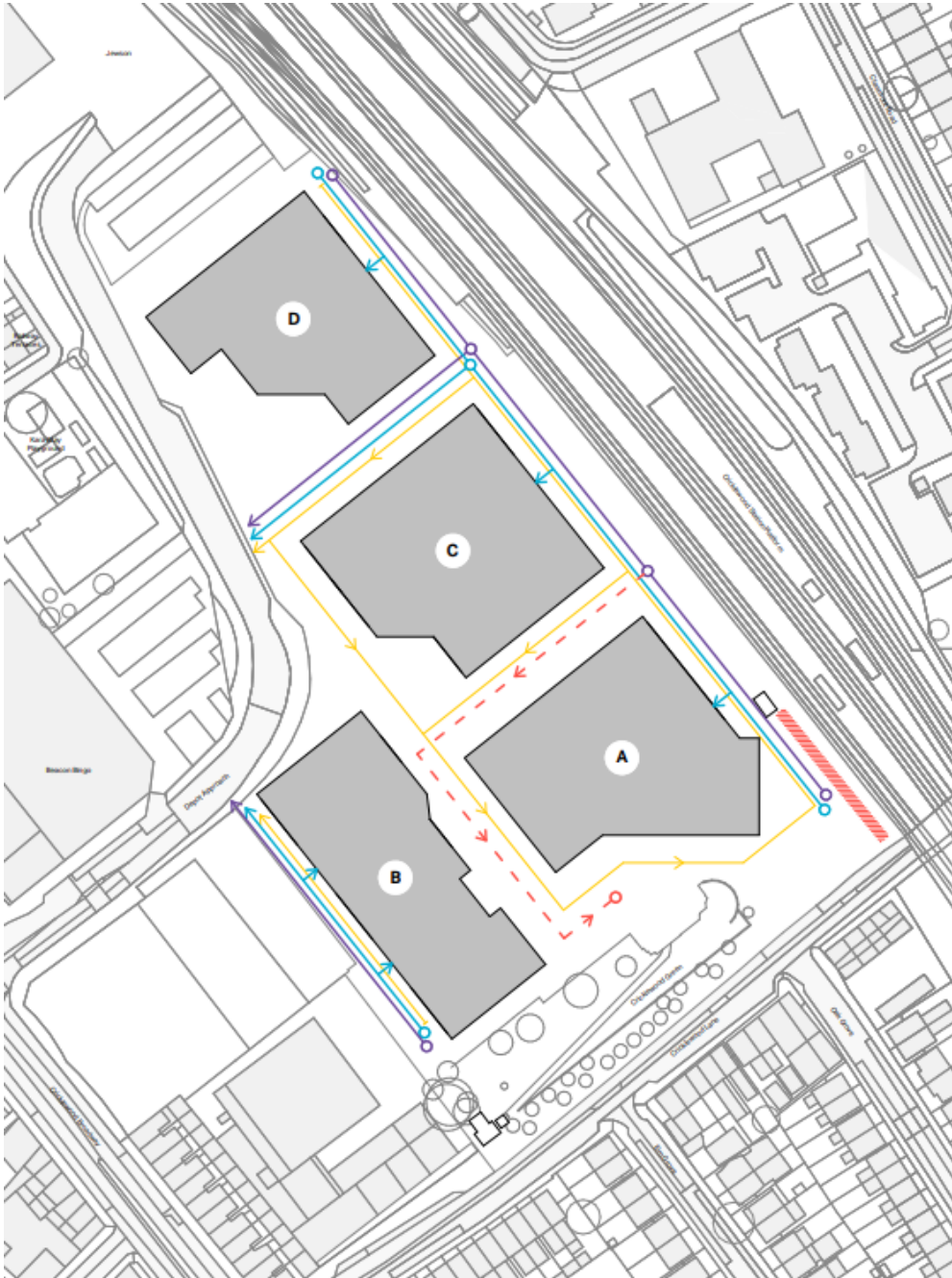


- 4.11. The Illustrative Masterplan shows the four Blocks A-D, the new public square in front of Block A, and the strong traffic-free pedestrian and cycle routes running through the heart of the Proposed Development.
- 4.12. Artists impressions of the extensive new public realm, and the proposed improvements to existing public realm, are included as **Appendix C**.

### Movement Strategy

- 4.13. The general principles of the Movement Strategy are shown in Figure 4.1 below. This shows the vehicle and service routes around the perimeter of the Site and the pedestrian and cycle route through the centre. Access for emergency vehicles will also be provided through the centre of the Proposed Development.

**Figure 4.2 – Movement Strategy principles.**



- 4.14. The movement strategy shows a clear segregation of vehicle and pedestrian/cycle routes
- 4.15. Primary and secondary pedestrian desire lines are illustrated in **Appendix D**, including all controlled and uncontrolled crossing points on the desire line routes.
- 4.16. The movement strategy indicates an area of land (hatched red) which will be safeguarded so as not to preclude any future aspirations for a secondary access into Cricklewood Station.

Service Routes

- 4.17. A swept path analysis has been carried out, using the Illustrative Masterplan, to determine a service route that would allow all refuse and recycling bins to be collected with a maximum carry distance of 10m. Based on the Illustrative Masterplan most bin stores would be located within 10m of the service route, but those that are not would have a corresponding bin presentation area adjacent to the service route. This would require a managed waste strategy to enable bins to be taken from the necessary bin stores to the presentation areas on collection days. It is important to stress that Layout is a reserved matter so full details will be provided as part of any reserved matters application. The illustrative waste collection strategy is described in the draft Delivery and Servicing Plan later in this TA, and illustrated in Figure 4.3 below and **Appendix E**.

**Figure 4.3 – Service Routes**





## 5. PARKING

- 5.1. This is an Outline planning application so whereas means of access will be determined, the layout is a reserved matter. For this reason, the total number of car and cycle parking spaces are not defined as part of the planning application. However, the following information is based on the maximum parameters.

### Cycle parking provision

- 5.2. The London Plan 2019 sets out minimum cycle parking standards for new development in its Table 6.3. Those parts of table 6.3 that relate to the B&Q Cricklewood proposals are summarised in Table 5.1 below.

**Table 5.1 – Extract from London Plan cycle parking standards**

Land use		Long-stay	Short stay
A3	Cafés and restaurants	1 per 175m <sup>2</sup>	1 per 20m <sup>2</sup>
B1	Employment	1 per 75m <sup>2</sup>	1 per 500m <sup>2</sup>
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
D1	Community	1 per 8 FTE staff	1 per 100m <sup>2</sup>
D2	Health/leisure	1 per 8FTE staff	1 per 100m <sup>2</sup>

- 5.3. The proposed development comprises up to 1100 dwellings (148 x studio; 413x1B; 539x2+B). The minimum cycle parking requirement therefore comprises 1,846 long-stay spaces and 28 short stay spaces. The long-stay spaces will be provided in secure cycle stores at ground floor level and the short stay spaces will be provided in the form of 14 Sheffield loop stands, located close to pedestrian entrances and incorporated into the landscape scheme.
- 5.4. The long-stay residential cycle parking spaces will be segregated into smaller stores, located close to the residential cores. In order to maximise efficient land-use the majority of secure residential cycle spaces will be provided as Josta (or similar) two-tier cycle racks. In accordance with the London Cycle Design Standards at least 5% will be suitable for non-standard bikes such as three-wheelers, recumbent bikes or adapted cycles, and will incorporate a range of secure cycle parking including racks, Sheffield stands and lockers for folding bikes.
- 5.5. The Proposed Development includes up to 1200m<sup>2</sup> of flexible commercial and community use. It is highly unlikely that the whole of the non-residential floorspace would be brought into a single use. In terms of cycle parking the uses that would generate the highest parking demand would be A3 café and B1 employment; however, one would generate a higher requirement for long-stay parking and the other would generate a higher requirements for short-stay parking. Therefore, for the purpose of this assessment the cycle parking demand has been calculated on the basis of 600m<sup>2</sup> of A3 use and 600m<sup>2</sup> of B1 use. Based on this equal split of the uses with the highest parking demand, A3 use would require 4 long stay spaces and 30 short-stay spaces; the B1 use would require 8 long-stay and 2 short-stay. The non-residential uses would therefore require 12 long-stay spaces (to be provided within the commercial footprint) and 32 short-stay spaces, to be provided in the form of 16 Sheffield loop stands located close to pedestrian entrances and incorporated into the landscape scheme.

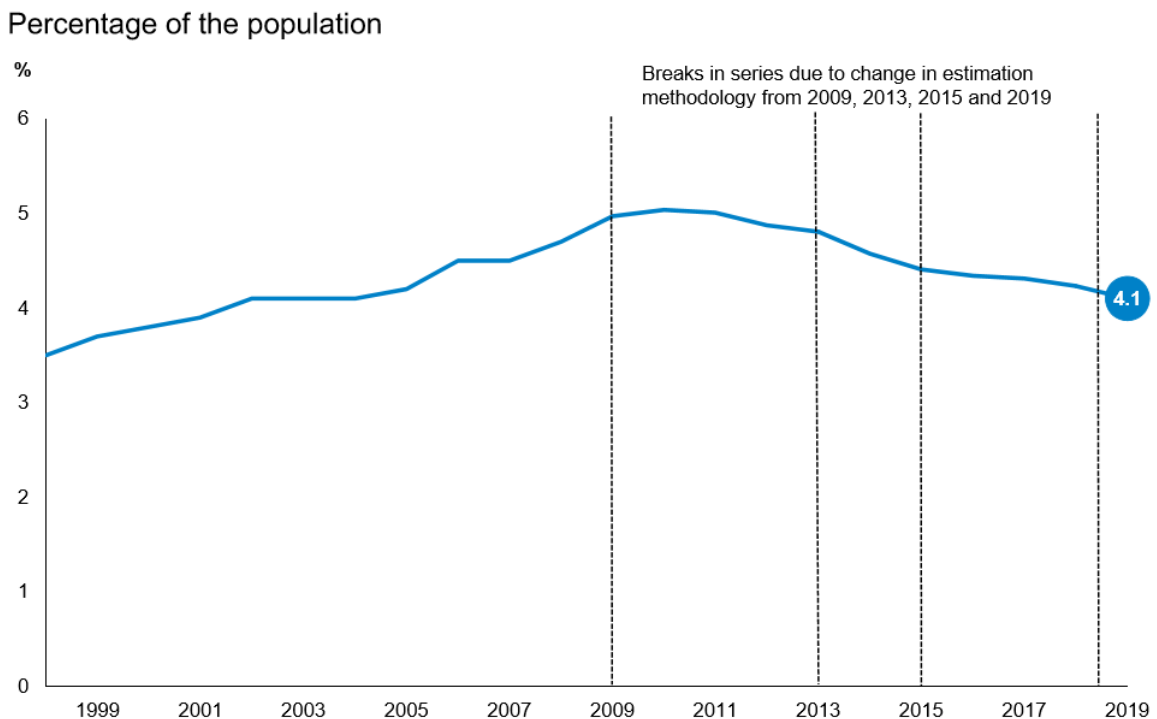




Car parking provision

- 5.6. The Illustrative Masterplan has been tested to demonstrate that it can accommodate 110 car parking spaces, all of which have been designed with dimensions suitable to be used by Blue Badge holders.
- 5.7. The London Plan (2019) states:  
*“Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:  
 Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset.  
 Demonstrate as part of the Parking Design and Management Plan, how an additional seven percent could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient.”*
- 5.8. The Illustrative Masterplan therefore shows that 10% accessible spaces could be provided for the residential accommodation, but that a minimum of 3% would be provided from the outset in accordance with the London Plan. The non-residential uses would have operational and Blue Badge spaces only (nominally set at 8 operational and 4 Blue Badge spaces but to be determined as part of the Layout reserved matters).
- 5.9. The Department for Transport report “Blue Badge Scheme Statistics, England: 2019” states that there was a 2.5% reduction in Blue Badges held in England in March 2019 compared to the previous year; and that in London the reduction was 3.7% (227,000 fewer than 2018).

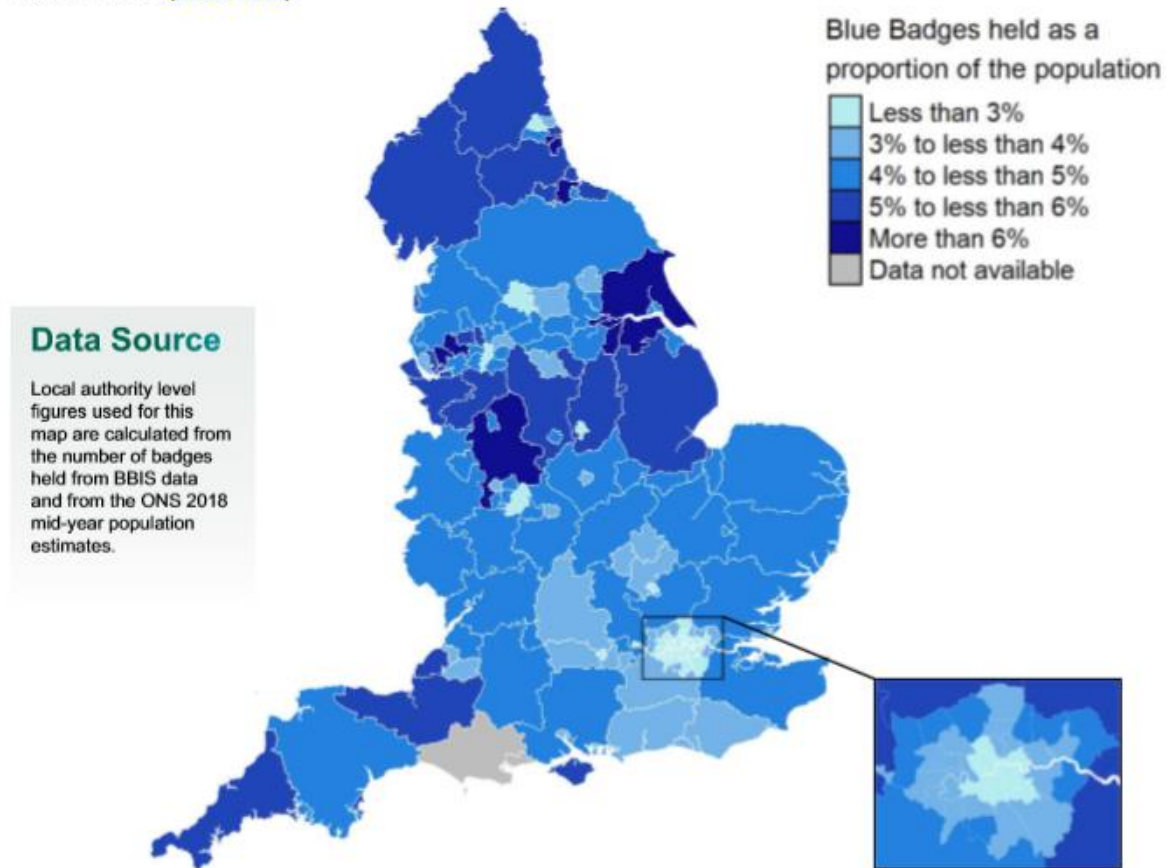
**Figure 5.1 – Percentage of population that hold a Blue Badge: England annually since 1998.**



- 5.10. The 2014 Accessible London SPG quotes the 2011 London Plan which was written when Blue Badge ownership was at its peak in England. Indeed, it draws its requirement for disabled persons parking provision from the WHDG 2006 which was written at a time when Blue Badge ownership was on the rise and had been for the previous decade. That is no longer the case.
- 5.11. The figures for England as a whole are not representative of the figures for London. Figure 5.2 below shows Blue Badge holders as a proportion of the population.

**Figure 5.2 – Blue Badges held as a proportion of the population: England, Local Authorities, 2019.**

March 2019 ([DIS0108](#))



- 5.12. This figure demonstrates that Blue Badge holders as a proportion of the population are at their lowest in London. This is directly related to the density in population and the accessibility by public transport and other modes. Figure 5.2 above illustrates that in 2019 the percentage of the population in London that held Blue Badges was less than 3% in Inner London and 3-4% in Outer London. Figure 5.1 would suggest that this proportion is likely to fall but ignoring this fact this statistic would provide evidence for the GLA move towards a requirement for 3% disabled persons parking in the 2019 London Plan.
- 5.13. In fact, the number of Blue Badges held in London in March 2019 represented 2.5% of the resident population.
- 5.14. Given the above, it is unlikely that Blue Badge parking at B&Q Cricklewood will exceed 3% in the foreseeable future. However, irrespective of the evidence base, the Proposed Development can accommodate 33 accessible spaces from the outset (3%) and make provision for a further 77 spaces (7%).
- 5.15. A minimum of 22 on-site residential parking spaces (20%) will have active Electric Vehicle Charging Points from the outset and all the remaining 88 spaces (80%) will have passive EVCP provision in accordance with TfL and LBB requirements. The quantum of EVCP for the non-residential uses will be determined as part of any reserved matters applications.



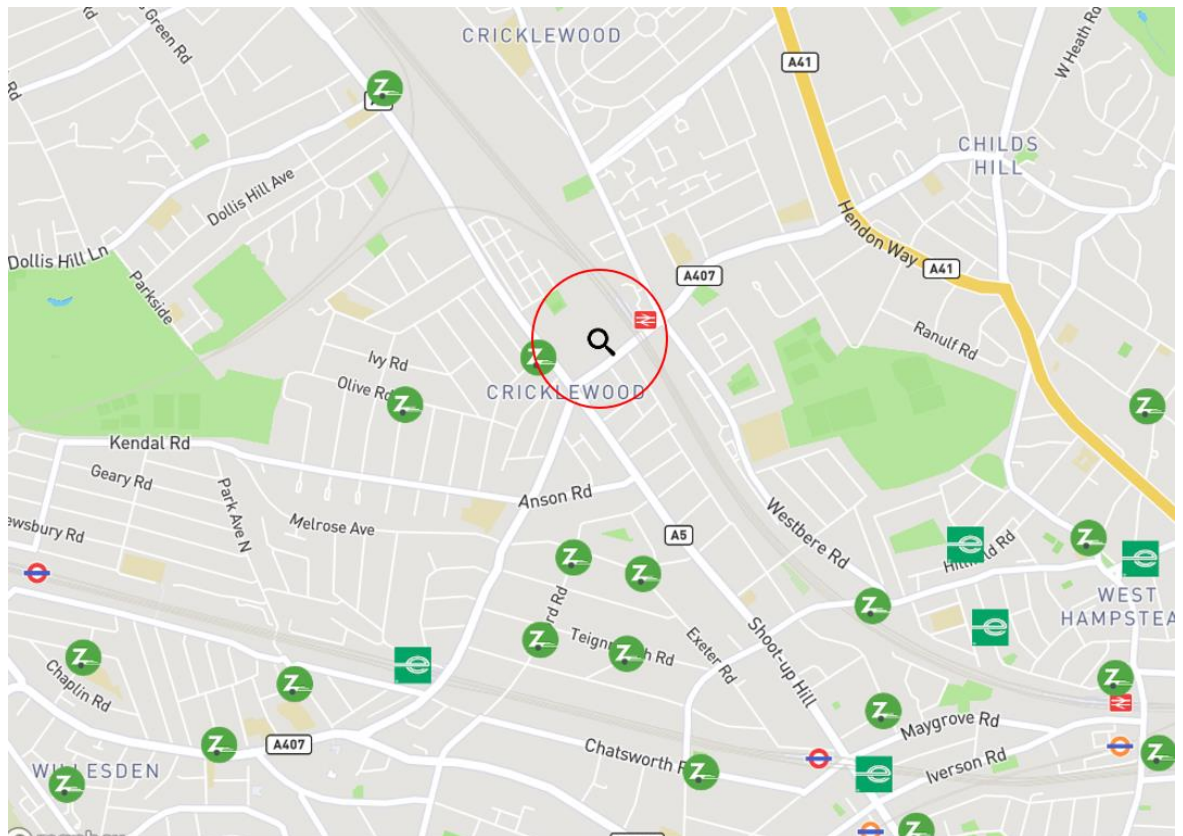
#### Parking need and harm

- 5.16. If a development in an inaccessible location provides less parking than it *needs* then the residents' ability to travel would be limited, potentially resulting in social exclusion. That is not the case here. The accessibility audit described in Section 3 demonstrates that residents in the Proposed Development would have a genuine choice of modes of travel. These residents would not be reliant on a private car to travel to work, education, shopping or other journeys. This is supported by the Site's PTAL rating of 4/5. The issue of parking 'need' is fully addressed by the Proposed Development.
- 5.17. In most cases, if a development provides insufficient parking then vehicles may be displaced onto the surrounding highway network resulting in *harm* to the free flow of traffic or the amenity of local residents. In this instance, however, all roads within a 200m walking distance of the Site are subject to existing waiting restrictions and parking controls. In discussion with LBB it was agreed that the Lambeth parking stress methodology should be used to determine appropriate walking distances to parking areas. That methodology, commonly used by most London Boroughs, suggests a 200m walking catchment for residential development. The Applicant expects to enter into a S106 Agreement preventing future residents of the Proposed Development from being eligible for on-street parking permits. The development would therefore not displace any parking onto the public highway. This addresses the issue of harm.
- 5.18. Residents moving into the proposed development will be made aware of the level of parking provision for the scheme as well as the Travel Plan initiatives and Car Club availability. They will not be able to park on-street and will be aware of this restriction a when they make their decision to move to this location.

#### Car Clubs

- 5.19. There are two Car Club operators close to the site, Zipcar and Enterprise. There are many existing Car Club vehicles in this area (predominantly to the south of the Site); only one is shown to be within 200m walking distance of the Site but a further four would be within a 10 minute walk. The Proposed Development provides the opportunity for a new Car Club space to be provided on-site, or on the highway by means of a financial contribution. If a space were to be provided on-site it would be in a location accessible to the wider public so that the new Car Club vehicle would be available to the new residents as well as the wider local community. The existing vehicle locations are shown in Figure 5.3 below.

**Figure 5.3 – Existing Car Club vehicle locations**



- 5.20. CoMoUK is an independent body which promotes shared mobility including car clubs, 2+ sharing, bike sharing and taxi sharing. Part of CoMoUK's work is research, best practice and technical advice. They state that on average one Car Club vehicle removes 20 cars from the streets.
- 5.21. The provision of a new Car Club space would ensure that this would be a suitable place to live without a car, taking advantage of the highly accessible location, but with access to a vehicle for essential journeys where walking, cycling or public transport are not suitable.

#### Parking conclusions

- 5.22. Secure cycle parking will be provided in accordance with the London Plan and London Cycle Design Standards.
- 5.23. The proposed development can provide 110 car parking spaces on-site, all of which would be suitable for disabled drivers. 33 would be allocated to Blue Badge Holders from the outset and a further 77 could be made available for Blue Badge holders if required.
- 5.24. Electric Vehicle Charging Points will be introduced in accordance with TfL and LBB requirements.
- 5.25. Car and Cycle parking provision will be controlled and regulated by means of a Parking Design and Management Plan, to be secured by condition and agreed prior to first occupation.



## 6. TRANSPORT IMPLEMENTATION STRATEGY

- 6.1. As stated in the introduction, this TA has been developed to seek to influence modes of travel to the proposed redevelopment rather than merely predicting travel patterns and providing mitigation.
- 6.2. The development will be supported by a three-part Transport Implementation Strategy (TIS) comprising:
- Framework Travel Plan (FTP);
  - Delivery and Servicing Plan (DSP);
  - Construction Logistics Plan (CLP).
- 6.3. Due to the outline nature of this planning application, a Framework Travel Plan has been prepared to cover the residential, commercial and community uses and is included as **Appendix F**. The FTP is summarised in Section 7 of this report. Outline DSP and CLPs are included as Sections 8 and 9. Final versions of all TIS documents will be secured by planning condition to be submitted and approved prior to commencement or occupation as appropriate. These are described in outline below.





## 7. FRAMEWORK TRAVEL PLAN

- 7.1. The development will be supported by a Framework Travel Plan (FTP) for residents, employees and visitors. The full FTP, included as **Appendix F**, will be secured by condition and agreed as part of any reserved matters or detailed planning permission.
- 7.2. The FTP provides a framework against which individual travel plans will be prepared for the residential, commercial and community elements of the scheme. The form of the commercial TP(s) will depend on the number of occupiers. The employment use may be occupied by a single employer or a number of smaller businesses, therefore the need for commercial TPs must be flexible enough to accommodate different future circumstances. The provision of a FTP at the outline planning stage therefore secures the necessary obligations and procedures whilst allowing the individual TPs to be tailored to the needs of the development as it progresses.
- 7.3. The FTP includes an audit of sustainable travel options available to this Site as described earlier in this TA. It also includes details of mode-share targets, informed by the predicted mode-share set out in the TA, following the implementation of the proposed development.
- 7.4. The FTP sets out clear objectives and targets and then lists a range of proposed measures. The measures are described as follows:
- **Hard measures** – these are infrastructure provision or improvements;
  - **Soft measures** – these are management measure, incentives, marketing initiatives etc.;
  - **Secured measures** – these are either existing measures or those to be delivered by the development;
  - **Potential measures** – these are an ‘arsenal’ of measures available to the TP Co-ordinator if required, to be chosen according to survey feedback so that resources can be targeted towards those measures found to be most effective.
- 7.5. The FTP includes an action plan with a clear schedule of surveys, monitoring and reviews. It also explains how the FTP can be secured and enforced.
- 7.6. The TP will play a valuable role in supporting the development’s sustainability concepts and extend them to the way in which people travel to, from and within Cricklewood.
- 7.7. The proposed development will provide appropriate infrastructure to encourage sustainable travel and will also provide information and incentives where practicable.
- 7.8. Unlike employment, retail or educational sites it is not possible to dictate to residents how they should travel. For this reason, residential travel plans are based on the provision of infrastructure, information and incentives rather than the imposition of management procedures. In the case of this proposed residential development the introduction of appropriate infrastructure and the communication of relevant information are included within the Framework Travel Plan.
- 7.9. TfL’s ‘Guidance for Residential Travel Planning in London’ sets thresholds above which travel plans are required for new developments. It suggests that a full Residential Travel Plan should be provided for developments of 80 dwellings or more.
- 7.10. The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through suggested linkages to climate change. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers.
- 7.11. Travel planning must be realistic and should not expect to remove car usage altogether. Instead, an effective travel initiative will maximise the use of sustainable travel to achieve more sensible and appropriate use of the private car. If every car commuter used an alternative to the car on just one day a week, car usage levels for commuting would be reduced by as much as 20% immediately, with commuter parking requirements also reduced by up to 20%. In an accessible location such as Cricklewood, however, low-car or car-free housing is a realistic prospect.



- 7.12. A key element of the proposed development is the introduction of appropriate infrastructure to encourage sustainable travel.
- 7.13. The Site is already highly accessible on foot, by bike and by bus and rail. The transport infrastructure surrounding the Site lends itself to encouraging these modes of travel. The development has therefore been designed to incorporate direct segregated pedestrian access into the site, and to provide secure cycle parking spaces for each dwelling.
- 7.14. In addition, significant improvements will be made to the pedestrian realm on Cricklewood Lane and new public realm will be created within the Proposed Development itself. This will enhance the pedestrian environment around the site.
- 7.15. Zipcar and Enterprise Car Club already operate a number of car club vehicles in the area. The Proposed Development provides an opportunity to provide a new Car Club space for the benefit of the new residents and the wider community.
- 7.16. As part of the Welcome Pack, Car Club membership would be offered to all new residents as follows:
- Free 2 year Car Club memberships providing access to vehicles in Cricklewood, the rest of London and the UK ;
  - Bespoke marketing material and membership certificates;
  - Briefing of sales staff at the development on the car club and attendance at promotional events;
  - 24/7 customer service team;
  - 24/7 booking system including mobile booking site (IOS and Android) and iPhone app;
  - Vehicle insurance;
  - Vehicle maintenance and valeting;
  - Creation of reports and statistics for the developer and Council;
  - Personal Account Manager;
- 7.17. This would be fully funded by the developer at no expense to the new occupiers. The provision of the Car Club membership can be secured by appropriate planning condition.
- 7.18. In accessible areas Car Clubs allow residents who only require occasional use of a vehicle to make the choice not to own a vehicle themselves. Equally, many two-car households only use 1.1 cars on a regular basis so the provision of a Car Club allows them to own a single vehicle and use the Car Club as often as they like on a pay-as-you-go basis. The charitable organisation CoMoUK states that one Car Club space can remove 20 vehicles from the road.

#### Residents' Welcome Pack

- 7.19. It will be the responsibility of the developer to ensure that residents are provided with an information pack containing details of the Car Club, public transport timetables and maps, as well cycling and pedestrian infrastructure when they move into the flats.
- 7.20. The site's communal areas will be maintained by a management company. The management company will be obliged to provide an update to the 'Residents Welcome Pack' once every twelve months in order that any new residents are made aware of their local transport options.
- 7.21. The information pack will include information and incentives for all purchasers/tenants. The information will enable the new residents to make informed decisions about their modes of travel. The incentives will be provided by the developer in the first instance and will be dependent on negotiating suitable packages with local shops and services.
- 7.22. The likely content of the Residents' Welcome Pack will be:



- Car Club membership and information;
- Cycle route information;
- Sustrans leaflets on the beneficial effects of walking and cycling ;
- Free reflective clothing i.e. cycle bib, arm bands etc.;
- Free bicycle locks/helmets;
- Developer to negotiate local cycle shop discount ;
- Details of local cycle groups (e.g. Barnet Wheelers);
- Details of BikeBUDi travel system ;
- Cycle hire;
- Bus route/timetable information;
- Rail timetable and route information;
- Details of car-sharing website (e.g. [www.Liftshare.com](http://www.Liftshare.com));
- Details of CarBUDi travel system;
- Notice/message board in foyer of flats to allow people to car share/walk/cycle together (perhaps at night for safety);
- Developer to negotiate preferential rates at local car-hire company;
- Taxi company information – possible discount vouchers for a taxi company;
- Details of TaxiBUDi travel system;
- Supermarket home delivery details.

7.23. This list is not exhaustive or a prescriptive list of what will be in the travel pack but provides details of the likely content of the pack. Details of the final pack will be agreed in partnership with the Council.

#### Framework

7.24. Due to the flexible nature of the commercial and community uses, a Framework Travel Plan has been prepared in order that it can set out the structure, obligations, targets and initiatives for future individual Travel Plans to be prepared by the occupiers of the non-residential units. The FTP covers the residential and non-residential uses.



## 8. DELIVERY AND SERVICING PLAN

- 8.1. This Delivery and Servicing Plan (DSP) highlights the implications of the proposed redevelopment with regard to existing and also proposed servicing constraints. The DSP refers to the *'London Freight Plan' (LFP)* and takes into consideration the adopted methods of good design practice. The DSP has been prepared in accordance with the Freight Transport Association document *'Designing for Deliveries'* and TfL's guidance document *"Delivery and Servicing Plans: Making freight work for you"*.
- 8.2. The LFP recognises that a DSP will aim to provide consideration of consolidation and collaborative delivery arrangements to help reduce the impact of commercial goods and servicing vehicle activity in and out of premises/developments.
- 8.3. A final version of this DSP will be prepared in partnership with LBB prior to the proposed development being occupied; however, the structure, obligations and principles are included here for agreement prior to determination of the outline planning application.
- 8.4. The servicing route is shown highlighted in pink on the Illustrative Masterplan in Figure 6.1 below. This route would allow refuse collection vehicles (RCVs) to collect bins with a maximum carry distance of 10m from each bin store or presentation area. The vehicle swept path is included in **Appendix E**. The same service route would be used for daily residential deliveries.

**Figure 8.1 – Service route.**



- 8.5. Vehicles will stop in appropriate on-street positions along the service route.

**Refuse collection.**

- 8.6. LBB currently operates residential kerbside collection in Cricklewood. The Proposed Development includes a permeable servicing layout to allow refuse vehicles to stop within 10m of every refuse store or presentation area. Swept path analyses are included in **Appendix E** to demonstrate the refuse servicing routes. Refuse stores are provided at ground floor level with doors directly onto the building frontages. Residents will be able to bring refuse down to ground level where they will have easy access into the refuse stores. The refuse stores will have doors opening onto hard paved areas linking directly to the service route. Refuse and recycling bins can be collected directly from the stores and wheeled to the vehicles.
- 8.7. Commercial refuse collection will be by private contract, but the same access arrangements will apply as for the residential refuse collection.

**Consolidation**

- 8.8. Residents will be advised of the importance of consolidating deliveries where possible. New residents will be provided with information explaining how they can consolidate deliveries such as supermarket deliveries with their neighbours and how this can deliver cost savings. This accords with TfL advice.

**Hours of delivery**

- 8.9. There are no restrictions on the hours of delivery to other residential or business premises served by Depot Approach. There are loading restrictions on all roads surrounding the site so all delivery and servicing must take place in designated locations. There is therefore no need to restrict delivery hours.

**Route management**

- 8.10. There are no local height or weight restrictions that would result in HGV diversion routes to or from the site.
- 8.11. As a principle, all drivers will be advised to use the highest category of road available to them and to avoid residential roads where practicable.

**First time delivery**

- 8.12. Provisions will be made for first time deliveries. The inclusion of a post room within each Block will ensure that there is a safe and secure location to drop parcels off if residents are unavailable to take receipt of goods at time of delivery. This will reduce the need for return visits.

**Promotion of LGV rather than HGV**

- 8.13. Residents will be advised of the benefits of promoting delivery by Light Goods Vehicles. New residents will be provided with a leaflet explaining what information should be provided to delivery companies to maximise the use of small vehicles for deliveries or to advise of appropriate servicing arrangements for larger vehicles. This accords with TfL advice.

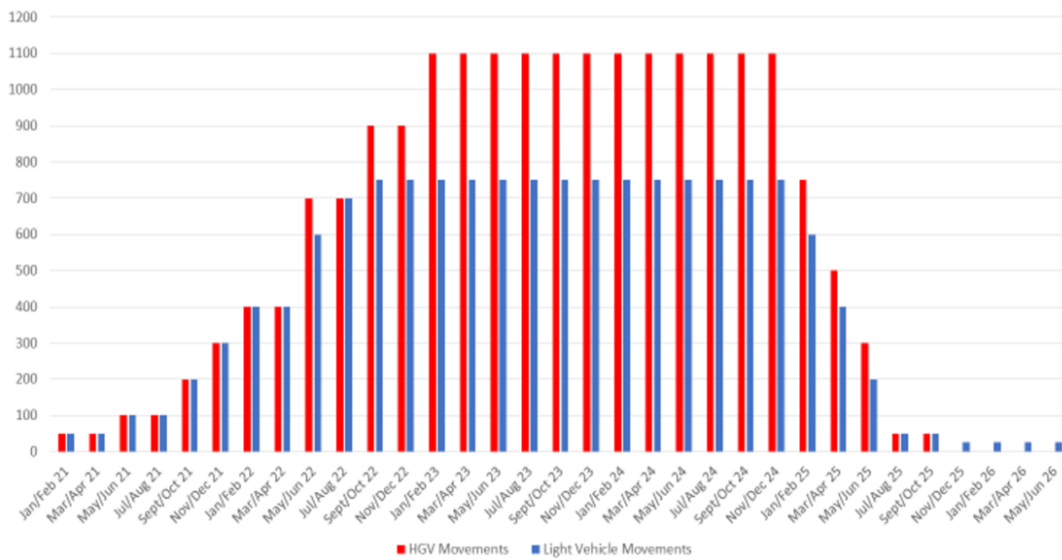


## 9. CONSTRUCTION LOGISTICS PLAN

- 9.1. Prior to commencement on site, a final Construction Logistics Plan (CLP) will be drawn up in partnership with LBB and submitted for approval. A separate Construction Management Plan will be prepared to address the management of the Site during construction, but the CLP is included here as part of the TIS as it is the management document to control and regulate construction vehicle movements. The CLP will comply with the TfL guidance document '*Construction Logistics Plans: Making freight work for you*'. TfL considers that Construction Logistics Plans are a key project in the London Freight Plan, alongside DSPs and FORS membership.
- 9.2. The Cricklewood CLP will:
- Help the construction process comply with NPPF and the Traffic Management Act;
  - Demonstrate that construction materials can be delivered, and waste removed in a safe, efficient and environmentally friendly way;
  - Examine the feasibility and viability of using the Blue-Ribbon Network for the movement of demolition and construction materials and promote the use of water transport where found to be feasible and viable;
  - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
  - Help cut congestion on London's roads and ease pressure on the environment;
  - Improve reliability of deliveries to the site;
  - Reduce fuel costs.
- 9.3. The CLP must include:
- On-site management and design;
  - Off-site management;
  - Vehicle numbers;
  - Vehicle types;
  - Hours of delivery;
  - Route management;
  - Procurement strategy
  - Operational efficiency;
  - Waste management;
  - Road trip reduction; and
  - Targets and monitoring.
- 9.4. During the Demolition and Construction phase the estimated average monthly vehicle trips will be as shown in Figure 9.1 below.



**Figure 9.1 – Estimated average monthly vehicle trips (demolition and construction)**

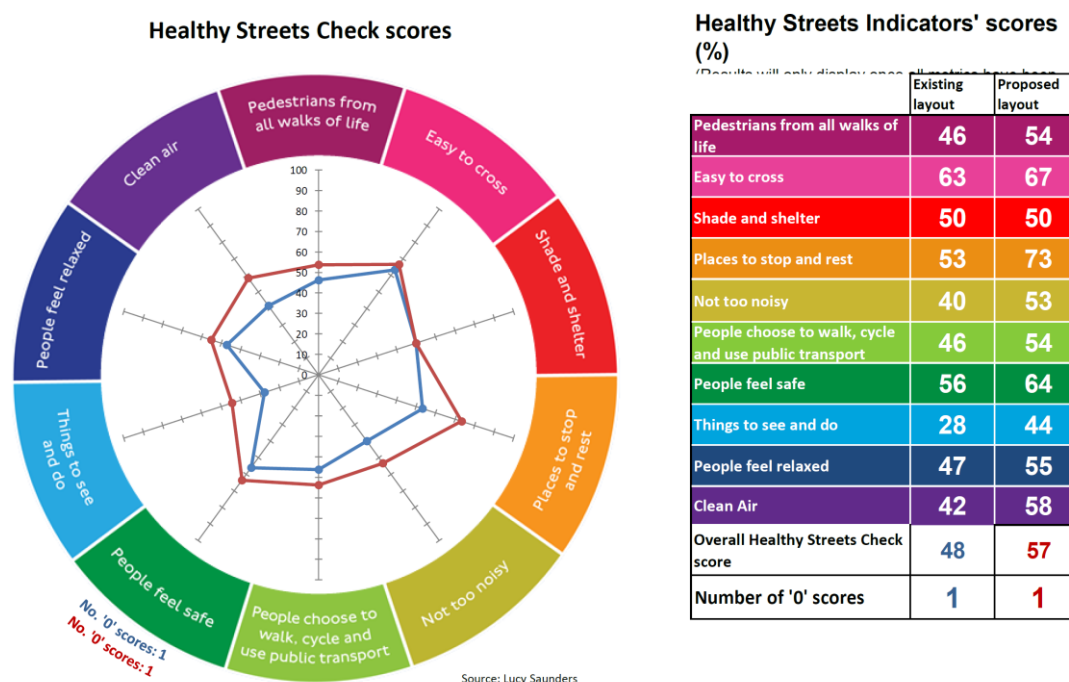


- 9.5. This indicates that the peak construction period will be during 2024. At peak construction, the average daily vehicle movements will comprise 40 HGV trips (i.e. 20 HGVs arriving and then departing) and 30 LGV trips (15 cars and vans arriving and then departing). All vehicles will arrive via Cricklewood Broadway and Depot Approach and depart via Cricklewood Lane and Cricklewood Broadway. The result would therefore comprise 35 vehicles leaving via Cricklewood Lane and turning right at the Cricklewood Broadway signal junction; and 70 construction vehicle trips (arrivals and departures) via Cricklewood Broadway. These figures represent 0.2% increase in vehicle trips on either road.
- 9.6. The 35 arrivals via Depot Approach would represent a 1.9% increase in traffic on that road.
- 9.7. The final CLP will be a stand-alone document but sit alongside the FTP and DSP in a three-part *Transport Implementation Strategy*.

## 10. HEALTHY STREETS ASSESSMENT

- 10.1. A Healthy Streets Assessment has been carried out for the Proposed Development.
- 10.2. As part of the Proposed Development, significant improvements are proposed to the local network within and immediately surrounding the Site. The improvements include:
- New pedestrian and cycle routes through the Proposed Development, providing shorter and more direct routes between Cricklewood Lane to Depot Approach;
  - New public square and extensive public realm to enhance the environment for pedestrians and cyclists. Enhancing the environment and public realm e.g. trees and landscaping along the new routes to support making the area greener, healthier and more attractive place
  - Improvements to Cricklewood Green (to be secured by agreement);
  - Use of landscaping to reduce vehicle speed and dominance and increase pedestrian priority; and
  - Removal of the existing vehicle access from Cricklewood Lane to reduce severance and increase space for pedestrians and cyclists.
- 10.3. These improvements are considered to create a sustainable development that reflects TfL's Healthy Streets agenda. The healthy streets audit has been undertaken for Cricklewood Lane in the vicinity of the Site and also for the routes through the Proposed Development.
- 10.4. The 'Healthy Streets Check for Designers' has been used to undertake the audit. It is noted that the Healthy Streets Check score does not show whether a street is healthy or not, but indicates the strengths and weaknesses of a street, and it is not possible to achieve an overall score of 100%, as to score well against some metrics, compromises are needed in other metrics. The Healthy Streets Audit is available in **Appendix G** for reference.
- 10.5. Figure 10.1 shows that the proposed arrangement of Cricklewood Lane is an improvement compared to the existing environment with the enhanced public realm, landscaping and activated frontage improving the 'quality of place to stay' clear air and levels.

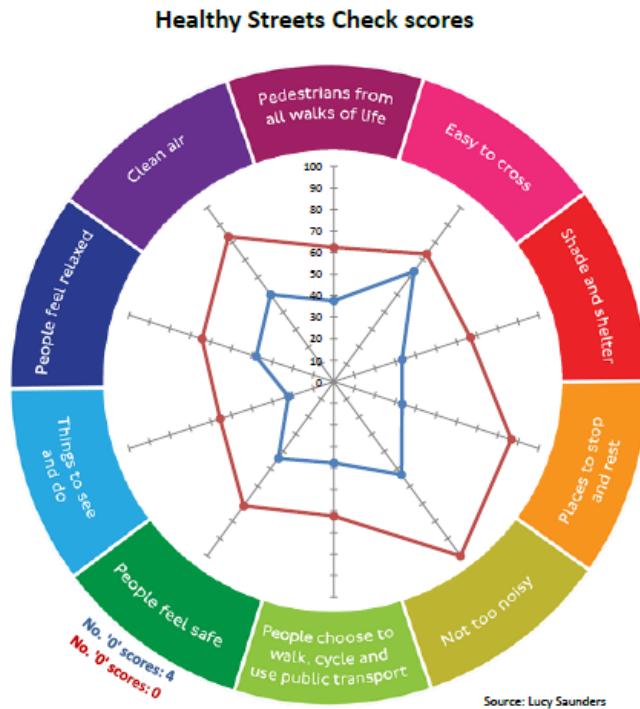
**Figure 10.1 – Cricklewood Lane – Healthy Streets**





- 10.6. Depot Approach as shown in Figure 10.2 would also be improved by virtue of improved supervision, reduced vehicle speeds and enhanced pedestrian environment.

**Figure 10.2 – Depot Approach – Healthy Streets**

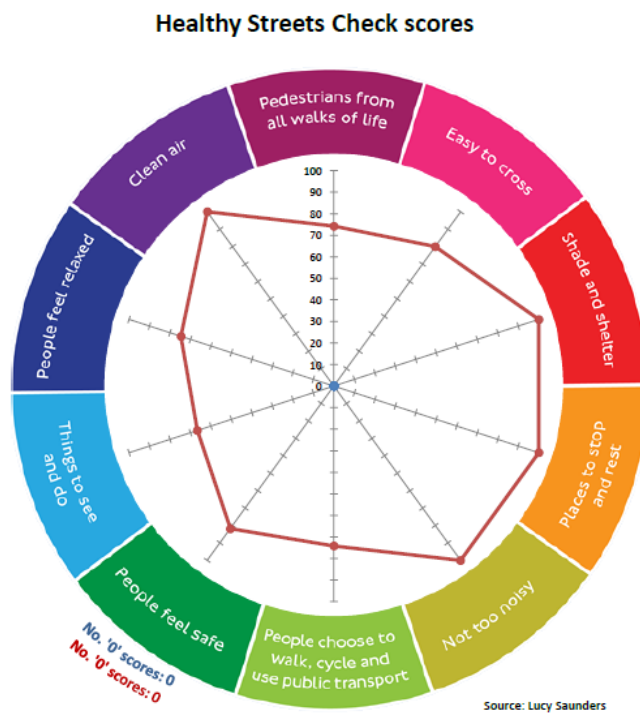


**Healthy Streets Indicators' scores (%)**

	Existing layout	Proposed layout
Pedestrians from all walks of life	38	62
Easy to cross	63	73
Shade and shelter	33	67
Places to stop and rest	33	87
Not too noisy	53	100
People choose to walk, cycle and use public transport	38	62
People feel safe	44	71
Things to see and do	22	56
People feel relaxed	38	64
Clean Air	50	83
Overall Healthy Streets Check score	40	67
Number of '0' scores	4	0

- 10.7. The new route through the Proposed Development as show in Figure 10.3 demonstrates that the proposed layout reflects the Healthy Streets aspirations, with high scores in all categories.

**Figure 10.3 – Internal Routes – Healthy Streets**



**Healthy Streets Indicators' scores (%)**

	Existing layout	Proposed layout
Pedestrians from all walks of life	#####	74
Easy to cross	#####	80
Shade and shelter	#####	100
Places to stop and rest	#####	100
Not too noisy	#####	100
People choose to walk, cycle and use public transport	#####	74
People feel safe	#####	82
Things to see and do	#####	67
People feel relaxed	#####	75
Clean Air	#####	100
Overall Healthy Streets Check score	0	78
Number of '0' scores	0	0



## 11. TRIP GENERATION

- 11.1. The DfT and TfL guidance on Transport Assessment advise that baseline traffic data should be derived as follows:

***“Baseline transport data***

- *The quantification of person trips generated from the existing site and their modal distribution, or, where the site is vacant or partially vacant, the person trips which might realistically be generated by any extant planning permission or permitted uses;”*

- 11.2. The transport effects of the proposed development are therefore determined by comparing the journeys that might realistically be generated by the existing site, and those predicted for the proposed use.

Existing use

- 11.3. As stated in Section 2, the Site is currently occupied by a retail warehouse (use class A1) owned and operated by B&Q. Two additional smaller retail warehouse units (Poundstretcher and Tile Depot) adjoin B&Q. The combined gross floor area (GFA) of the existing retail units is 7,990m<sup>2</sup>. The existing Site use incorporates a car park with 470 car parking spaces.
- 11.4. The traffic survey in June 2019 recorded two-way flows and peak hour turning movements at the two Site accesses. The Site currently generates **4591 vehicle trips** per day via the two Site accesses.
- 11.5. The survey did not capture multi-modal trips so the TRICS® database has been used to calculate multi-modal trips for the existing uses. The TRICS® selection criteria was based on the sub-category RETAIL PARKS – EXCLUDING FOOD. There are insufficient surveys sites of a similar nature in London so the selection was widened out to England. The standard methodology was applied to derive trip rates per 100m<sup>2</sup>. Full TRICS details are included as **Appendix H**.
- 11.6. Table 11.1 below shows the multi-modal trip rates for retail parks.

**Table 11.1 – TRICS trip rates per 100m<sup>2</sup> – Retail Parks**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	0.654	0.942	0.349	0.017	0.054	0	2.016
PM	4.508	7.726	0.362	0.054	0.081	0	12.731
Daily	46.125	77.193	5.296	0.339	1.252	0.114	130.319

- 11.7. When the above trip rates are applied to the existing 7990m<sup>2</sup> of retail floorspace, the resultant multi-modal trips are as shown below.

**Table 11.2 – Retail Parks, multi-modal trips (7990m<sup>2</sup>)**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	52	75	28	1	4	0	161
PM	360	617	29	4	6	0	1017
Daily	3685	6168	423	27	100	9	10412

- 11.8. The daily vehicle trips in Table 8.2 are significantly lower than those observed on-site. For this reason a further assessment was undertaken to derive trips per parking space. The resultant trip rates and trips are as shown in Tables 8.3 and 8.4 below.

**Table 11.3 – TRICS trip rates per parking space – Retail Parks**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	0.144	0.207	0.077	0.004	0.012	0.000	0.44
PM	0.991	1.699	0.080	0.012	0.018	0.000	2.80
Daily	10.142	16.974	1.165	0.075	0.275	0.025	28.66

- 11.9. When the above trip rates are applied to the existing 470 car parking spaces, the resultant multi-modal trips are as shown below.

**Table 11.4 – Retail Parks, multi-modal trips (470 spaces)**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	68	97	36	2	6	0	208
PM	466	798	37	6	8	0	1316
Daily	4767	7978	547	35	129	12	13468

- 11.10. This adjusted methodology provides a figure for two-way daily vehicle trips which is far closer to the observed survey data. These figures are therefore considered to be more robust. However, as the observed vehicle trips are available, the above table can be adjusted further to represent observed conditions.

**Table 11.5 – Retail Parks, multi-modal trips (470 spaces) (adjusted)**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	232	97	36	2	6	0	373
PM	278	798	37	6	8	0	1128
Daily	4591	7978	547	35	129	12	13292

- 11.11. Table 11.5 therefore shows the observed vehicle trips associated with the current site and a multi-modal assessment for other modes based on TRICS data.

#### Proposed residential use

- 11.12. The TRICS database was interrogated for the proposed uses. In each case site selection was restricted to London surveys for sites with similar PTAL ratings. The residential selection was based on FLATS PRIVATELY OWNED. The TRICS database does include rented flats which generally show lower overall trip rates, but a single selection of flats in private ownership was taken for a robust assessment.

- 11.13. The trip rates and trips for the proposed new homes are shown below.

**Table 11.6 – TRICS trip rates per dwelling – Private Flats**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	0.107	0.142	0.175	0.004	0.105	0.112	0.645
PM	0.077	0.107	0.159	0.002	0.087	0.09	0.522
Daily	0.816	1.021	1.86	0.052	0.891	0.819	5.459

- 11.14. When the above trip rates are applied to the proposed 100 new flats, the resultant multimodal trips are as shown below.



**Table 11.7 – Flats, multi-modal trips (1100 flats)**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	118	156	193	4	116	123	710
PM	85	118	175	2	96	99	574
Daily	898	1123	2046	57	980	901	6005

- 11.15. The vehicle trips may be higher than would be generated by 110 car parking spaces, but these figures therefore represent a robust assessment.

Proposed flexible commercial and community uses

- 11.16. The outline application for the Proposed Development seeks a flexible permission for up to 1200m<sup>2</sup> of A3/B1/D1/D2 use as described earlier.
- 11.17. For the purpose of a robust assessment a reasonable worst case has been calculated for the proposed non-residential uses. In order to derive a reasonable worst case, the total daily travel demand was calculated for each of the non-residential use classes.
- 11.18. The non-residential uses will be located in Blocks A, B and D. The likely distribution will include 'D' class uses in Blocks B and D, and space suitable for all non-residential uses in Blocks A and B. Due to the location and distribution of the non-residential uses (as indicated on the Illustrative Masterplan) it would be impractical and unviable for 100% of the non-residential floorspace to be in A3 or D2 use. It is highly unlikely that the floorspace would be 100% B1 or D1 but these options have been considered for a robust assessment. Based on the Illustrative Masterplan, eight options were considered as shown below.

**Table 11.8 – Non-residential units option analysis**

Option	Gross floor area	Use class
A	1200	B1
B	1200	D1
C	434	A3
	766	B1
D	434	A3
	766	D1
E	434	D2
	766	B1
F	434	D2
	766	D1
G	434	A3
	434	D2
	332	B1
H	434	A3
	434	D2
	332	D1

- 11.19. Of these eight possible options for the non-residential uses, Option G would generate the highest total daily travel demand by all modes. This is therefore considered to be the reasonable worst case. The transport effects of the Proposed Development have therefore been assessed by combining travel demand associated with the proposed residential use and the reasonable worst case (Option G) non-residential unit mix.



- 11.20. The peak hour and daily trip rates and trips for the Option G uses are set out below.

**Table 11.9 – TRICS trip rates per 100m<sup>2</sup> – A3 restaurant**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	0	0	1.546	1.031	1.031	0.515	4.123
PM	2.616	2.617	4.36	0	2.907	0.582	13.082
Daily	22.895	19.705	53.763	1.613	20.307	7.002	125.285

- 11.21. When the above trip rates are applied to the 434m<sup>2</sup> floor area, the resultant multi-modal trips are as shown below.

**Table 11.10 – A3 restaurant, multi-modal trips (434m<sup>2</sup>)**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	0	0	7	4	4	2	18
PM	11	11	19	0	13	3	57
Daily	99	86	233	7	88	30	544

- 11.22. The A3 uses will only have operational parking so the peak hour vehicle trips are reasonable but the daily vehicle trips are higher than might be expected.

**Table 11.11 – TRICS trip rates per 100m<sup>2</sup> – B1 office**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	0.244	0.025	0.612	0.122	0.612	1.615	3.23
PM	0.319	0.243	0.807	0.147	0.66	1.199	3.375
Daily	2.608	0.588	13.703	0.535	3.716	7.337	28.487

- 11.23. When the above trip rates are applied to the 332m<sup>2</sup> floor area, the resultant multi-modal trips are as shown below.

**Table 11.12 – B1 office, multi-modal trips (332m<sup>2</sup>)**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	1	0	2	0	2	5	11
PM	1	1	3	0	2	4	11
Daily	9	2	45	2	12	24	95

- 11.24. The third non-residential use is D2 leisure. For the purpose of this assessment, and given the form and scale of the development, a Gym use has been selected.

**Table 11.13 – TRICS trip rates per 100m<sup>2</sup> – D2 gym**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	0.951	0.091	2.764	0.431	0.861	0.43	5.528
PM	1.109	0.091	5.458	0.318	2.061	1.427	10.464
Daily	19.95	2.996	66.432	4.759	24.758	14.112	133.007

- 11.25. When the above trip rates are applied to the 434m<sup>2</sup> floor area, the resultant multi-modal trips are as shown below.

**Table 11.14 – D2 gym, multi-modal trips (434m<sup>2</sup>)**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	4	0	12	2	4	2	24
PM	5	0	24	1	9	6	45
Daily	87	13	288	21	107	61	577

- 11.26. Again, as the D2 use will only have operational parking the peak hour vehicle trips are reasonable, but the daily trips are higher than might be expected.
- 11.27. The total non-residential multi-modal travel demand, based on the 'reasonable worst case' mix, is shown below.<sup>1</sup>

**Table 11.15 – Commercial and community multi-modal trips**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	5	0	21	7	10	9	53
PM	17	13	45	2	24	13	113
Daily	97	100	567	29	270	151	1216

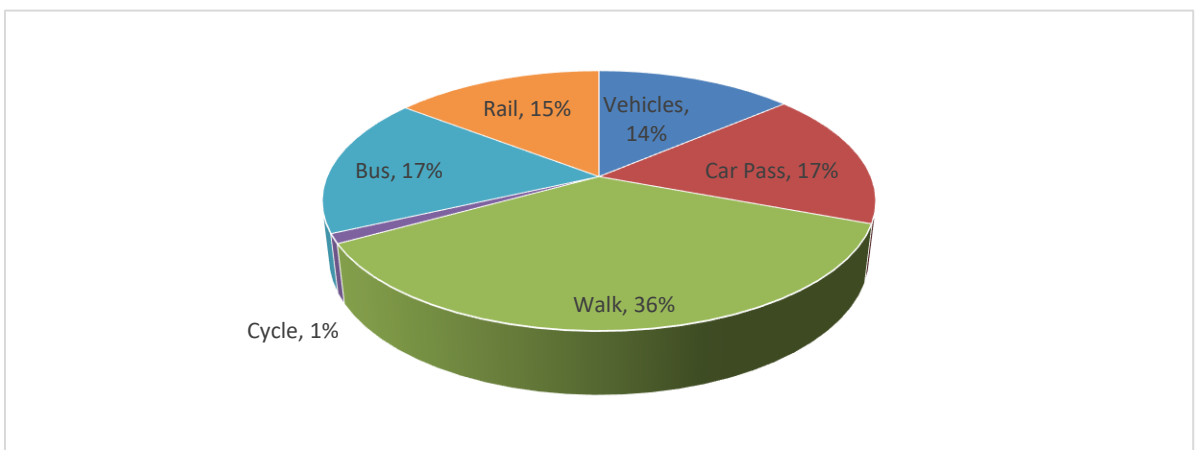
#### Combined development travel demand

- 11.28. The total forecast travel demand for the combined residential, commercial and community uses is therefore as shown below.

**Table 11.16 – Total development multi-modal trips**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	123	157	213	11	126	133	762
PM	102	130	220	4	119	112	688
Daily	995	1224	2613	87	1250	1052	7220

- 11.29. This clearly shows that the proposed development will have a highly sustainable travel profile making use of the very good accessibility of the site.
- 11.30. The mode share set out in Table 8.14 is illustrated in Figure 11.1 below:

**Figure 11.1 – Predicted mode share**

<sup>1</sup> Minor adjustment to daily vehicle trips to take account of operational parking as described



## 12. TRANSPORT EFFECTS

### Multi-modal trips

- 12.1. As stated in Section 8, the transport effects of the proposed development are derived by comparing the current travel demand from the existing uses and the forecast travel demand for the proposed uses. The net change in multi-modal trips is derived by comparing Table 11.5 and Table 11.16. The result is shown below.

**Table 12.1 – Net change in multi-modal trips**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	-109	59	177	9	120	133	389
PM	-176	-668	183	-2	111	112	-440
Daily	-3596	-6754	2066	52	1121	1040	-6072

- 12.2. As expected, the proposed development would result in a substantial reduction in peak hour and daily vehicle trips. Overall, the redevelopment of the Site would result in a small increase in multi-modal trips in the AM peak but a reduction in the PM peak and a significant reduction across the day as a whole. The development would result in a net increase in walking, cycling and public transport use. This is examined further below.

### Vehicle trips

- 12.3. The development will result in a net reduction in vehicle trips with a resultant benefit in local highway conditions. However, the development will also remove an access from Cricklewood Lane. This will have a positive beneficial effect on the pedestrian and cycle environment, and reduce the existing rat-running through the Site, but will also result in a localised re-distribution of traffic associated with the Site.
- 12.4. For clarity, a series of link-flow diagrams are included as **Appendix I** to demonstrate existing and proposed turning movements at each junction in the study area.

### Pedestrian trips

- 12.5. Table 11.16 shows predicted peak hour pedestrian trips and table 12.1 shows the net increase compared to the current use of the Site. The pedestrian desire lines shown in **Appendix D**, indicate three primary routes, into and out of the site, namely Depot Approach, Cricklewood Lane towards the Station and Cricklewood Lane towards Cricklewood Broadway. At this stage no weighted gravity model has been applied to the pedestrian desire lines but if the net increase in pedestrian trips is applied equally to the primary desire lines, each route would experience a maximum of 61 additional two-way pedestrian trips (30 in each direction) during the most affected peak hour. That additional demand equates to one additional pedestrian in each direction every two minutes on each route.
- 12.6. The local network is considered to be able to accommodate this scale of net increase in pedestrian trips without capacity, comfort or amenity issues.
- 12.7. It is likely that a weighted gravity model would result in an unequal division between the primary pedestrian routes; however, even if the numbers were to double on any given route, the resultant net increase in demand would still only equate to one extra pedestrian per minute. This would have no material effect on capacity, comfort or amenity.
- 12.8. The Active Travel Zone assessment identified two potential areas for improvement. The route beneath the rail line already benefits from lighting and public art but there is potential for both to be enhanced. The uncontrolled pedestrian crossings on Cricklewood Lane have central refuges which are unsuitable for wheelchair users or pedestrians with pushchairs. There is insufficient road space to increase the width of the refuges so there is potential to replace one of the uncontrolled crossings with a controlled crossing, thereby removing the need for a refuge. In this location a Puffin crossing would be appropriate form of controlled crossing.



#### Cycle trips

- 12.9. Table 12.1 shows that the development is predicted to generate an additional 9 cycle trips in the AM peak and a minor reduction in the PM peak. It would be hoped that the Residents' Travel Plan would result in significantly more than 1% travel by bike. However, even if this were to increase significantly to the FTP target of 5%, the result would still only be less than one extra cyclist per minute for the whole scheme. That number would be distributed across the local highway network. This increase would be imperceptible to other highway users and would have no effect on capacity, comfort or cyclist amenity.

#### Bus trips

- 12.10. Table 12.1 shows 120 additional bus trips in the AM peak and 111 in the PM peak. The assessment of existing bus infrastructure shows that there are 8 bus services in each direction with buses running at a frequency between 8 and 12 minutes. The existing bus services provide 41 buses in each direction per hour (82 in total). The additional demand generated by the proposed development would equate to either one or two additional bus passengers per bus. This increase would therefore be imperceptible to other bus passengers and would have no effect on capacity, comfort or passenger amenity.

#### Rail trips

- 12.11. Table 12.1 shows 133 additional rail passengers in the AM peak and 112 in the PM peak. Trains currently stopping at Cricklewood station currently comprise 16 trains per hour (160 carriages).
- 12.12. During the most affected peak period the predicted trip generation from the Site therefore represents just less than one additional passenger per carriage. This represents less than 0.5% of total capacity. This increase would therefore be imperceptible to other rail passengers and would have no effect on capacity, comfort or passenger amenity.



### 13. TRANSPORT IMPROVEMENTS

- 13.1. The assessment of off-site transport effects demonstrates that the proposed development would have a beneficial effect on the local highway network by reducing peak hour and daily vehicle trips when compared to the current use of the site. The assessment of effects on public transport demonstrates that the net effect on individual services would be small.
- 13.2. The development will generate a significant number of pedestrian and cycle movements both internally and externally. The site will deliver very important infrastructure in the form of:
- New pedestrian/cycle route between Depot Approach and Cricklewood Lane;
  - Removal of an existing busy vehicle access from Cricklewood Lane;
  - Extensive new public realm designed on Healthy Streets principles, including a new public square, open space and play areas;
  - Extensive improvements to existing public realm, including Cricklewood Green enhancements to be secured by S106 agreement;
  - New Car Club space to provide for new residents and the wider local community;
  - Land safeguarded so as not to preclude future southern access into Cricklewood Station;
  - Potential S106 contribution towards improvements to the pedestrian route beneath the rail bridge;
  - Potential S106 contribution to upgrade on uncontrolled crossing on Cricklewood Lane to a Puffin
- 13.3. In addition to the above the Proposed Development will include a three-part Transport Implementation Strategy to actively manage and influence the movement of goods and materials to and from the Proposed Development.



## 14. SUMMARY AND CONCLUSIONS

- 14.1. This Transport Assessment (TA) has been prepared by Entran Ltd in support of an outline planning application for a residential led, mixed-use development of new homes and complimentary commercial and community uses on land at Cricklewood Lane, Cricklewood.
- 14.2. This TA has been prepared alongside a Transport Implementation Strategy which provides the opportunity to reduce dependence on travel by private car and seeks to influence travel to and from the site rather than merely assessing its impact.
- 14.3. The development comprises the construction of up to 1100 residential dwellings and 1200m<sup>2</sup> of flexible A3/B1/D1/D2 non-residential use at ground floor. The Proposed Development includes new public realm including pedestrian and cycle routes as well as a new public square and landscape enhancements. The proposed development will provide car parking spaces for 10% of the residential dwellings, of which 3% will be for disabled drivers from the outset. Operational car parking will be provided for the non-residential units. Electric Vehicle Charging Points will be installed in accordance with TfL and LBB requirements. Secure cycle parking will be provided in accordance with London Plan standards.
- 14.4. The Proposed Development will remove an existing vehicle access from Cricklewood Lane to the benefit of pedestrians and cyclists, and highway safety in general. The Proposed Development will take vehicle access from Depot Approach, a private access road.
- 14.5. All roads surrounding the site are subject to existing waiting restrictions, including a number of controlled parking zones. There is therefore no opportunity for the proposed development to displace any parking onto the public highway or surrounding streets.
- 14.6. Bus stops within easy walking distance of the site are served by high frequency bus services operating throughout the day and night. The closest station is Cricklewood Station, less than two minutes' walk from the Site.
- 14.7. An audit of existing pedestrian and cycle facilities within the Active Travel Zone found no significant barriers that would deter or prevent walking and cycling as a primary mode of transport.
- 14.8. The evidence shows that the site is highly accessible by foot, by bike, by bus or using rail services. The introduction a new, direct route through the Site for pedestrians and cyclists will increase the site's PTAL rating (as well as that of land to the north-west) and further and reduce travel times to key employment, retail, health and leisure facilities. The site is clearly well placed to promote travel by sustainable modes of transport and reduce reliance on the private car. The residents of the proposed development will have a genuine and viable choice of modes of travel.
- 14.9. The residents of the new development will benefit from a Car Club so that those households who do not own a vehicle will still have access to one as and when they may need one for essential journeys.
- 14.10. An assessment of travel by different modes shows that the proposed development will result in a material reduction in peak hour and daily vehicle trips. The net result will be an improvement in local highway conditions.
- 14.11. The multi-modal assessment forecasts that 36% of daily trips would be on foot, followed by 17% by bus and 15% by rail. Journeys by car would only represent 14% of person trips. The Framework Travel Plan would provide an opportunity to increase the number of cyclists, bus passengers and car-sharers and decrease the levels of single car occupancy further still.
- 14.12. The development will be supported by a three-part Transport Implementation Strategy comprising the Framework Travel Plan (FTP), Construction Logistics Plan (CLP) and Delivery & Servicing Plan (DSP). Final versions will be prepared (prior to commencement and occupation respectively) in partnership with LBB and TfL.
- 14.13. For the reasons set out in this Transport Statement there is no reason why the proposed development should be refused on grounds of highway capacity or safety, impact on the transport network or sustainability. The provision of new homes and public facilities in Cricklewood offers an opportunity to enhance this area with no adverse effects on transport and should be supported by the local highway authority.



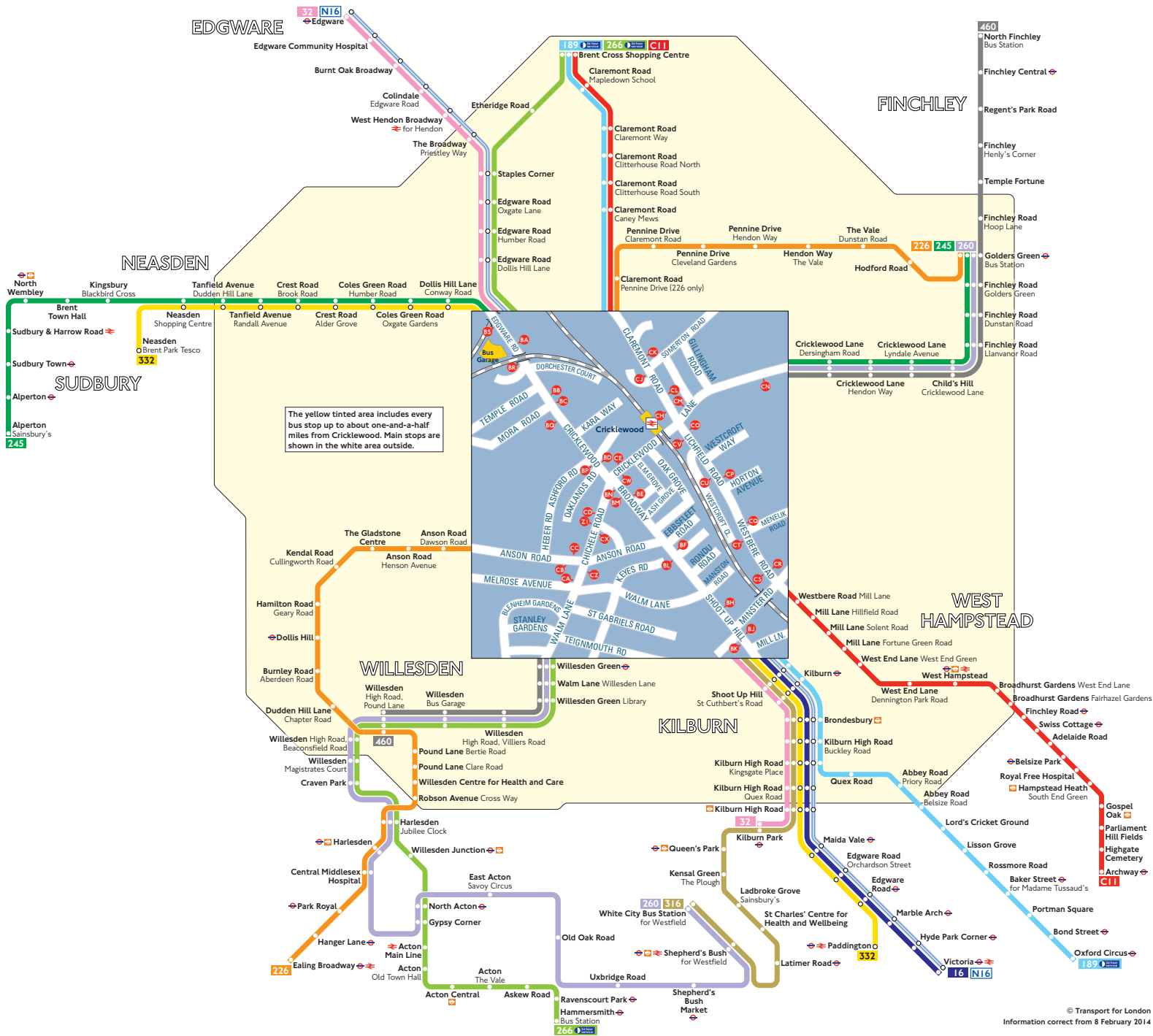
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# Appendix A

## Bus routes



# Buses from Cricklewood



The yellow tinted area includes every bus stop up to about one-and-a-half miles from Cricklewood. Main stops are shown in the white area outside.

## Key

- 16 Day buses in black
- N16 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail

Red discs show the bus stop you need for your chosen bus service. The disc appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

## Route finder

### Day buses including 24-hour services

Bus route	Towards	Bus stops
16	Victoria	8C 8D 8E 8F 8H 8J
32	Edgware	8K 8L 8M 8P 8Q 8R 8S
	Kilburn Park	8A 8C 8D 8E 8F 8H 8J
189	Brent Cross Shopping Centre	8K 8L 8M 8P 8Q 8R 8S
	Oxford Circus	8E 8F 8H 8J 8K 8L 8M
226	Ealing Broadway	8C 8D 8E 8F 8H 8J
	Golders Green	8C 8D 8E 8F 8H 8J
245	Alperton	8P 8Q 8R 8S 8T 8U
	Golders Green	8A 8B 8D 8E 8H
260	Golders Green	8A 8C 8E 8H
	White City	8N 8W 8X 8Z
266	Brent Cross Shopping Centre	8P 8Q 8R 8S 8T 8U
	Hammersmith	8A 8B 8D 8E 8H
316	White City	8C 8D 8E 8F 8H 8J
332	Neasden	8K 8L 8M 8P 8Q 8R 8S
	Paddington	8A 8C 8D 8E 8F 8H 8J
460	North Finchley	8A 8C 8E 8H
	Willesden	8N 8W 8X 8Z
C11	Archway	8K 8L 8M 8P 8Q 8R 8S
	Brent Cross Shopping Centre	8K 8L 8M 8P 8Q 8R 8S

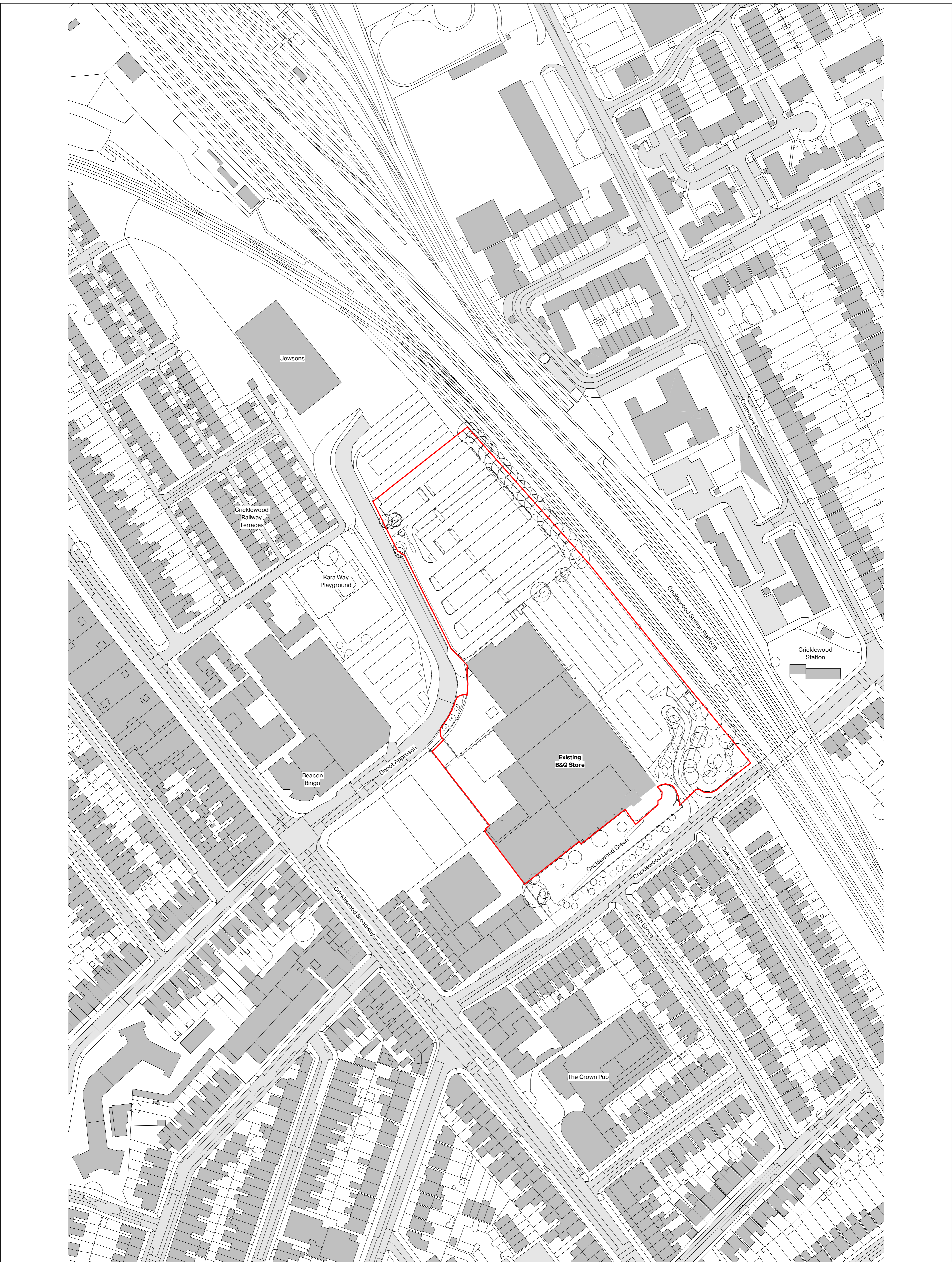
### Night buses

Bus route	Towards	Bus stops
N16	Edgware	8K 8L 8M 8P 8Q 8R 8S
	Victoria	8A 8C 8D 8E 8F 8H 8J



# Appendix B

## Architects' Parameter Plans and Schedule of Accommodation



Keyplan

North

Notes:

1. Do not scale
2. Contractor to check all dimensions and report omissions and errors to the Architect
3. EPR Architects accepts no liability for use of this drawing by parties other than the party for whom it was prepared or for purposes other than those for which it was prepared
4. This drawing is issued in digital format as an uncontrolled version to enable the recipient to prepare their own documents/drawings/models for which they are solely responsible. This drawing is based on project information current at the time of issue. EPR Architects Limited accepts no liability for any alterations or additions to or discrepancies arising out of any change to such project information that occurs to the information after it is issued by EPR Architects Limited
5. This drawing does not contain shared coordinates and is not issued for coordination purposes.

No.	Revision	Date	Initial	Chk'd
1	For Approval	2023/1	SN	JE

— Outline Application boundary

■ Existing building

■ Existing road

NOTE:

All site boundaries and legal demises are indicative and shown for information only, based on desktop studies of land registry and record information, and are subject to survey and verification on site.

**EPR Architects**

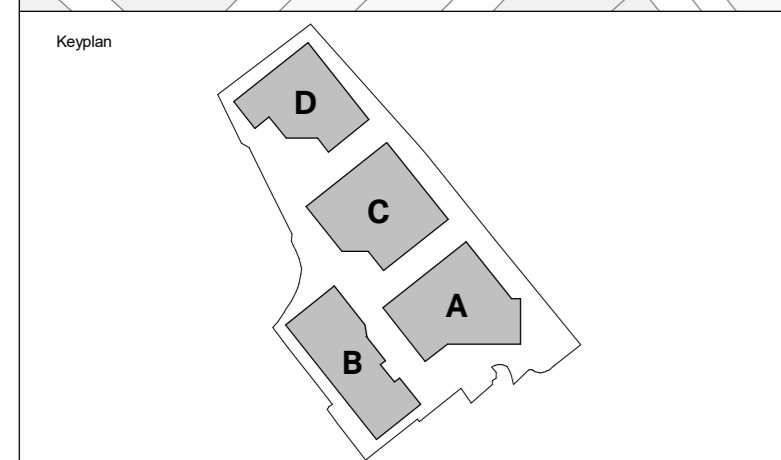
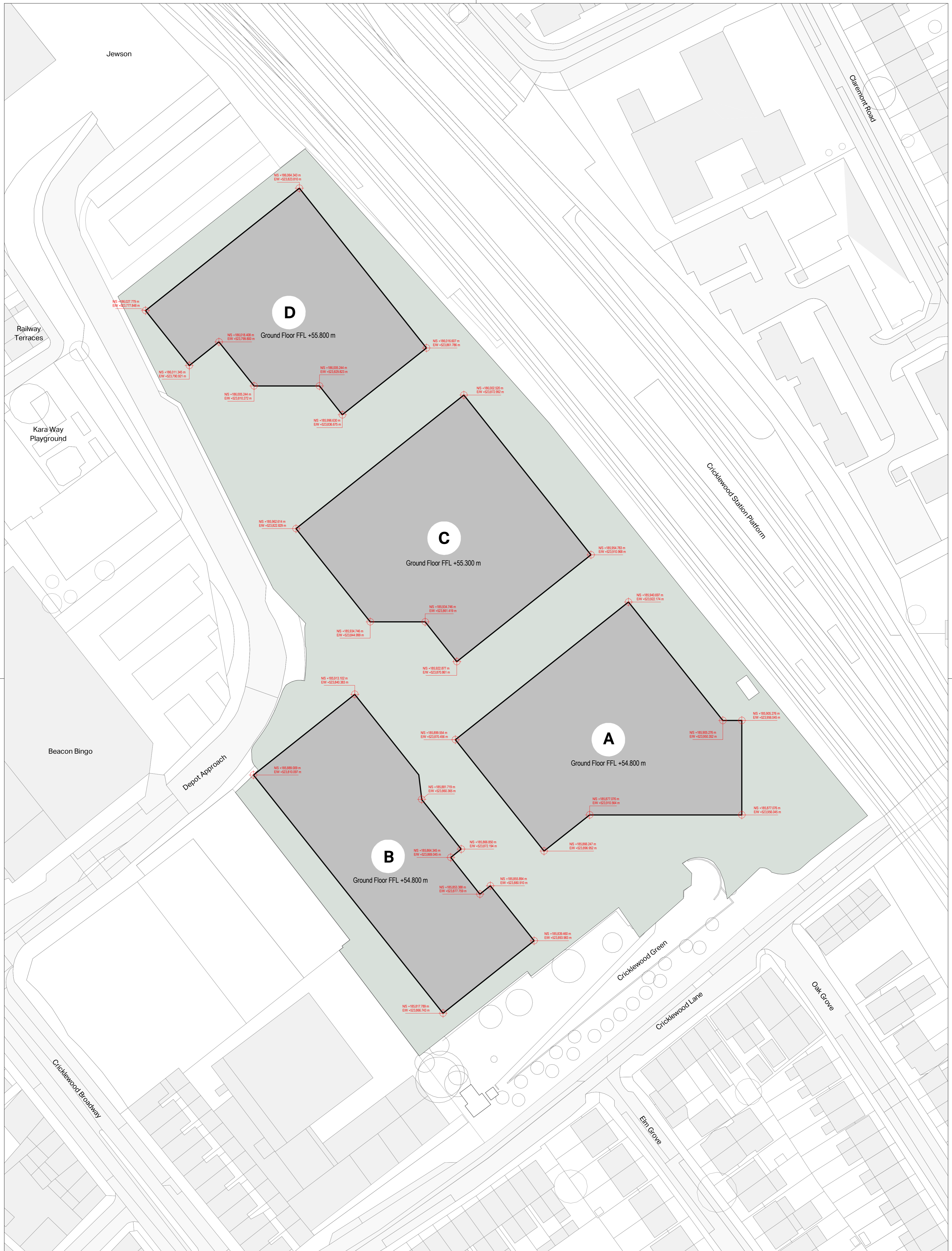
30 Millbank, London SW1P 4DU  
 4440205 7332700  
 www.epr.co.uk

**B&Q Cricklewood Lane  
 NW2 1ES**

**Location Plan  
 Outline Application Boundary**

Scale @A1 Status Suitability Revision  
 1:1000 For Approval **S4 - P1**

Project Code Originator Zone Level Type Role Class Number  
 10965 - EPR - XX - XX - DR - A - TP-0100



North

N

Notes:

1. Do not scale
2. Contractor to Check all dimensions and report omissions and errors to the Architect
3. EPR Architects accepts no liability for use of this drawing by parties other than the party for whom it was prepared or for purposes other than those for which it was prepared
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5. This drawing does not contain shared coordinates and is not issued for coordination purposes.

No.	Revision	Date	Initial	Chk'd
1	For Approval	2023/1	SN	JE

Legend:

- Ground floor public realm, roads and infrastructure
- Development Parcels including enhancement zone for balconies and defensible planting at ground floor
- OS Northing and Easting coordinates

NOTE:

- All site boundaries and legal demises are indicative and shown for information only, based on desktop studies of land registry and record information, and are subject to survey and verification on site.

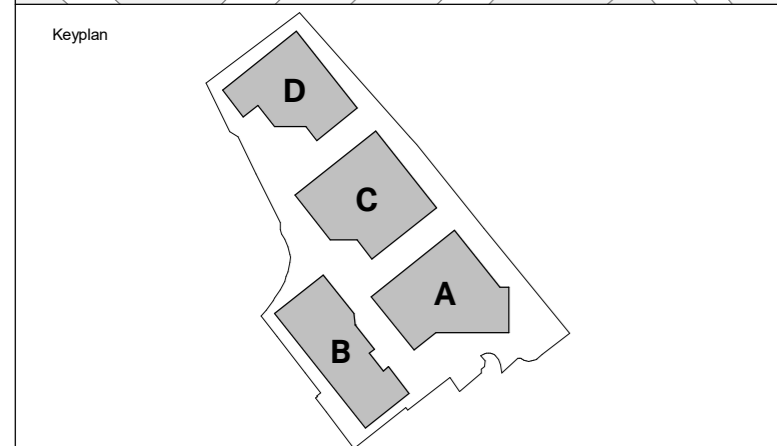
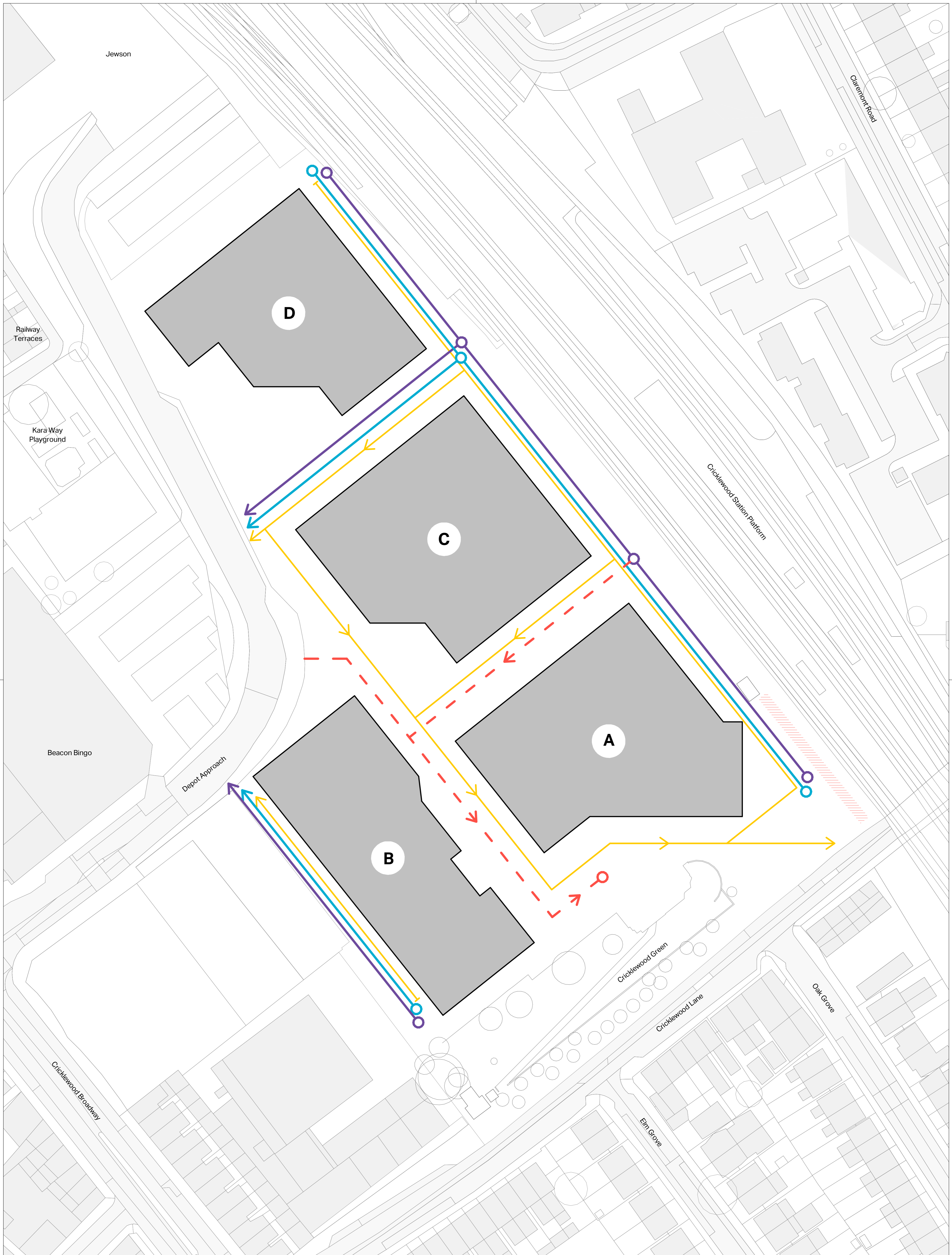
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**B&Q Cricklewood Lane NW2 1ES**

**Parameter Plan Development Parcels**

Scale	Status	Suitability	Revision
1:500	For Approval	S4	P1

Project Code: 10965 - EPR - XX - DR - A - TP-0102



North

N

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No.	Revision	Date	Initial	Chk'd
1	For Approval	2023/1	SN	JE

Two way vehicular route	Development Parcels
Two way service route	Safeguarded zone for future pedestrian link to station
Two way emergency route	Turning head for non-service vehicles
Pedestrian / cycle route	Turning head for service and emergency vehicles

NOTE:

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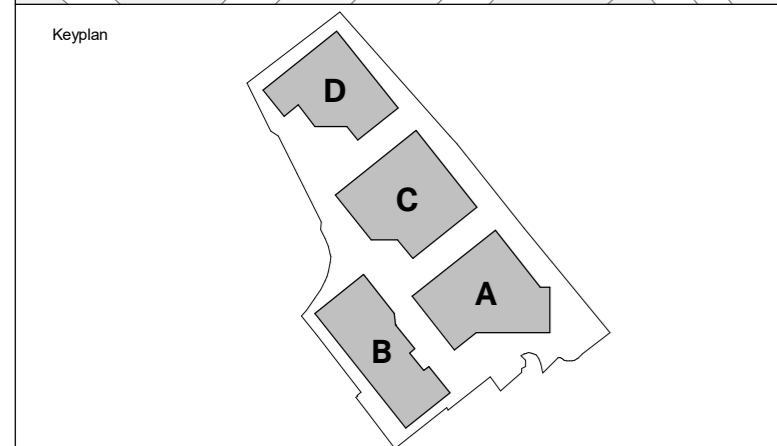
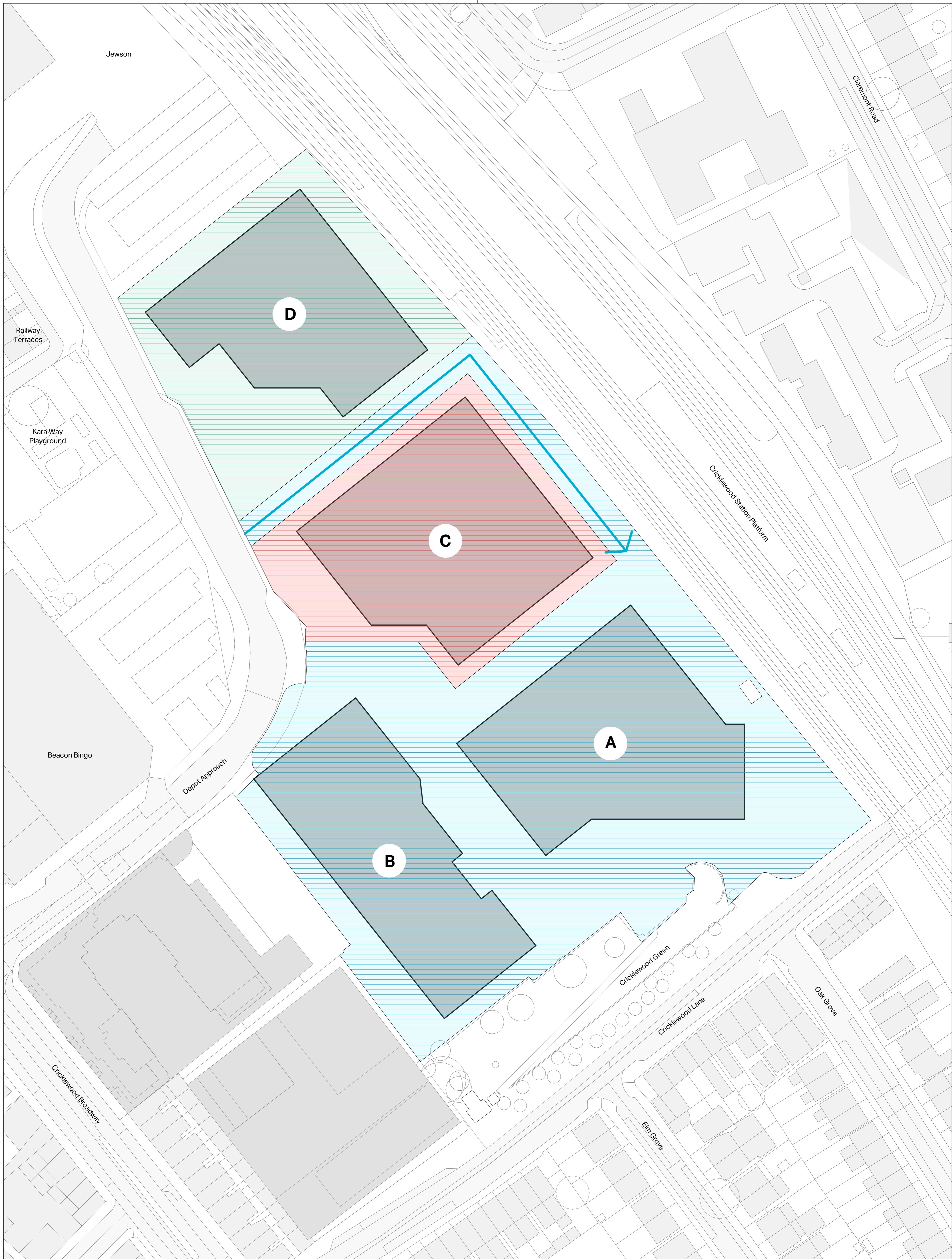
**EPR Architects**  
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**B&Q Cricklewood Lane NW2 1ES**

**Parameter Plan**  
**Key Points of Access and Circulation**

Scale	Status	Suitability	Revision
1:500	For Approval	S4	P1

Project Code	Originator	Zone	Level	Type	Role	Class	Number
10965	EPR	XX	XX	DR	A	TP	0103



North

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 5. This drawing does not contain shared coordinates and is not issued for coordination purposes.

No.	Revision	Date	Initial	Chk'd
1	For Approval	2023/1	SN	JE

Site and operational access required for Phase 1  
 Phase 1 – Development Parcels A and B  
 Phase 2 – Development Parcel C  
 Phase 3 – Development Parcel D

NOTE:  
 • All site boundaries and legal demises are indicative and shown for information only, based on desktop studies of land registry and record information, and are subject to survey and verification on site.

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**B&Q Cricklewood Lane NW2 1ES**

**Parameter Plan Phasing**

Scale	Status	Suitability	Revision
1:500	For Approval	S4	P1

Project Code: 10965 - EPR-XX-XX-DR-A-TP-0105



---

# Appendix C

## Artists impressions of public realm provision



The development will deliver a new public square



A new, high-quality pedestrian/cycle route through the heart of the scheme

**B&Q Cricklewood Lane**  
Public realm improvements







The public realm has been designed around the Healthy Streets principles



New, high-quality links to Cricklewood Lane as part of the Cricklewood Green enhancements

**B&Q Cricklewood Lane**  
Public realm improvements





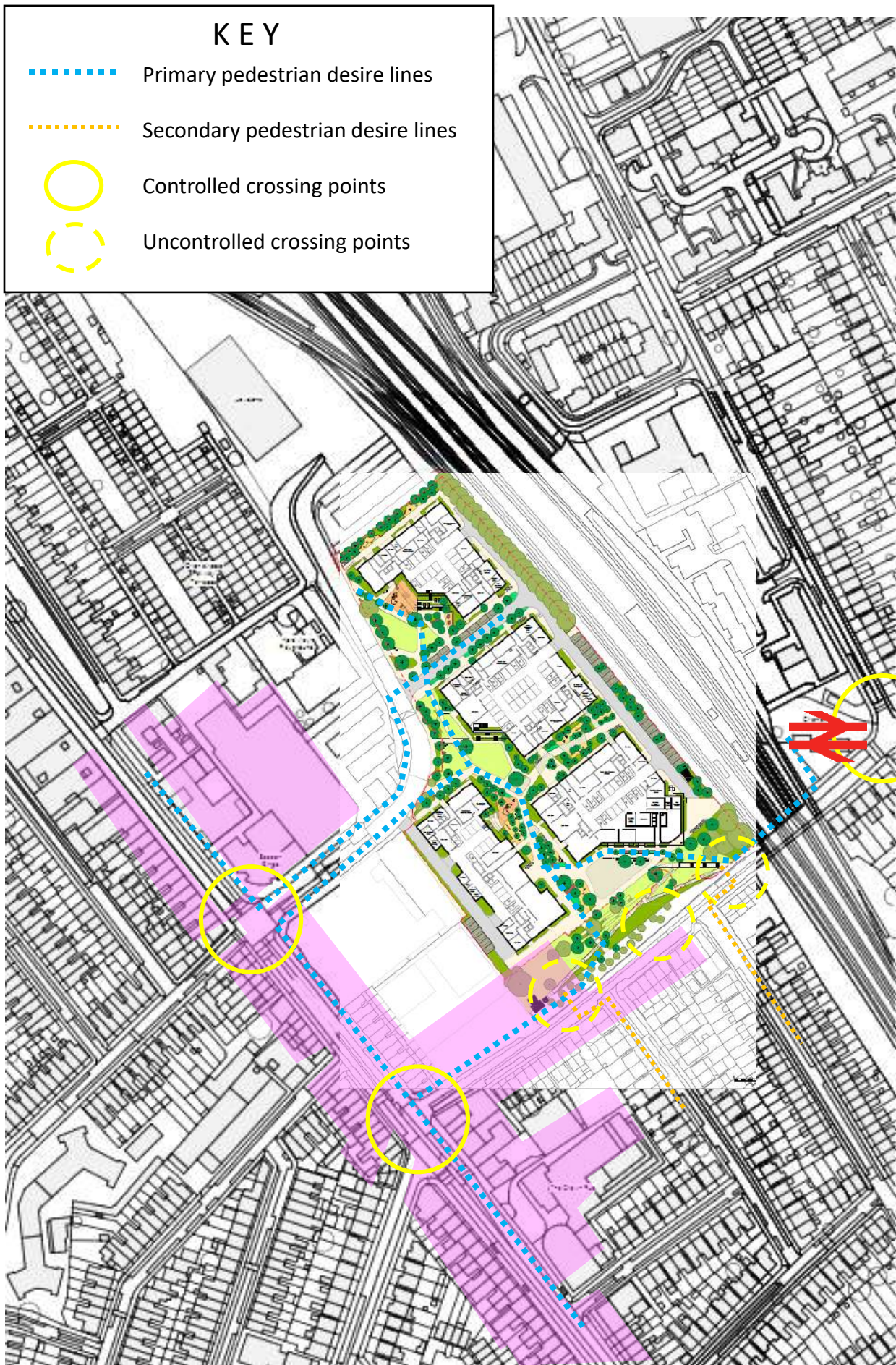
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# Appendix D

## Pedestrian desire lines

# KEY

- Primary pedestrian desire lines
- Secondary pedestrian desire lines
- Controlled crossing points
- Uncontrolled crossing points



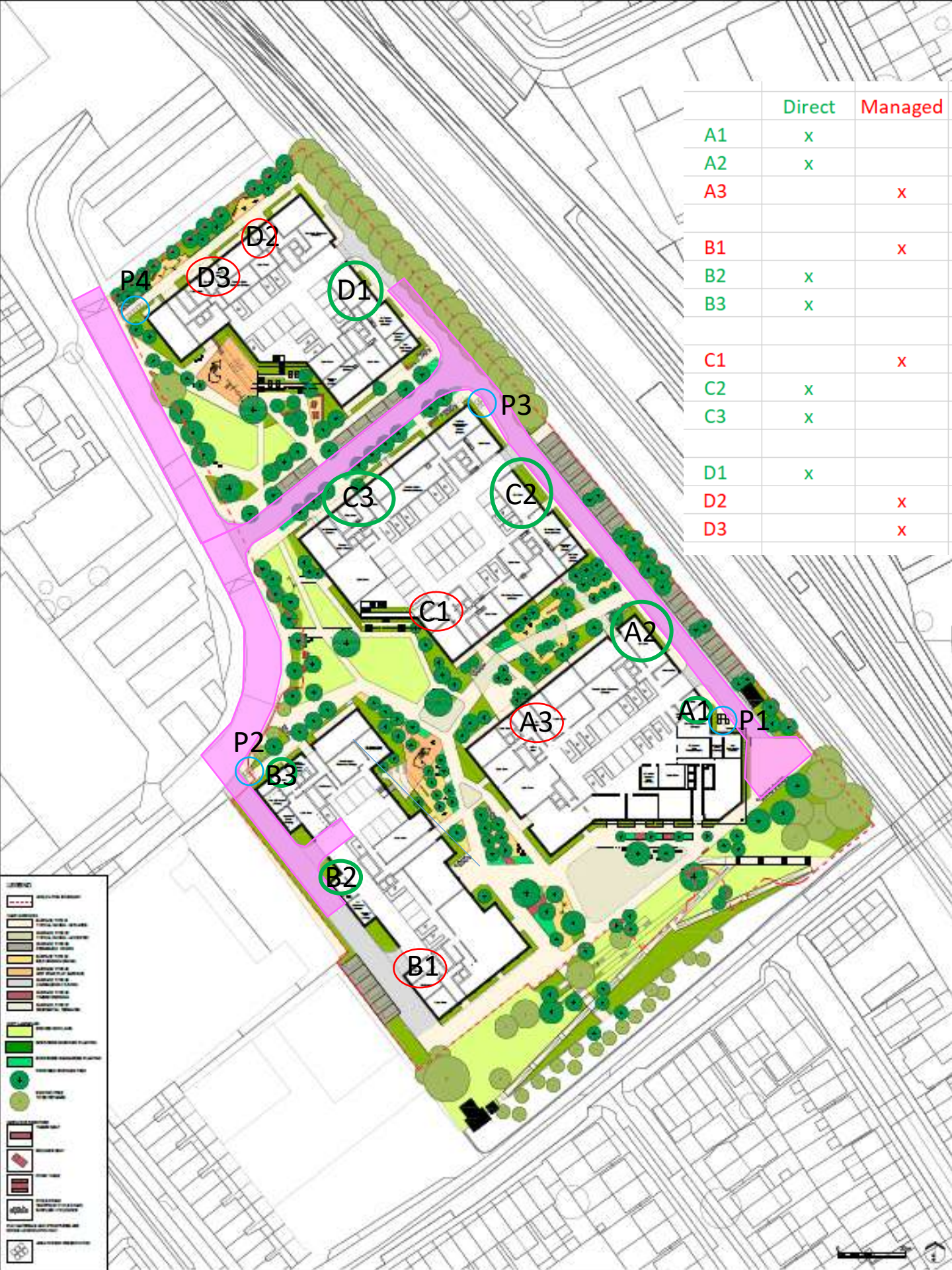
Cricklewood Lane  
Pedestrian desire lines



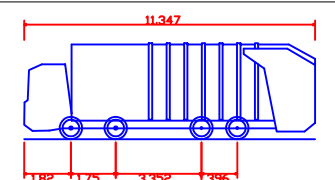
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# Appendix E

## Refuse collection strategy and swept path analyses



Cricklewood Lane  
 Refuse collection strategy review – July 2020



Large Refuse Vehicle (4 axle)  
 Overall Length 11.347m  
 Overall Width 2.500m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 6.00s  
 Wall to Wall Turning Radius 11.330m

Annotations of 'P' relates to refuse presentation areas.

REV	DATE	REVISION DETAILS	BY
A	JUL20	Additional annotations	LL



7 Greenway Farm | Bath Road | Wick | Bristol | BS30 5RL  
 TELEPHONE : 0117 937 4077

PROJECT TITLE  
 LAND AT CRICKLEWOOD LANE  
 NW2 1ES

DRAWING TITLE  
 REFUSE COLLECTION STRATEGY  
 SPA LARGE REFUSE

CLIENT / ARCHITECT  
 MONTREAUX

STATUS

SCALE	AT A3	DRAWN	LL
CHECKED	RF	APPROVED	RF

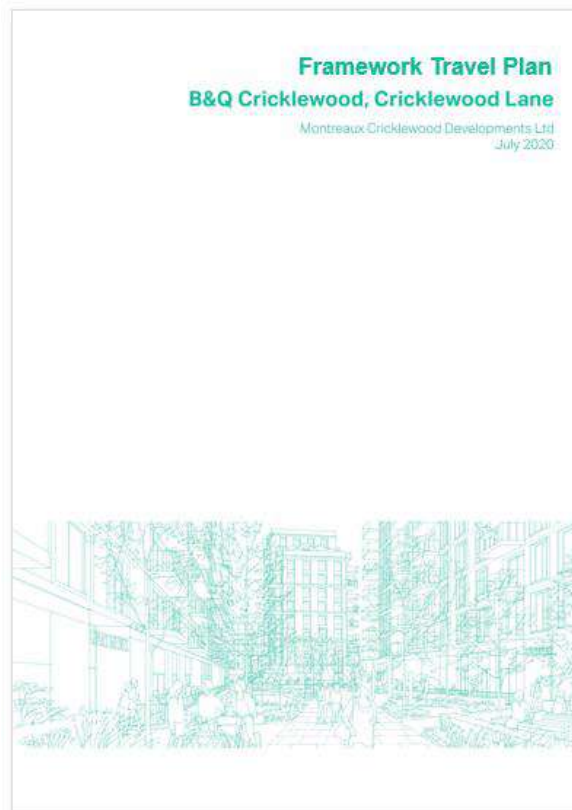
DRG SIZE	DATE	DRAWING NUMBER	REV
A3	07/2020	SK201	A



# Appendix F

## Framework Travel Plan

[Separate document]


















# Appendix G









## Healthy Streets Assessment



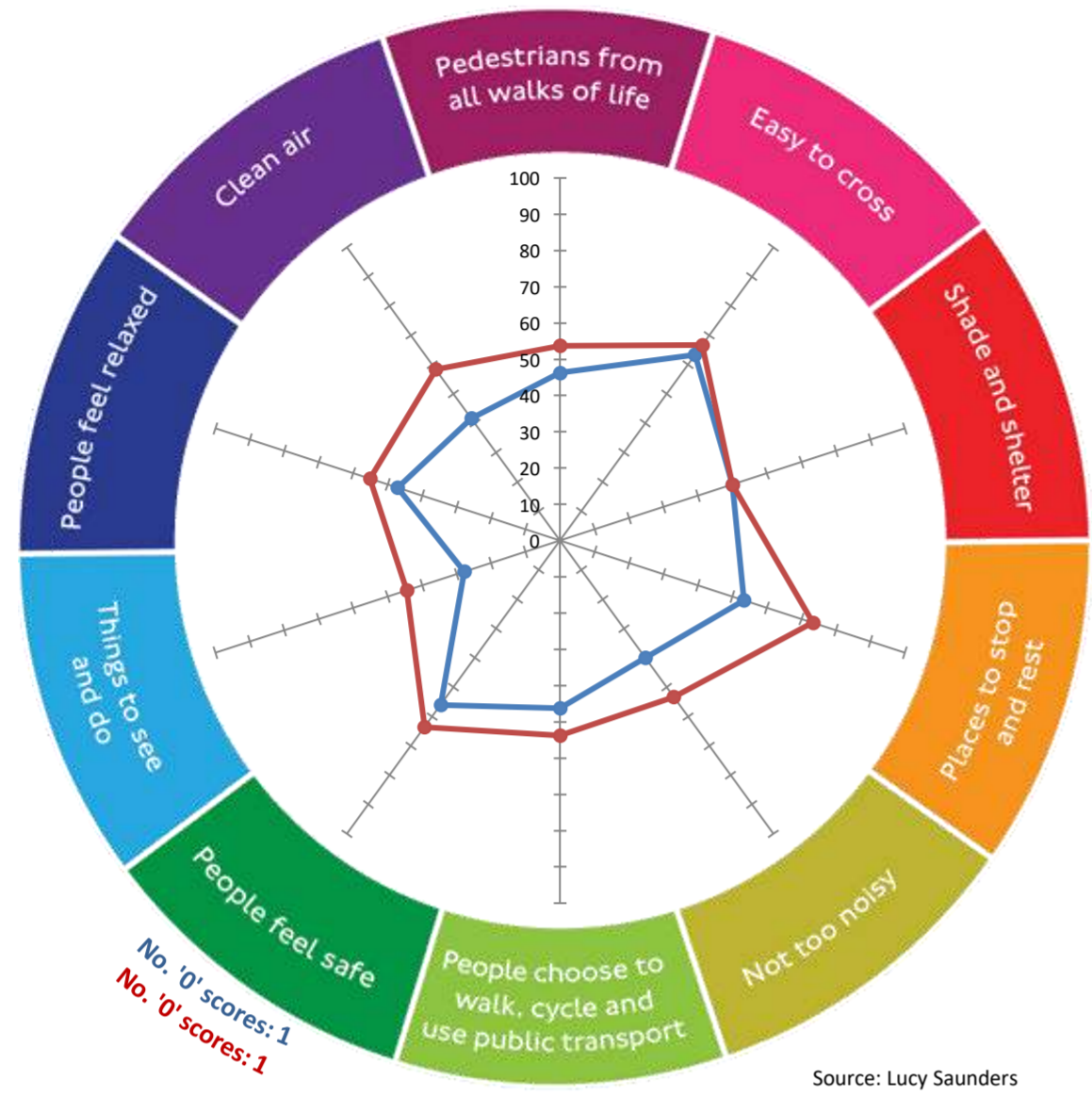
**Segment 1: Cricklewood Ln from Entrance to Kingsway Ct to Oak Grove**

Metrics <small>(Click on  for more guidance on scoring or open the 'Scoring guidance tab')</small>	Scoring system				Enter score here		Notes	How each metric contributes to the Healthy Streets Indicators' scores									
	3	2	1	0	Existing layout	Proposed layout		Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and use PT	People feel safe	Things to see and do	People feel relaxed	Clean Air
1 <b>Total volume of two way motorised traffic</b> 	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	2	2	Existing = 835 at PM Peak, Proposed = 940 (with added growth and other committed dev)	✓	✓	-	-	-	✓	✓	-	✓	-
2 <b>Interaction between large vehicles and people cycling</b> 	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm.  <b>or</b> The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	0	0	Possibly slight reduction as a result of the B&Q closure but not enough to increase score.	✓	-	-	-	-	✓	✓	-	✓	-
3 <b>Speed of motorised traffic</b> 	85th percentile speed is less than 20mph.  <b>or</b> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further.  <b>or</b> Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph.  <b>or</b> Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph.  <b>or</b> Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph.  <b>or</b> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	2	2	No proposed change.	✓	✓	-	-	-	✓	✓	-	✓	-
4 <b>Traffic noise based on peak hour motorised traffic volumes</b> 	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	-	1	1	See Metric 1.	✓	-	-	-	✓	✓	-	-	✓	-
5 <b>Noise from large vehicles</b> 	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	-	1	1	Possible reduction in large vehicle traffic could increase score to 2 but keeping 1 to be conservative.	✓	-	-	-	✓	✓	-	-	✓	-
6 <b>NO2 concentration (from London Atmospheric Emission Inventory)</b> 	<b>If assessing existing:</b> The NO2 concentration is less than 32µg/m3.  <b>If assessing proposal:</b> The existing NO2 concentration is less than 32µg/m3 <b>or</b> the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	<b>If assessing existing:</b> The NO2 concentration is 32 to 40µg/m3.  <b>If assessing proposal:</b> The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume <b>or</b> the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction	<b>If assessing existing:</b> The NO2 concentration is greater than 40µg/m3 (legal limit value).  <b>If assessing proposal:</b> The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	-	1	1	No proposed change.	✓	-	-	-	-	✓	-	-	-	✓
7 <b>Reducing private car use</b> 	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	-	1	2	Closure of B&Q car park introduces some level of motor vehicle restriction	✓	✓	-	-	✓	✓	✓	-	✓	✓
8 <b>Comfort of crossing side roads for people walking</b> 	Side roads are closed to motor traffic.  <b>or</b> Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	2	2	Proposed scheme does not include changes to the Southern side of the road where the side roads are.	✓	✓	-	-	-	✓	✓	-	✓	-
9 <b>Mid-link crossings, to meet desire lines</b> 	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	-	3	3	No proposed change.	✓	✓	-	-	-	✓	✓	-	✓	-
10 <b>Opportunity to cross the street away from junctions</b> 	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour.  <b>or</b> A zebra or parallel crossing is provided.  <b>or</b> Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour.  <b>or</b> Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit.  <b>or</b> Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour.  <b>or</b> Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	-	2	2	No proposed change.	✓	✓	-	-	-	✓	✓	-	✓	-
11 <b>Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)</b> 	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	-	1	1		✓	✓	-	-	-	✓	✓	-	-	-
12 <b>Level of support for people using controlled crossings</b> 	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	-	1	1		✓	✓	-	-	-	✓	✓	-	✓	-

13	<b>Width of clear continuous walking space</b> ⓘ	There is 2.5m or more clear width for walking in busy locations.  <b>or</b> There is 2m or more in moderately busy locations.  <b>or</b> There is 1.5m or more in quiet locations.	There is 2m to 2.5m clear width for walking in busy locations.  <b>or</b> There is 1.5m to 2m width in moderately busy locations.	There is 1.5m to 2m clear width for walking in busy locations.	There is less than 1.5m clear width for walking.	3	3	No proposed change.	✓	-	-	✓	-	✓	✓	-	✓	-
14	<b>Sharing of footway with people cycling</b> ⓘ	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use.  <b>or</b> Part or all of a footway less than 3m wide is designated as shared use.	-	3	3	No proposed change.	✓	✓	-	-	-	✓	✓	-	✓	-
15	<b>Collision risk between people cycling and turning motor vehicles</b> ⓘ	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised  <b>and</b> At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions.  <b>and</b> At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses.  <b>and</b> At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	2	2	No proposed change.	✓	-	-	-	-	✓	✓	-	✓	-
16	<b>Effective width for cycling</b> ⓘ	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.	2	2	No proposed change.	✓	-	-	-	-	✓	✓	-	✓	-
17	<b>Impact of parking and loading on cycling</b> ⓘ	There is no kerbside activity.  <b>or</b> People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	1	2	No proposed change.	✓	-	-	-	-	✓	✓	-	✓	-
18	<b>Quality of cycling surface</b> ⓘ	The surface for cycling is even and smooth, with sufficient skid resistance.  <b>or</b> There are defects but resurfacing of the whole cycling surface is proposed.	There are a few minor defects in the surface for cycling.	There are many minor defects in the surface for cycling.	There are major defects in the surface for cycling.	2	2	No proposed change.	✓	-	-	-	-	✓	✓	-	✓	-
19	<b>Quality of walking surface</b> ⓘ	There is an even and smooth surface for walking.  <b>or</b> There are defects but resurfacing of the whole walking surface is proposed.	There are a few minor defects in the surface for walking.	There are many minor defects in the surface for walking.	There are major defects in the surface for walking.	2	2	No proposed change.	✓	✓	-	-	-	✓	✓	-	✓	-
20	<b>Surveillance of public spaces</b> ⓘ	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	-	1	1		✓	-	-	✓	-	✓	✓	-	✓	-
21	<b>Lighting</b> ⓘ	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201.  <b>and</b> Lighting of off-carriageway facilities for walking or cycling meets the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	-	2	2		✓	-	-	-	-	✓	✓	-	✓	-
22	<b>Provision of cycle parking</b> ⓘ	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand but is not accessible by all.	Cycle parking does not meet existing demand.	-	1	3	Cycle parking to be included with improvements to Cricklewood Grn?	✓	-	-	-	-	✓	✓	-	✓	-
23	<b>Street trees</b> ⓘ	<b>If assessing existing:</b> There are multiple trees, with canopies spaced less than 15m apart on average.  <b>If assessing proposal:</b> The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes.  <b>or</b> All existing trees are to be retained, with substantial planting of new trees.	<b>If assessing existing:</b> There are multiple trees, with canopies spaced more than 15m apart on average.  <b>If assessing proposal:</b> Most existing trees are to be retained, with the overall number of trees maintained or increased.	<b>If assessing existing:</b> There are no trees, or only one tree.  <b>If assessing proposal:</b> There are no trees.  <b>or</b> The number of trees has been reduced.	-	2	2		✓	-	✓	✓	✓	✓	✓	✓	✓	✓

24	Planting at footway-level (excluding trees)	 If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area).  If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.  If assessing proposal: Existing standalone greenery is to be retained or enhanced.	If assessing existing: There is no planting.  If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	-	1	2	New planting at Cricklewood Green.	✓	-	-	✓	✓	✓	✓	✓	✓	✓	
25	Walking distance between resting points (benches and other informal seating)	 There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	-	1	3	New resting places at the green?	✓	-	-	✓	-	✓	-	✓	✓	-	
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	 There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	-	1	1		✓	-	✓	-	-	✓	-	✓	✓	-	
<b>Are there any bus services running on this street? (Y/N)</b>									<b>Y</b>		<b>Y</b>		<<< please select Y or N <<<<Please enter Y or N for both existing and proposed.						
<b>If not, do not complete metrics 29-30</b>																			
27	Factors influencing bus passenger journey time	 There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	-	1	1		✓	-	-	-	-	✓	-	-	✓	-	
28	Bus stop accessibility	 Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	-	1	1		✓	-	-	-	-	✓	✓	-	✓	-	
<b>Are there any rail/underground/bus station accessible from this street? (Y/N)</b>									<b>N</b>		<b>N</b>		<<< please select Y or N <<<<Please enter Y or N for both existing and proposed.						
<b>If not, do not complete metrics 31-33</b>																			
29	Bus stop connectivity with other public transport services	 The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	-				✓	-	-	-	-	✓	-	✓	✓	-	
30	Street-to-station step-free access	 All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	-				✓	-	-	-	-	✓	-	✓	✓	-	
31	Support for interchange between cycling and underground/rail	 Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	-				✓	-	-	-	-	✓	-	-	✓	-	

### Healthy Streets Check scores



### Healthy Streets Indicators' scores (%)

(Results will only display once the existing layout has been set)

	Existing layout	Proposed layout
Pedestrians from all walks of life	46	54
Easy to cross	63	67
Shade and shelter	50	50
Places to stop and rest	53	73
Not too noisy	40	53
People choose to walk, cycle and use public transport	46	54
People feel safe	56	64
Things to see and do	28	44
People feel relaxed	47	55
Clean Air	42	58
<b>Overall Healthy Streets Check score</b>	<b>48</b>	<b>57</b>
<b>Number of '0' scores</b>	<b>1</b>	<b>1</b>

If '0' scores are unavoidable, please explain why here:

**i**

The Healthy Streets Check score does not show whether a street is healthy or not but indicates the strengths and weaknesses of a scheme/street.

It is not possible to achieve an overall score of 100%. To score well against some metrics, compromise will be needed with other metrics. This reflects the compromises inherent in any street.

Should the assessment reveal one or more '0' scores the design should be reviewed to consider whether the score can be improved. In some cases this will not be possible, if so justify your

**How to interpret the results**

The Check will produce a percentage score against each of the 10 Healthy Streets Indicators. These percentage scores give a general picture of how a design, in the round, is delivering against the 10 Healthy Streets Indicators. Designers should seek to increase the Healthy Streets Indicators scores.

An overall percentage score is also presented. This is not an average of the scores for each Indicator as each metrics contribute to multiple Indicators scores.

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The objective therefore is to get as high a score as possible, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated. A proposed scheme should also aim to deliver a score increase from baseline for all Healthy Streets Indicators' scores.

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There is no threshold score for a Healthy Street. Streets are not either 'healthy' or 'unhealthy' - some designs will perform better than others against the 10 Healthy Streets Indicators which may reflect physical, financial or political constraints on the project.

**What the numbers mean**

The Healthy Streets Check is not a scientific assessment of how healthy a street is. It is not the case that a street with a 10% increase in Healthy Streets Check score confers 10% greater health benefit to people who use it. It is also not the case that a 10% increase in Healthy Streets Check score will deliver a 10% uplift in active travel.

The metrics included in the Healthy Streets Check are the best available quantifiable and evidence based standards that are within the gift of the traffic engineer or urban designer to influence through the design of the street. As a result some of the Healthy Streets Indicators are linked to only a few metrics e.g. shade & shelter while others are linked to all 31 metrics e.g. pedestrians from all walks of life, because all the metrics contribute to the whole environment in the round and therefore affect the Indicator.

The numbers must therefore not be given any undue weight in the interpretation of the results. The objective is to get as high a score as possible for a given project, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated.

**What '0' scores mean**

Ten of the metrics can be scored '0'. All of these metrics are known high risk road danger issues. TfL is pursuing a Vision Zero target of zero deaths and serious injuries on the streets by 2050 which means that close consideration must be paid to ensure every opportunity to redesign our streets seeks to eliminate these known hazards.

Metrics scored '0' will be flagged in the final results if they have not been addressed. It is not always possible to improve '0' scores but it is important that these are identified through applying the Check and every effort has been made to find a design solution that can remove them.

**Why you cannot get a perfect score**

In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective installing an island refuge may introduce a pinch point for buses and cyclists. To be transparent and promote the best possible outcome in the round, recognising the difficult decisions designers must weigh up the Check aims to highlight these decisions so that stakeholders are informed as to what compromises have been made.

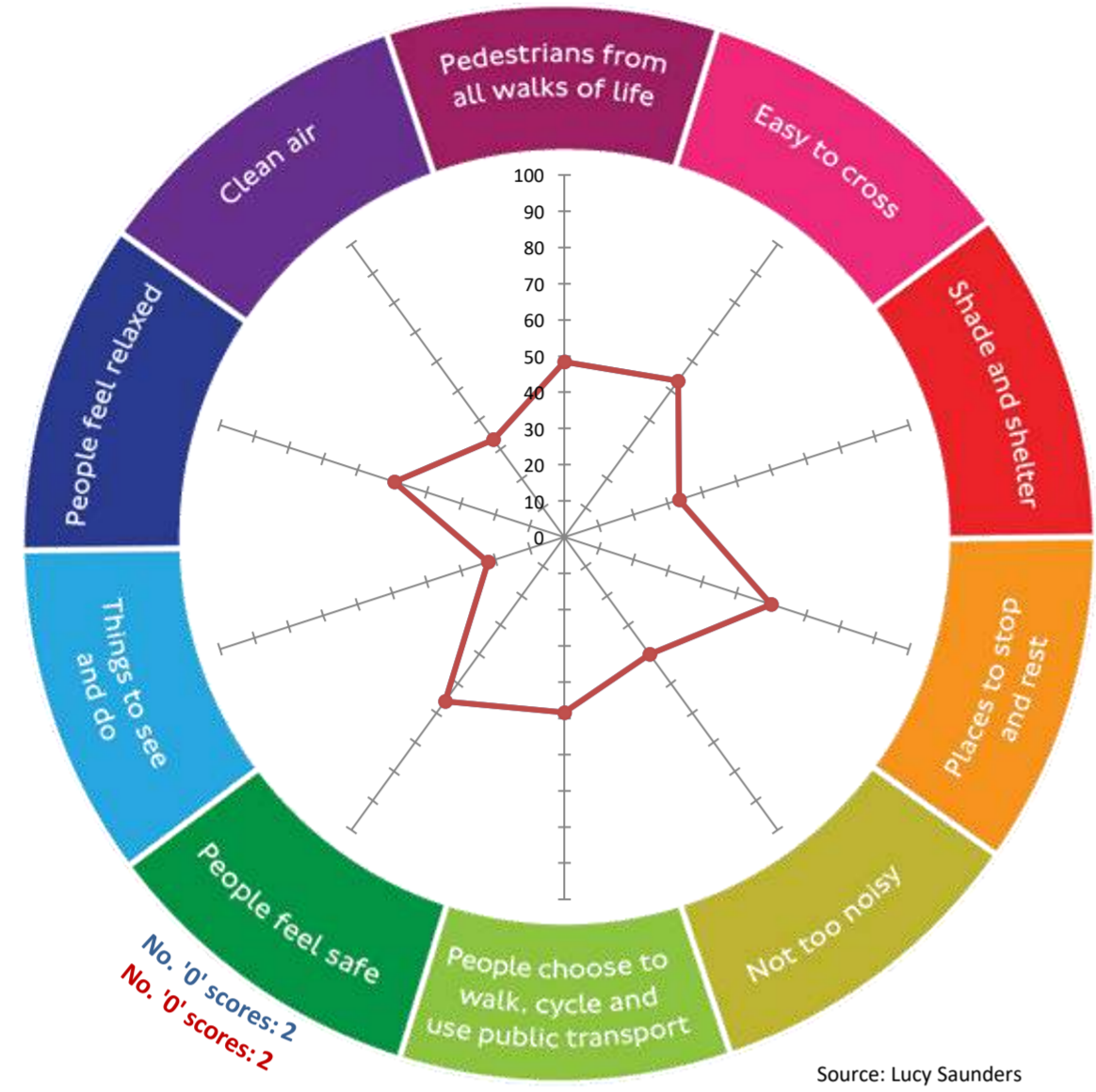
## Segment 2: Cricklewood Broadway from Cricklewood Ln to Depot Approach

Metrics <small>(Click on ⓘ for more guidance on scoring or open the 'Scoring guidance tab')</small>		Scoring system				Enter score here		Notes	How each metric contributes to the Healthy Streets Indicators' scores									
		3	2	1	0	Existing layout	Proposed layout		Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and use PT	People feel safe	Things to see and do	People feel relaxed	Clean Air
1	<b>Total volume of two way motorised traffic</b> ⓘ	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	0	0	Existing = 1523 Proposed = 1653 (with growth and other committed dev) No proposals for bike lanes?	✓	✓	-	-	-	✓	✓	-	✓	-
2	<b>Interaction between large vehicles and people cycling</b> ⓘ	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm.  or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	0	0	Existing 9%. Some B&Q large vehicles will be removed from this road but unlikely to bring total proportion below 5%. Perhaps this score would improve if a bike lane is proposed.	✓	-	-	-	-	✓	✓	-	✓	-
3	<b>Speed of motorised traffic</b> ⓘ	85th percentile speed is less than 20mph.  or Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further.  or Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph.  or Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph.  or Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph.  or Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	2	2	No changes to 30mph speed restrictions are proposed.	✓	✓	-	-	-	✓	✓	-	✓	-
4	<b>Traffic noise based on peak hour motorised traffic volumes</b> ⓘ	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	-	1	1	Change in site traffic will not reduce this enough to improve score.	✓	-	-	-	✓	✓	-	-	✓	-
5	<b>Noise from large vehicles</b> ⓘ	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	-	2	2	Change in site traffic will not reduce this enough to improve score.	✓	-	-	-	✓	✓	-	-	✓	-
6	<b>NO2 concentration (from London Atmospheric Emission Inventory)</b> ⓘ	<b>If assessing existing:</b> The NO2 concentration is less than 32µg/m3.  <b>If assessing proposal:</b> The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	<b>If assessing existing:</b> The NO2 concentration is 32 to 40µg/m3.  <b>If assessing proposal:</b> The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction	<b>If assessing existing:</b> The NO2 concentration is greater than 40µg/m3 (legal limit value).  <b>If assessing proposal:</b> The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	-	1	1	No change.	✓	-	-	-	-	✓	-	-	-	✓
7	<b>Reducing private car use</b> ⓘ	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	-	1	1	No change.	✓	✓	-	-	✓	✓	✓	-	✓	✓
8	<b>Comfort of crossing side roads for people walking</b> ⓘ	Side roads are closed to motor traffic.  or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	2	2	No change.	✓	✓	-	-	-	✓	✓	-	✓	-
9	<b>Mid-link crossings, to meet desire lines</b> ⓘ	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	-	1	1	No change.	✓	✓	-	-	-	✓	✓	-	✓	-
10	<b>Opportunity to cross the street away from junctions</b> ⓘ	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour.  or A zebra or parallel crossing is provided.  or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour.  or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit.  or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour.  or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	-	2	2	No change.	✓	✓	-	-	-	✓	✓	-	✓	-
11	<b>Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)</b> ⓘ	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	-	1	1	No change	✓	✓	-	-	-	✓	✓	-	-	-
12	<b>Level of support for people using controlled crossings</b> ⓘ	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	-	2	2	No change	✓	✓	-	-	-	✓	✓	-	✓	-

13	<b>Width of clear continuous walking space</b> ⓘ	There is 2.5m or more clear width for walking in busy locations.  <b>or</b> There is 2m or more in moderately busy locations.  <b>or</b> There is 1.5m or more in quiet locations.	There is 2m to 2.5m clear width for walking in busy locations.  <b>or</b> There is 1.5m to 2m width in moderately busy locations.	There is 1.5m to 2m clear width for walking in busy locations.	There is less than 1.5m clear width for walking.		3	3	No change	✓	-	-	✓	-	✓	✓	-	✓	-
14	<b>Sharing of footway with people cycling</b> ⓘ	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use  <b>or</b> Part or all of a footway less than 3m wide is designated as shared use.	-		3	3	No change	✓	✓	-	-	-	✓	✓	-	✓	-
15	<b>Collision risk between people cycling and turning motor vehicles</b> ⓘ	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised  <b>and</b> At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions.  <b>and</b> At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses.  <b>and</b> At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.		1	1	No change	✓	-	-	-	-	✓	✓	-	✓	-
16	<b>Effective width for cycling</b> ⓘ	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.		1	1	No change	✓	-	-	-	-	✓	✓	-	✓	-
17	<b>Impact of parking and loading on cycling</b> ⓘ	There is no kerbside activity.  <b>or</b> People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.		2	2	No change	✓	-	-	-	-	✓	✓	-	✓	-
18	<b>Quality of cycling surface</b> ⓘ	The surface for cycling is even and smooth, with sufficient skid resistance.  <b>or</b> There are defects but resurfacing of the whole cycling surface is proposed.	There are a few minor defects in the surface for cycling.	There are many minor defects in the surface for cycling.	There are major defects in the surface for cycling.		3	3	No change	✓	-	-	-	-	✓	✓	-	✓	-
19	<b>Quality of walking surface</b> ⓘ	There is an even and smooth surface for walking.  <b>or</b> There are defects but resurfacing of the whole walking surface is proposed.	There are a few minor defects in the surface for walking.	There are many minor defects in the surface for walking.	There are major defects in the surface for walking.		2	2	No change	✓	✓	-	-	-	✓	✓	-	✓	-
20	<b>Surveillance of public spaces</b> ⓘ	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	-		3	3	No change	✓	-	-	✓	-	✓	✓	-	✓	-
21	<b>Lighting</b> ⓘ	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201.  <b>and</b> Lighting of off-carriageway facilities for walking or cycling meets the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	-		3	3	No change	✓	-	-	-	-	✓	✓	-	✓	-
22	<b>Provision of cycle parking</b> ⓘ	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand but is not accessible by all.	Cycle parking does not meet existing demand.	-		1	1	No change	✓	-	-	-	-	✓	✓	-	✓	-
23	<b>Street trees</b> ⓘ	<b>If assessing existing:</b> There are multiple trees, with canopies spaced less than 15m apart on average.  <b>If assessing proposal:</b> The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes.  <b>or</b> All existing trees are to be retained, with substantial planting of new trees.	<b>If assessing existing:</b> There are multiple trees, with canopies spaced more than 15m apart on average.  <b>If assessing proposal:</b> Most existing trees are to be retained, with the overall number of trees maintained or increased.	<b>If assessing existing:</b> There are no trees, or only one tree.  <b>If assessing proposal:</b> There are no trees.  <b>or</b> The number of trees has been reduced.	-		1	1	No change	✓	-	✓	✓	✓	✓	✓	✓	✓	✓

24	Planting at footway-level (excluding trees)	<b>i</b> If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area).  If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.	<b>i</b> If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.  If assessing proposal: Existing standalone greenery is to be retained or enhanced.	<b>i</b> If assessing existing: There is no planting.  If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	-	1	1	No change	✓	-	-	✓	✓	✓	✓	✓	✓	✓
25	Walking distance between resting points (benches and other informal seating)	<b>i</b> There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	-	1	1	No change	✓	-	-	✓	-	✓	-	✓	✓	-
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	<b>i</b> There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	-	1	1	No change	✓	-	✓	-	-	✓	-	✓	✓	-
<b>Are there any bus services running on this street? (Y/N)</b>									<b>Y</b> <b>Y</b>		<<< please select Y or N   <<<<Please enter Y or N for both existing and proposed.							
<b>If not, do not complete metrics 29-30</b>																		
27	Factors influencing bus passenger journey time	<b>i</b> There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	-	2	2	No change	✓	-	-	-	-	✓	-	-	✓	-
28	Bus stop accessibility	<b>i</b> Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	-	2	2	No change	✓	-	-	-	-	✓	✓	-	✓	-
<b>Are there any rail/underground/bus station accessible from this street? (Y/N)</b>									<b>N</b> <b>N</b>		<<< please select Y or N   <<<<Please enter Y or N for both existing and proposed.							
<b>If not, do not complete metrics 31-33</b>																		
29	Bus stop connectivity with other public transport services	<b>i</b> The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	-				✓	-	-	-	-	✓	-	✓	✓	-
30	Street-to-station step-free access	<b>i</b> All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	-				✓	-	-	-	-	✓	-	✓	✓	-
31	Support for interchange between cycling and underground/rail	<b>i</b> Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	-				✓	-	-	-	-	✓	-	-	✓	-

### Healthy Streets Check scores



Source: Lucy Saunders

### Healthy Streets Indicators' scores (%)

	Existing layout	Proposed layout
Pedestrians from all walks of life	48	48
Easy to cross	53	53
Shade and shelter	33	33
Places to stop and rest	60	60
Not too noisy	40	40
People choose to walk, cycle and use public transport	48	48
People feel safe	56	56
Things to see and do	22	22
People feel relaxed	49	49
Clean Air	33	33
<b>Overall Healthy Streets Check score</b>	<b>49</b>	<b>49</b>
<b>Number of '0' scores</b>	<b>2</b>	<b>2</b>

If '0' scores are unavoidable, please explain why here:



The Healthy Streets Check score does not show whether a street is healthy or not but indicates the strengths and weaknesses of a scheme/street.

It is not possible to achieve an overall score of 100%. To score well against some metrics, compromise will be needed with other metrics. This reflects the compromises inherent in any street.

Should the assessment reveal one or more '0' scores the design should be reviewed to consider whether the score can be improved. In some cases this will not be possible, if so justify your

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Ten of the metrics can be scored '0'. All of these metrics are known high risk road danger issues. TfL is pursuing a Vision Zero target of zero deaths and serious injuries on the streets by 2050 which means that close consideration must be paid to ensure every opportunity to redesign our streets seeks to eliminate these known hazards.

Metrics scored '0' will be flagged in the final results if they have not been addressed. It is not always possible to improve '0' scores but it is important that these are identified through applying the Check and every effort has been made to find a design solution that can remove them.

#### Why you cannot get a perfect score

In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective installing an island refuge may introduce a pinch point for buses and cyclists. To be transparent and promote the best possible outcome in the round, recognising the difficult decisions designers must weigh up the Check aims to highlight these decisions so that stakeholders are informed as to what compromises have been made.



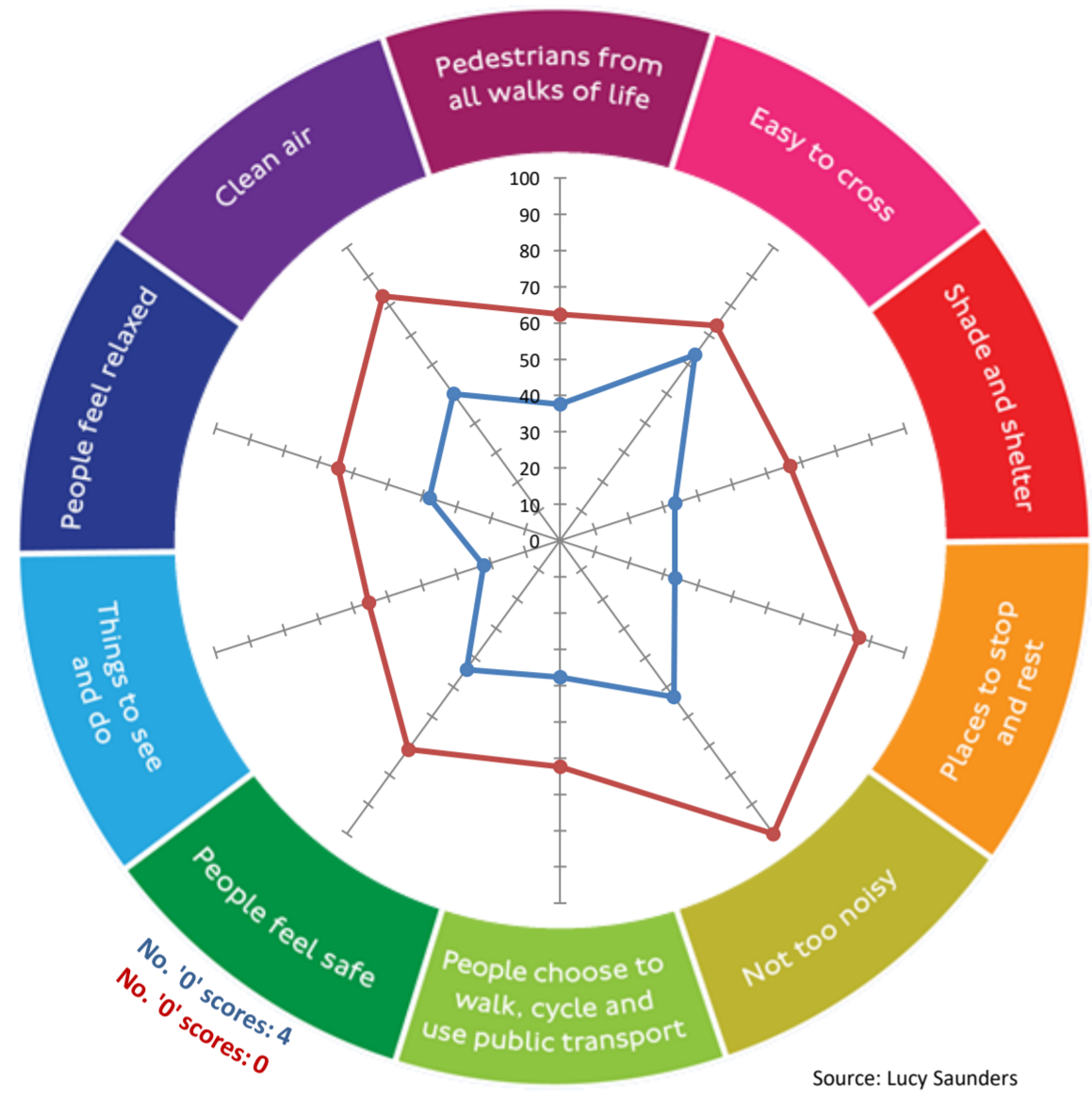
### Segment 3: Depot Approach from Cricklewood Broadway to End of Road

Metrics <small>(Click on ⓘ for more guidance on scoring or open the 'Scoring guidance tab')</small>		Scoring system				Enter score here		Notes	How each metric contributes to the Healthy Streets Indicators' scores									
		3	2	1	0	Existing layout	Proposed layout		Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and use PT	People feel safe	Things to see and do	People feel relaxed	Clean Air
1	<b>Total volume of two way motorised traffic</b> ⓘ	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	3	3	Existing = 149 at PM Peak Proposed = 87 (with added growth and other committed dev)	✓	✓	-	-	-	✓	✓	-	✓	-
2	<b>Interaction between large vehicles and people cycling</b> ⓘ	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm.  <b>or</b> The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	0	1	13.3% existing. Although unclear of exact number of large vehicles entering/ exiting the site it is unlikely to be above 5%. A score of 1 has been chosen as a conservative estimate.	✓	-	-	-	-	✓	✓	-	✓	-
3	<b>Speed of motorised traffic</b> ⓘ	85th percentile speed is less than 20mph.  <b>or</b> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further.  <b>or</b> Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph.  <b>or</b> Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph.  <b>or</b> Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph.  <b>or</b> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	2	3	21mph existing Although not clear as yet it is likely that Depot Approach will have a new 20 mph speed restriction.	✓	✓	-	-	-	✓	✓	-	✓	-
4	<b>Traffic noise based on peak hour motorised traffic volumes</b> ⓘ	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	-	2	3	see metric 1 Although proposed peak traffic is	✓	-	-	-	✓	✓	-	-	✓	-
5	<b>Noise from large vehicles</b> ⓘ	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	-	1	3	see metric 2	✓	-	-	-	✓	✓	-	-	✓	-
6	<b>NO2 concentration (from London Atmospheric Emission Inventory)</b> ⓘ	<b>If assessing existing:</b> The NO2 concentration is less than 32µg/m3.  <b>If assessing proposal:</b> The existing NO2 concentration is less than 32µg/m3 <b>or</b> the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	<b>If assessing existing:</b> The NO2 concentration is 32 to 40µg/m3.  <b>If assessing proposal:</b> The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume <b>or</b> the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction	<b>If assessing existing:</b> The NO2 concentration is greater than 40µg/m3 (legal limit value).  <b>If assessing proposal:</b> The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	-	1	1	See Diag. Unlikely to change.	✓	-	-	-	-	✓	-	-	-	✓
7	<b>Reducing private car use</b> ⓘ	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	-	3	3	Currently no through road and none planned.	✓	✓	-	-	✓	✓	✓	-	✓	✓
8	<b>Comfort of crossing side roads for people walking</b> ⓘ	Side roads are closed to motor traffic.  <b>or</b> Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	0	2	Currently no dropped kerbs. Proposed scheme has one side road between blocks C and D. The crossing will have dropped kerbs and a raised table to encourage cautious vehicle	✓	✓	-	-	-	✓	✓	-	✓	-
9	<b>Mid-link crossings, to meet desire lines</b> ⓘ	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	-	1	1	Currently no desire lines or crossings. The proposed scheme doesn't encourage Depot Lane as a pedestrian route	✓	✓	-	-	-	✓	✓	-	✓	-
10	<b>Opportunity to cross the street away from junctions</b> ⓘ	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour.  <b>or</b> A zebra or parallel crossing is provided.  <b>or</b> Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour.  <b>or</b> Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit.  <b>or</b> Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour.  <b>or</b> Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	-	2	1	Uncontrolled crossings but low volume of traffic	✓	✓	-	-	-	✓	✓	-	✓	-
11	<b>Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)</b> ⓘ	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	-	1	1		✓	✓	-	-	-	✓	✓	-	-	-
12	<b>Level of support for people using controlled crossings</b> ⓘ	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	-	2	2	Crossings at junction with A5 is controlled.	✓	✓	-	-	-	✓	✓	-	✓	-

13	<b>Width of clear continuous walking space</b> ⓘ	There is 2.5m or more clear width for walking in busy locations.  <b>or</b> There is 2m or more in moderately busy locations.  <b>or</b> There is 1.5m or more in quiet locations.	There is 2m to 2.5m clear width for walking in busy locations.  <b>or</b> There is 1.5m to 2m width in moderately busy locations.	There is 1.5m to 2m clear width for walking in busy locations.	There is less than 1.5m clear width for walking.	1	2	New footways near entrance to site.	✓	-	-	✓	-	✓	✓	-	✓	-
14	<b>Sharing of footway with people cycling</b> ⓘ	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use  <b>or</b> Part or all of a footway less than 3m wide is designated as shared use.	-	3	3	Unclear at present whether proposed scheme includes a bike path on Depot Approach.	✓	✓	-	-	-	✓	✓	-	✓	-
15	<b>Collision risk between people cycling and turning motor vehicles</b> ⓘ	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised  <b>and</b> At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions.  <b>and</b> At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses.  <b>and</b> At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	0	1	No clear mitigations either existing or proposed. The volume of large vehicle is reduced in the proposed scheme however.	✓	-	-	-	-	✓	✓	-	✓	-
16	<b>Effective width for cycling</b> ⓘ	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.	0	2	To be confirmed after taking dims from DWG file.	✓	-	-	-	-	✓	✓	-	✓	-
17	<b>Impact of parking and loading on cycling</b> ⓘ	There is no kerbside activity.  <b>or</b> People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	2	2	loading restrictions during day	✓	-	-	-	-	✓	✓	-	✓	-
18	<b>Quality of cycling surface</b> ⓘ	The surface for cycling is even and smooth, with sufficient skid resistance.  <b>or</b> There are defects but resurfacing of the whole cycling surface is proposed.	There are a few minor defects in the surface for cycling.	There are many minor defects in the surface for cycling.	There are major defects in the surface for cycling.	2	3	New surface?	✓	-	-	-	-	✓	✓	-	✓	-
19	<b>Quality of walking surface</b> ⓘ	There is an even and smooth surface for walking.  <b>or</b> There are defects but resurfacing of the whole walking surface is proposed.	There are a few minor defects in the surface for walking.	There are many minor defects in the surface for walking.	There are major defects in the surface for walking.	2	3	New surface?	✓	✓	-	-	-	✓	✓	-	✓	-
20	<b>Surveillance of public spaces</b> ⓘ	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	-	1	2	More activity on proposed scheme. Overlooked by blocks B, C and D Open space (garden) adjacent to road will act as surveillance	✓	-	-	✓	-	✓	✓	-	✓	-
21	<b>Lighting</b> ⓘ	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201.  <b>and</b> Lighting of off-carriageway facilities for walking or cycling meets the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	-	1	3	Proposed scheme will conform to standards?	✓	-	-	-	-	✓	✓	-	✓	-
22	<b>Provision of cycle parking</b> ⓘ	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand but is not accessible by all.	Cycle parking does not meet existing demand.	-	1	3	No existing cycle parking. Cycle parking will be provided	✓	-	-	-	-	✓	✓	-	✓	-
23	<b>Street trees</b> ⓘ	<b>If assessing existing:</b> There are multiple trees, with canopies spaced less than 15m apart on average.  <b>If assessing proposal:</b> The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes.  <b>or</b> All existing trees are to be retained, with substantial planting of new trees.	<b>If assessing existing:</b> There are multiple trees, with canopies spaced more than 15m apart on average.  <b>If assessing proposal:</b> Most existing trees are to be retained, with the overall number of trees maintained or increased.	<b>If assessing existing:</b> There are no trees, or only one tree.  <b>If assessing proposal:</b> There are no trees.  <b>or</b> The number of trees has been reduced.	-	1	3	No existing trees. From indicative scheme there will be good tree planting coverage the length of the road.	✓	-	✓	✓	✓	✓	✓	✓	✓	✓

24	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area).  If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.	<b>If assessing existing:</b> There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.  <b>If assessing proposal:</b> Existing standalone greenery is to be retained or enhanced.	<b>If assessing existing:</b> There is no planting.  <b>If assessing proposal:</b> No green infrastructure is proposed, or the size of existing greenery is to be reduced.	-	1	3	No existing planting. From indicative scheme there will be regular planting the full length of the road.	✓	-	-	✓	✓	✓	✓	✓	✓	✓
25	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	-	1	3	No existing resting places. Not clear as yet but likely to be resting places on the edges of the	✓	-	-	✓	-	✓	-	✓	✓	-
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	-	1	1	No specific shelters existing or proposed.	✓	-	✓	-	-	✓	-	✓	✓	-
<b>Are there any bus services running on this street? (Y/N)</b>						<b>N</b>	<b>N</b>	<<< please select Y or N	<<<<Please enter Y or N for both existing and proposed.									
<b>If not, do not complete metrics 29-30</b>																		
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	-				✓	-	-	-	-	✓	-	-	✓	-
28	Bus stop accessibility	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	-				✓	-	-	-	-	✓	✓	-	✓	-
<b>Are there any rail/underground/bus station accessible from this street? (Y/N)</b>						<b>N</b>	<b>N</b>	<<< please select Y or N	<<<<Please enter Y or N for both existing and proposed.									
<b>If not, do not complete metrics 31-33</b>																		
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	-				✓	-	-	-	-	✓	-	✓	✓	-
30	Street-to-station step-free access	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	-				✓	-	-	-	-	✓	-	✓	✓	-
31	Support for interchange between cycling and underground/rail	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	-				✓	-	-	-	-	✓	-	-	✓	-

### Healthy Streets Check scores



Source: Lucy Saunders

### Healthy Streets Indicators' scores (%)

(Results will only display once the existing layout has been set)

	Existing layout	Proposed layout
Pedestrians from all walks of life	38	62
Easy to cross	63	73
Shade and shelter	33	67
Places to stop and rest	33	87
Not too noisy	53	100
People choose to walk, cycle and use public transport	38	62
People feel safe	44	71
Things to see and do	22	56
People feel relaxed	38	64
Clean Air	50	83
<b>Overall Healthy Streets Check score</b>	<b>40</b>	<b>67</b>
<b>Number of '0' scores</b>	<b>4</b>	<b>0</b>

If '0' scores are unavoidable, please explain why here:



The Healthy Streets Check score does not show whether a street is healthy or not but indicates the strengths and weaknesses of a scheme/street.

It is not possible to achieve an overall score of 100%. To score well against some metrics, compromise will be needed with other metrics. This reflects the compromises inherent in any street.

Should the assessment reveal one or more '0' scores the design should be reviewed to consider whether the score can be improved. In some cases this will not be possible, if so justify your

#### How to interpret the results

The Check will produce a percentage score against each of the 10 Healthy Streets Indicators. These percentage scores give a general picture of how a design, in the round, is delivering against the 10 Healthy Streets Indicators. Designers should seek to increase the Healthy Streets Indicators scores.

An overall percentage score is also presented. This is not an average of the scores for each Indicator as each metrics contribute to multiple Indicators scores.

It is not possible to score a perfect 100% in any one design because compromises and trade-offs inevitably need to be made. The overall percentage score is less important than eliminating critical issues and delivering a rounded design.

The objective therefore is to get as high a score as possible, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated. A proposed scheme should also aim to deliver a score increase from baseline for all Healthy Streets Indicators' scores.

If any metrics have scored '0' these will be flagged up in the summary graph above and if they cannot be reconciled a justification for the decision to leave them in the design should be written in the text box below the scoring table.

There is no threshold score for a Healthy Street. Streets are not either 'healthy' or 'unhealthy' - some designs will perform better than others against the 10 Healthy Streets Indicators which may reflect physical, financial or political constraints on the project.

#### What the numbers mean

The Healthy Streets Check is not a scientific assessment of how healthy a street is. It is not the case that a street with a 10% increase in Healthy Streets Check score confers 10% greater health benefit to people who use it. It is also not the case that a 10% increase in Healthy Streets Check score will deliver a 10% uplift in active travel.

The metrics included in the Healthy Streets Check are the best available quantifiable and evidence based standards that are within the gift of the traffic engineer or urban designer to influence through the design of the street. As a result some of the Healthy Streets Indicators are linked to only a few metrics e.g. shade & shelter while others are linked to all 31 metrics e.g. pedestrians from all walks of life, because all the metrics contribute to the whole environment in the round and therefore affect the Indicator.

The numbers must therefore not be given any undue weight in the interpretation of the results. The objective is to get as high a score as possible for a given project, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated.

#### What '0' scores mean

Ten of the metrics can be scored '0'. All of these metrics are known high risk road danger issues. TfL is pursuing a Vision Zero target of zero deaths and serious injuries on the streets by 2050 which means that close consideration must be paid to ensure every opportunity to redesign our streets seeks to eliminate these known hazards.

Metrics scored '0' will be flagged in the final results if they have not been addressed. It is not always possible to improve '0' scores but it is important that these are identified through applying the Check and every effort has been made to find a design solution that can remove them.

#### Why you cannot get a perfect score

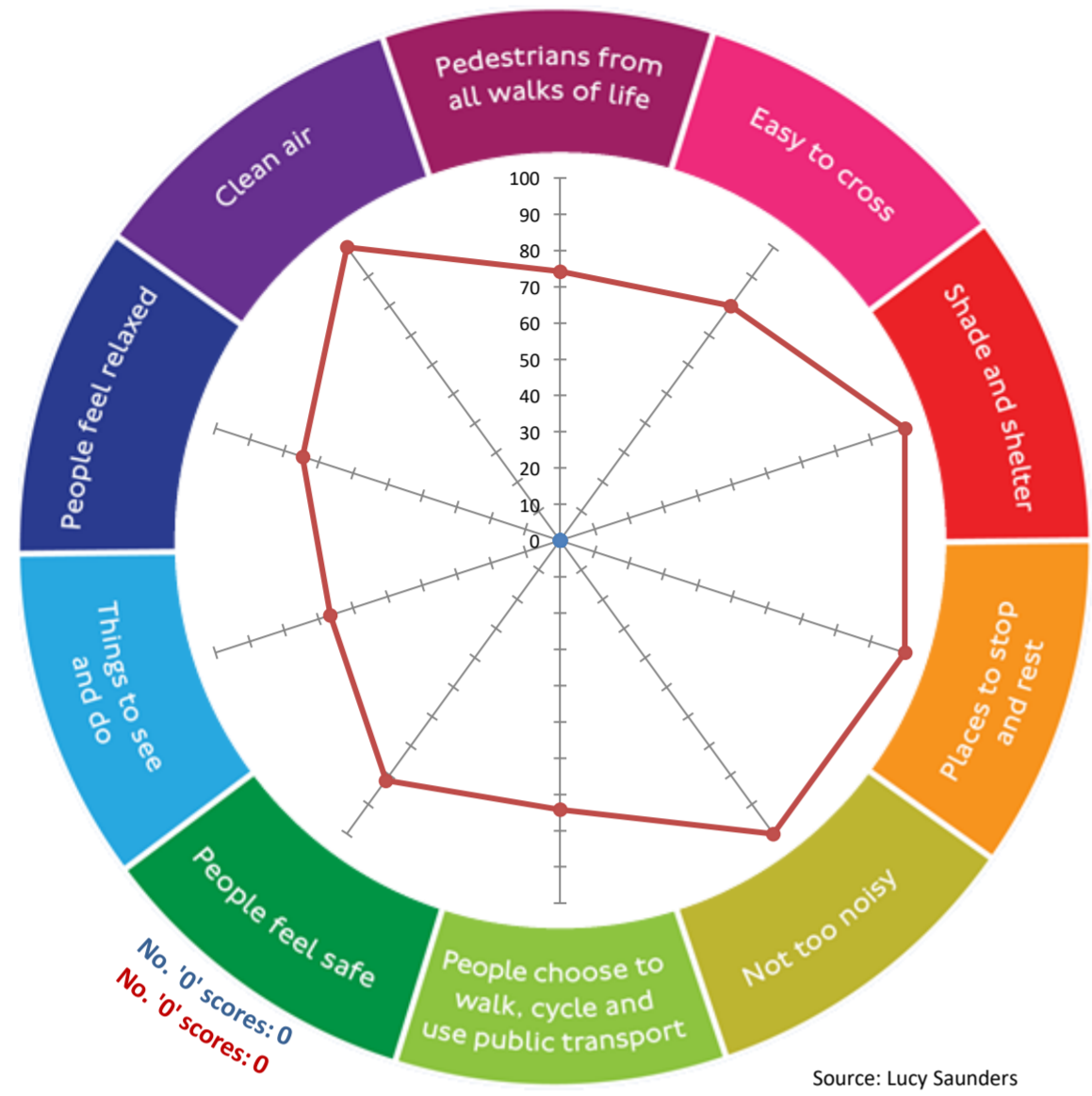
In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective installing an island refuge may introduce a pinch point for buses and cyclists. To be transparent and promote the best possible outcome in the round, recognising the difficult decisions designers must weigh up the Check aims to highlight these decisions so that stakeholders are informed as to what compromises have been made.

Metrics <small>(Click on ⓘ for more guidance on scoring or open the 'Scoring guidance tab')</small>		Scoring system				Enter score here		Notes	How each metric contributes to the Healthy Streets Indicators' scores									
		3	2	1	0	Existing layout	Proposed layout		Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and use PT	People feel safe	Things to see and do	People feel relaxed	Clean Air
1	<b>Total volume of two way motorised traffic</b> ⓘ	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.		3		✓	✓	-	-	-	✓	✓	-	✓	-
2	<b>Interaction between large vehicles and people cycling</b> ⓘ	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. <b>or</b> The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.		3		✓	-	-	-	-	✓	✓	-	✓	-
3	<b>Speed of motorised traffic</b> ⓘ	85th percentile speed is less than 20mph. <b>or</b> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. <b>or</b> Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. <b>or</b> Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. <b>or</b> Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. <b>or</b> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.		3		✓	✓	-	-	-	✓	✓	-	✓	-
4	<b>Traffic noise based on peak hour motorised traffic volumes</b> ⓘ	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	-		3		✓	-	-	-	✓	✓	-	-	✓	-
5	<b>Noise from large vehicles</b> ⓘ	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	-		3		✓	-	-	-	✓	✓	-	-	✓	-
6	<b>NO2 concentration (from London Atmospheric Emission Inventory)</b> ⓘ	<b>If assessing existing:</b> The NO2 concentration is less than 32µg/m3. <b>If assessing proposal:</b> The existing NO2 concentration is less than 32µg/m3 <b>or</b> the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	<b>If assessing existing:</b> The NO2 concentration is 32 to 40µg/m3. <b>If assessing proposal:</b> The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume <b>or</b> the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction	<b>If assessing existing:</b> The NO2 concentration is greater than 40µg/m3 (legal limit value). <b>If assessing proposal:</b> The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	-		3	Existing levels are 40, local traffic volume reduction measures are proposed.	✓	-	-	-	-	✓	-	-	-	✓
7	<b>Reducing private car use</b> ⓘ	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	-		3		✓	✓	-	-	✓	✓	✓	-	✓	✓
8	<b>Comfort of crossing side roads for people walking</b> ⓘ	Side roads are closed to motor traffic. <b>or</b> Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.		3	No side roads	✓	✓	-	-	-	✓	✓	-	✓	-
9	<b>Mid-link crossings, to meet desire lines</b> ⓘ	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	-		3		✓	✓	-	-	-	✓	✓	-	✓	-
10	<b>Opportunity to cross the street away from junctions</b> ⓘ	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. <b>or</b> A zebra or parallel crossing is provided. <b>or</b> Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. <b>or</b> Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. <b>or</b> Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. <b>or</b> Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	-		3	No need for controlled crossing conflicting traffic volume is low	✓	✓	-	-	-	✓	✓	-	✓	-
11	<b>Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)</b> ⓘ	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	-		1	No traffic signals.	✓	✓	-	-	-	✓	✓	-	-	-
12	<b>Level of support for people using controlled crossings</b> ⓘ	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	-		1	No controlled crossings	✓	✓	-	-	-	✓	✓	-	✓	-

13	<b>Width of clear continuous walking space</b> ⓘ	There is 2.5m or more clear width for walking in busy locations.  <b>or</b> There is 2m or more in moderately busy locations.  <b>or</b> There is 1.5m or more in quiet locations.	There is 2m to 2.5m clear width for walking in busy locations.  <b>or</b> There is 1.5m to 2m width in moderately busy locations.	There is 1.5m to 2m clear width for walking in busy locations.	There is less than 1.5m clear width for walking.		<b>3</b>	Walkways appear narrow in some locations but walking on the grass is encouraged.	✓	-	-	✓	-	✓	✓	-	✓	-
14	<b>Sharing of footway with people cycling</b> ⓘ	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use  <b>or</b> Part or all of a footway less than 3m wide is designated as shared use.	-		<b>1</b>	Assuming at this stage all walkways can be cycled on?	✓	✓	-	-	-	✓	✓	-	✓	-
15	<b>Collision risk between people cycling and turning motor vehicles</b> ⓘ	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised  <b>and</b> At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions.  <b>and</b> At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses.  <b>and</b> At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.		<b>3</b>	The only way cyclists might meet vehicle	✓	-	-	-	-	✓	✓	-	✓	-
16	<b>Effective width for cycling</b> ⓘ	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	<b>Where cycles are separated from other traffic</b> , the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way).  <b>Otherwise:</b> Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.		<b>1</b>	If the footway is shared, it is quite narrow.	✓	-	-	-	-	✓	✓	-	✓	-
17	<b>Impact of parking and loading on cycling</b> ⓘ	There is no kerbside activity.  <b>or</b> People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.		<b>3</b>	No kerbside activity	✓	-	-	-	-	✓	✓	-	✓	-
18	<b>Quality of cycling surface</b> ⓘ	The surface for cycling is even and smooth, with sufficient skid resistance.  <b>or</b> There are defects but resurfacing of the whole cycling surface is proposed.	There are a few minor defects in the surface for cycling.	There are many minor defects in the surface for cycling.	There are major defects in the surface for cycling.		<b>3</b>	New path	✓	-	-	-	-	✓	✓	-	✓	-
19	<b>Quality of walking surface</b> ⓘ	There is an even and smooth surface for walking.  <b>or</b> There are defects but resurfacing of the whole walking surface is proposed.	There are a few minor defects in the surface for walking.	There are many minor defects in the surface for walking.	There are major defects in the surface for walking.		<b>3</b>	New path	✓	✓	-	-	-	✓	✓	-	✓	-
20	<b>Surveillance of public spaces</b> ⓘ	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	-		<b>3</b>	High volume of other users Mixed use surrounding Residential onlookers	✓	-	-	✓	-	✓	✓	-	✓	-
21	<b>Lighting</b> ⓘ	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201.  <b>and</b> Lighting of off-carriageway facilities for walking or cycling meets the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	-		<b>3</b>	New dev so assumed that the street lighting complies to standard	✓	-	-	-	-	✓	✓	-	✓	-
22	<b>Provision of cycle parking</b> ⓘ	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand but is not accessible by all.	Cycle parking does not meet existing demand.	-		<b>2</b>	Some cycle parking is shown on concept images but most parking	✓	-	-	-	-	✓	✓	-	✓	-
23	<b>Street trees</b> ⓘ	<b>If assessing existing:</b> There are multiple trees, with canopies spaced less than 15m apart on average.  <b>If assessing proposal:</b> The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes.  <b>or</b> All existing trees are to be retained, with substantial planting of new trees.	<b>If assessing existing:</b> There are multiple trees, with canopies spaced more than 15m apart on average.  <b>If assessing proposal:</b> Most existing trees are to be retained, with the overall number of trees maintained or increased.	<b>If assessing existing:</b> There are no trees, or only one tree.  <b>If assessing proposal:</b> There are no trees.  <b>or</b> The number of trees has been reduced.	-		<b>3</b>	Concept images show high level of landscaping.	✓	-	✓	✓	✓	✓	✓	✓	✓	✓

24	Planting at footway-level (excluding trees)	<b>i</b> If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area).  If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.	<b>i</b> If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.  If assessing proposal: Existing standalone greenery is to be retained or enhanced.	<b>i</b> If assessing existing: There is no planting.  If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	-			3	As above	✓	-	-	✓	✓	✓	✓	✓	✓	✓		
25	Walking distance between resting points (benches and other informal seating)	<b>i</b> There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	-			3	Concept images show high level of resting spots	✓	-	-	✓	-	✓	-	✓	✓	-		
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	<b>i</b> There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	-			3	As above.	✓	-	✓	-	-	✓	-	✓	✓	-		
<b>Are there any bus services running on this street? (Y/N)</b>																					
<b>If not, do not complete metrics 29-30</b>																					
27	Factors influencing bus passenger journey time	<b>i</b> There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	-					✓	-	-	-	-	✓	-	-	✓	-		
28	Bus stop accessibility	<b>i</b> Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	-					✓	-	-	-	-	✓	✓	-	✓	-		
<b>Are there any rail/underground/bus station accessible from this street? (Y/N)</b>																					
<b>If not, do not complete metrics 31-33</b>																					
29	Bus stop connectivity with other public transport services	<b>i</b> The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	-					✓	-	-	-	-	✓	-	✓	✓	-		
30	Street-to-station step-free access	<b>i</b> All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	-					✓	-	-	-	-	✓	-	✓	✓	-		
31	Support for interchange between cycling and underground/rail	<b>i</b> Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	-					✓	-	-	-	-	✓	-	-	✓	-		

### Healthy Streets Check scores



Source: Lucy Saunders

### Healthy Streets Indicators' scores (%)

	Existing layout	Proposed layout
Pedestrians from all walks of life	#####	74
Easy to cross	#####	80
Shade and shelter	#####	100
Places to stop and rest	#####	100
Not too noisy	#####	100
People choose to walk, cycle and use public transport	#####	74
People feel safe	#####	82
Things to see and do	#####	67
People feel relaxed	#####	75
Clean Air	#####	100
<b>Overall Healthy Streets Check score</b>	<b>0</b>	<b>78</b>
<b>Number of '0' scores</b>	<b>0</b>	<b>0</b>

If '0' scores are unavoidable, please explain why here:



The Healthy Streets Check score does not show whether a street is healthy or not but indicates the strengths and weaknesses of a scheme/street.

It is not possible to achieve an overall score of 100%. To score well against some metrics, compromise will be needed with other metrics. This reflects the compromises inherent in any street.

Should the assessment reveal one or more '0' scores the design should be reviewed to consider whether the score can be improved. In some cases this will not be possible, if so justify your

#### How to interpret the results

The Check will produce a percentage score against each of the 10 Healthy Streets Indicators. These percentage scores give a general picture of how a design, in the round, is delivering against the 10 Healthy Streets Indicators. Designers should seek to increase the Healthy Streets Indicators scores.

An overall percentage score is also presented. This is not an average of the scores for each Indicator as each metrics contribute to multiple Indicators scores.

It is not possible to score a perfect 100% in any one design because compromises and trade-offs inevitably need to be made. The overall percentage score is less important than eliminating critical issues and delivering a rounded design.

The objective therefore is to get as high a score as possible, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated. A proposed scheme should also aim to deliver a score increase from baseline for all Healthy Streets Indicators' scores.

If any metrics have scored '0' these will be flagged up in the summary graph above and if they cannot be reconciled a justification for the decision to leave them in the design should be written in the text box below the scoring table.

There is no threshold score for a Healthy Street. Streets are not either 'healthy' or 'unhealthy' - some designs will perform better than others against the 10 Healthy Streets Indicators which may reflect physical, financial or political constraints on the project.

#### What the numbers mean

The Healthy Streets Check is not a scientific assessment of how healthy a street is. It is not the case that a street with a 10% increase in Healthy Streets Check score confers 10% greater health benefit to people who use it. It is also not the case that a 10% increase in Healthy Streets Check score will deliver a 10% uplift in active travel.

The metrics included in the Healthy Streets Check are the best available quantifiable and evidence based standards that are within the gift of the traffic engineer or urban designer to influence through the design of the street. As a result some of the Healthy Streets Indicators are linked to only a few metrics e.g. shade & shelter while others are linked to all 31 metrics e.g. pedestrians from all walks of life, because all the metrics contribute to the whole environment in the round and therefore affect the Indicator.

The numbers must therefore not be given any undue weight in the interpretation of the results. The objective is to get as high a score as possible for a given project, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated.

#### What '0' scores mean

Ten of the metrics can be scored '0'. All of these metrics are known high risk road danger issues. TfL is pursuing a Vision Zero target of zero deaths and serious injuries on the streets by 2050 which means that close consideration must be paid to ensure every opportunity to redesign our streets seeks to eliminate these known hazards.

Metrics scored '0' will be flagged in the final results if they have not been addressed. It is not always possible to improve '0' scores but it is important that these are identified through applying the Check and every effort has been made to find a design solution that can remove them.

#### Why you cannot get a perfect score

In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective installing an island refuge may introduce a pinch point for buses and cyclists. To be transparent and promote the best possible outcome in the round, recognising the difficult decisions designers must weigh up the Check aims to highlight these decisions so that stakeholders are informed as to what compromises have been made.





# Appendix H

## TRICS® data

Calculation Reference: AUDIT-337901-190308-0303

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
 Category : K - RETAIL PARK - EXCLUDING FOOD  
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST EX ESSEX	1 days
03	SOUTH WEST GS GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NE NORTH EAST LINCOLNSHIRE	1 days

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

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 4243 to 16150 (units: sqm)  
 Range Selected by User: 2575 to 16150 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 07/06/14

*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:

Thursday	1 days
Saturday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	2
No Sub Category	1

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

## Secondary Filtering selection:

Use Class:

A1	4 days
----	--------

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

5,000 or Less	1 days
25,001 to 50,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	EX-01-K-02 CHELMER ROAD CHELMER VILLAGE CHELMSFORD Edge of Town Residential Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	RETAIL PARK      16150 sqm 19/10/13	ESSEX       <i>Survey Type: MANUAL</i>
2	GS-01-K-02 EASTERN AVENUE BARNWOOD GLOUCESTER Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: <i>Survey date: THURSDAY</i>	RETAIL PARK      8687 sqm 28/11/13	GLOUCESTERSHIRE       <i>Survey Type: MANUAL</i>
3	NE-01-K-01 VICTORIA STREET NORTH  GRIMSBY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	RETAIL PARK      4243 sqm 07/06/14	NORTH EAST LINCOLNSHIRE       <i>Survey Type: MANUAL</i>
4	WM-01-K-05 HARBORNE LANE SELLY OAK BIRMINGHAM Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total Gross floor area: <i>Survey date: SATURDAY</i>	RETAIL PARK      11599 sqm 10/11/12	WEST MIDLANDS       <i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NY-01-K-03	unsuitable location

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD  
MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	12419	0.189	2	12419	0.044	2	12419	0.233
08:00 - 09:00	4	10170	0.499	4	10170	0.155	4	10170	0.654
09:00 - 10:00	4	10170	1.544	4	10170	1.003	4	10170	2.547
10:00 - 11:00	4	10170	2.471	4	10170	1.986	4	10170	4.457
11:00 - 12:00	4	10170	2.788	4	10170	2.618	4	10170	5.406
12:00 - 13:00	4	10170	2.822	4	10170	2.557	4	10170	5.379
13:00 - 14:00	4	10170	2.763	4	10170	2.638	4	10170	5.401
14:00 - 15:00	4	10170	2.766	4	10170	2.552	4	10170	5.318
15:00 - 16:00	4	10170	2.426	4	10170	2.542	4	10170	4.968
16:00 - 17:00	4	10170	2.303	4	10170	2.692	4	10170	4.995
17:00 - 18:00	4	10170	1.863	4	10170	2.645	4	10170	4.508
18:00 - 19:00	4	10170	0.494	4	10170	1.126	4	10170	1.620
19:00 - 20:00	3	12145	0.189	3	12145	0.450	3	12145	0.639
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			23.117			23.008			46.125

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

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

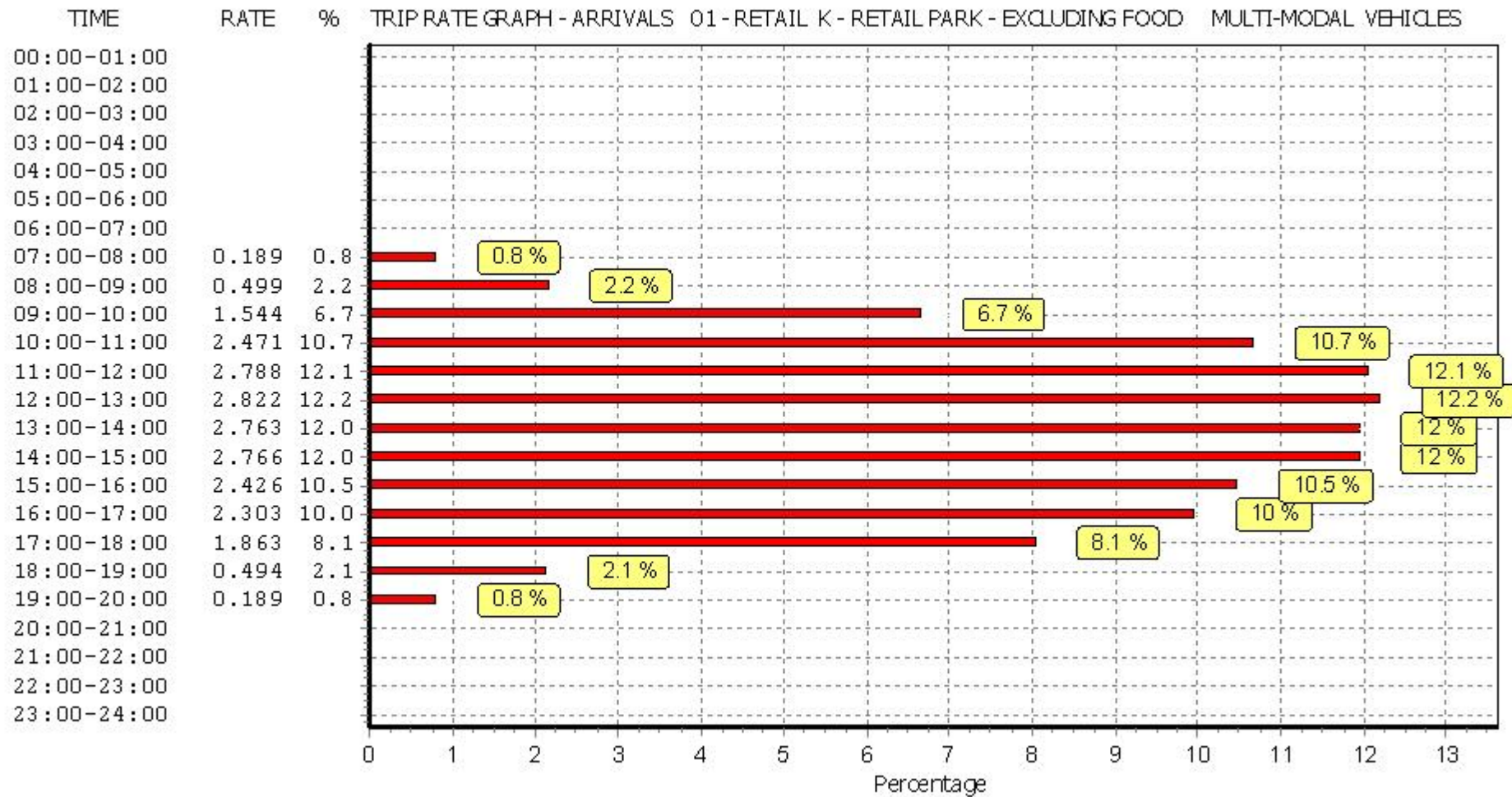
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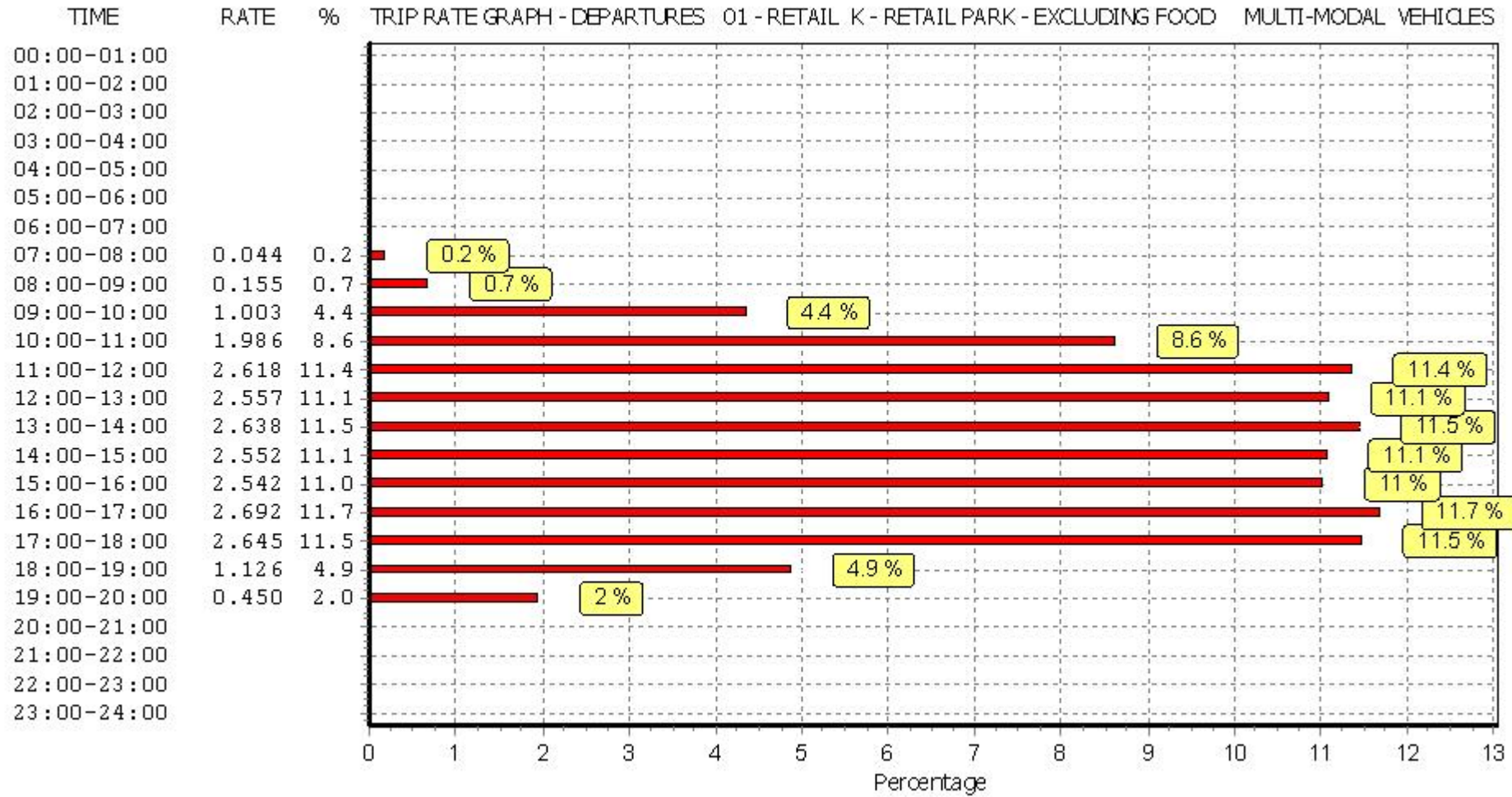
#### Parameter summary

Trip rate parameter range selected:	4243 - 16150 (units: sqm)
Survey date date range:	01/01/09 - 07/06/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

*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.*

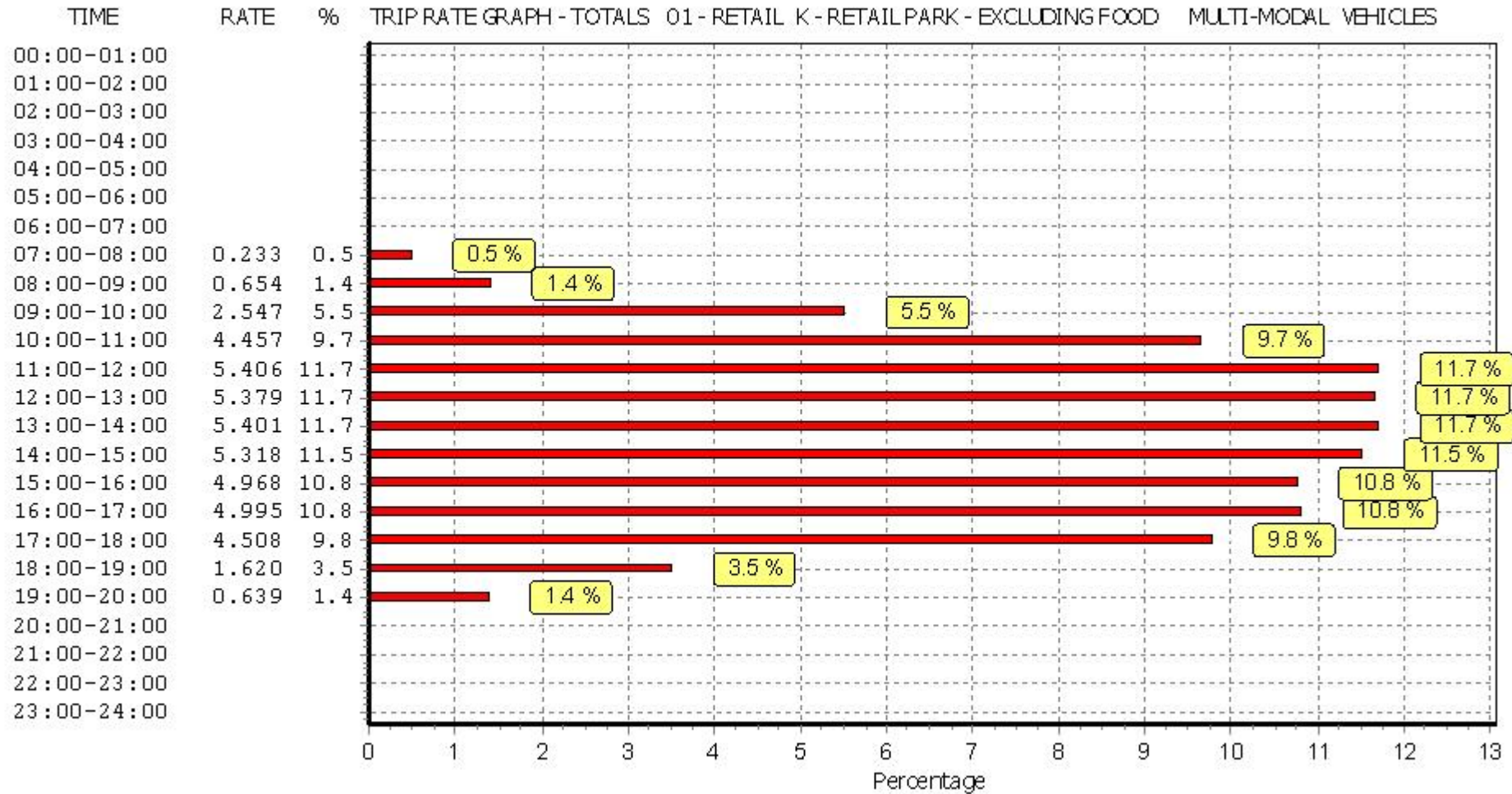


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*





*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	12419	0.008	2	12419	0.004	2	12419	0.012
08:00 - 09:00	4	10170	0.010	4	10170	0.007	4	10170	0.017
09:00 - 10:00	4	10170	0.005	4	10170	0.005	4	10170	0.010
10:00 - 11:00	4	10170	0.015	4	10170	0.012	4	10170	0.027
11:00 - 12:00	4	10170	0.022	4	10170	0.027	4	10170	0.049
12:00 - 13:00	4	10170	0.007	4	10170	0.010	4	10170	0.017
13:00 - 14:00	4	10170	0.000	4	10170	0.000	4	10170	0.000
14:00 - 15:00	4	10170	0.000	4	10170	0.002	4	10170	0.002
15:00 - 16:00	4	10170	0.005	4	10170	0.002	4	10170	0.007
16:00 - 17:00	4	10170	0.025	4	10170	0.025	4	10170	0.050
17:00 - 18:00	4	10170	0.000	4	10170	0.005	4	10170	0.005
18:00 - 19:00	4	10170	0.000	4	10170	0.000	4	10170	0.000
19:00 - 20:00	3	12145	0.000	3	12145	0.000	3	12145	0.000
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.099			0.196

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

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

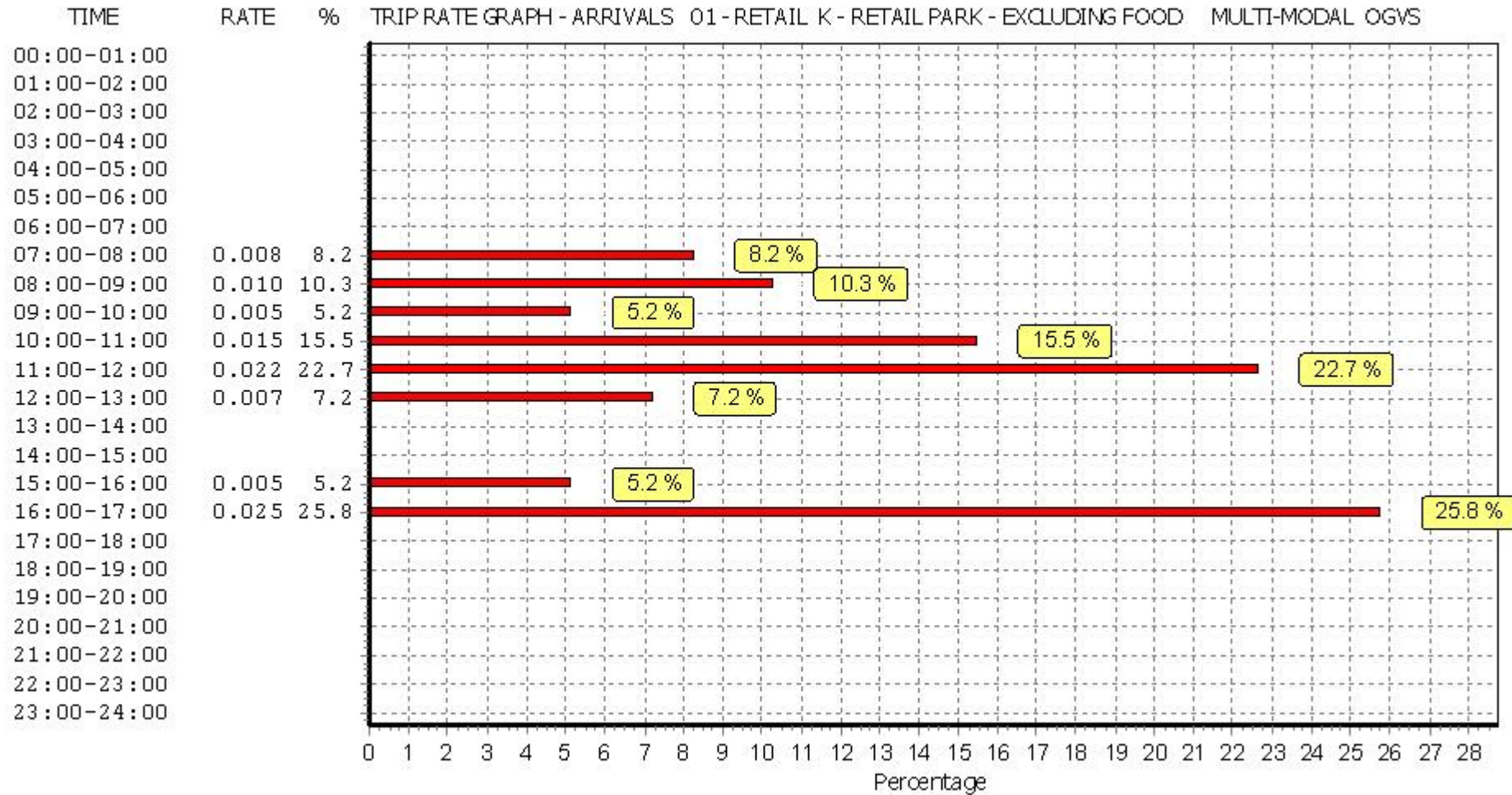
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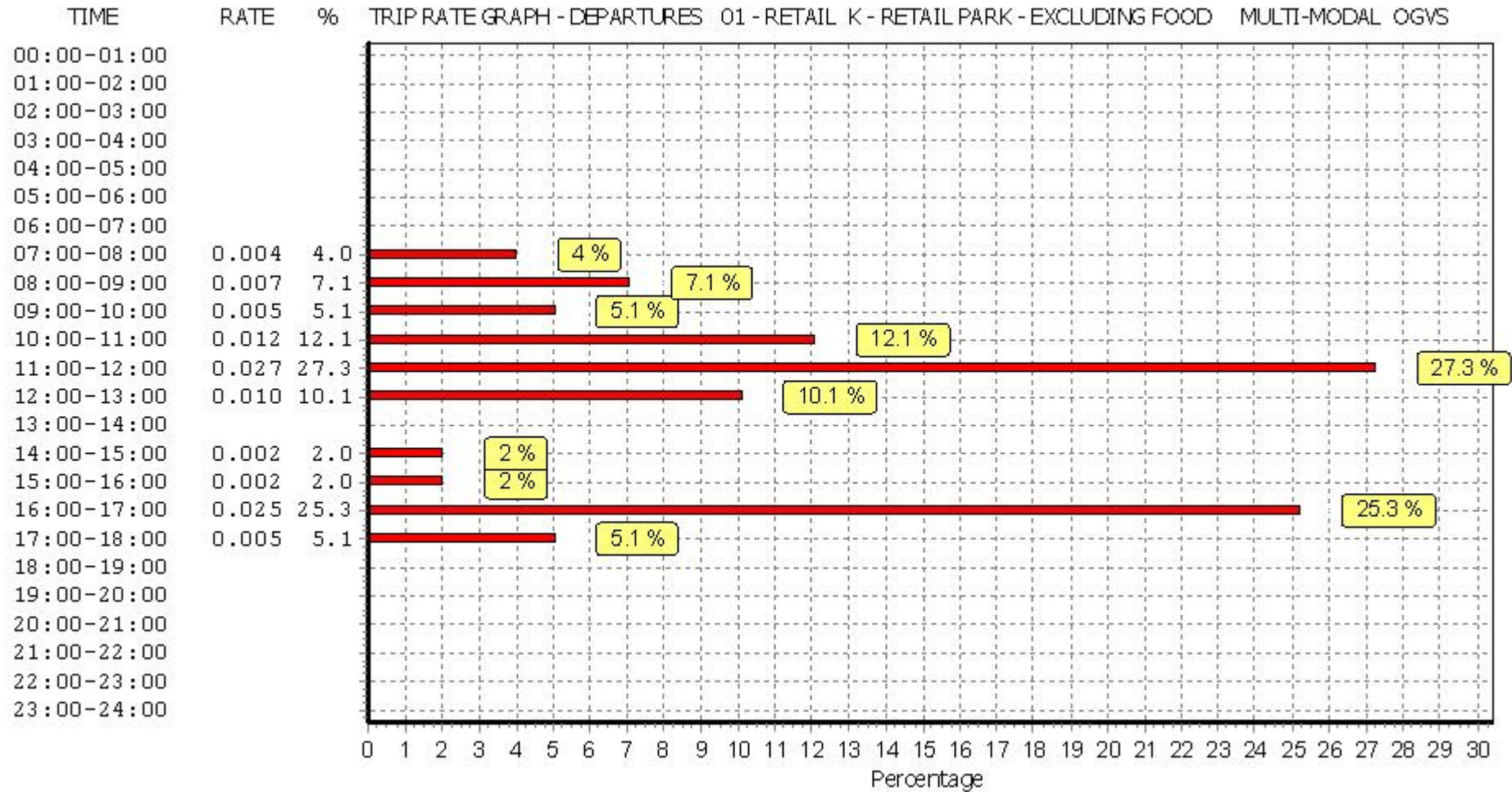
#### Parameter summary

Trip rate parameter range selected:	4243 - 16150 (units: sqm)
Survey date date range:	01/01/09 - 07/06/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

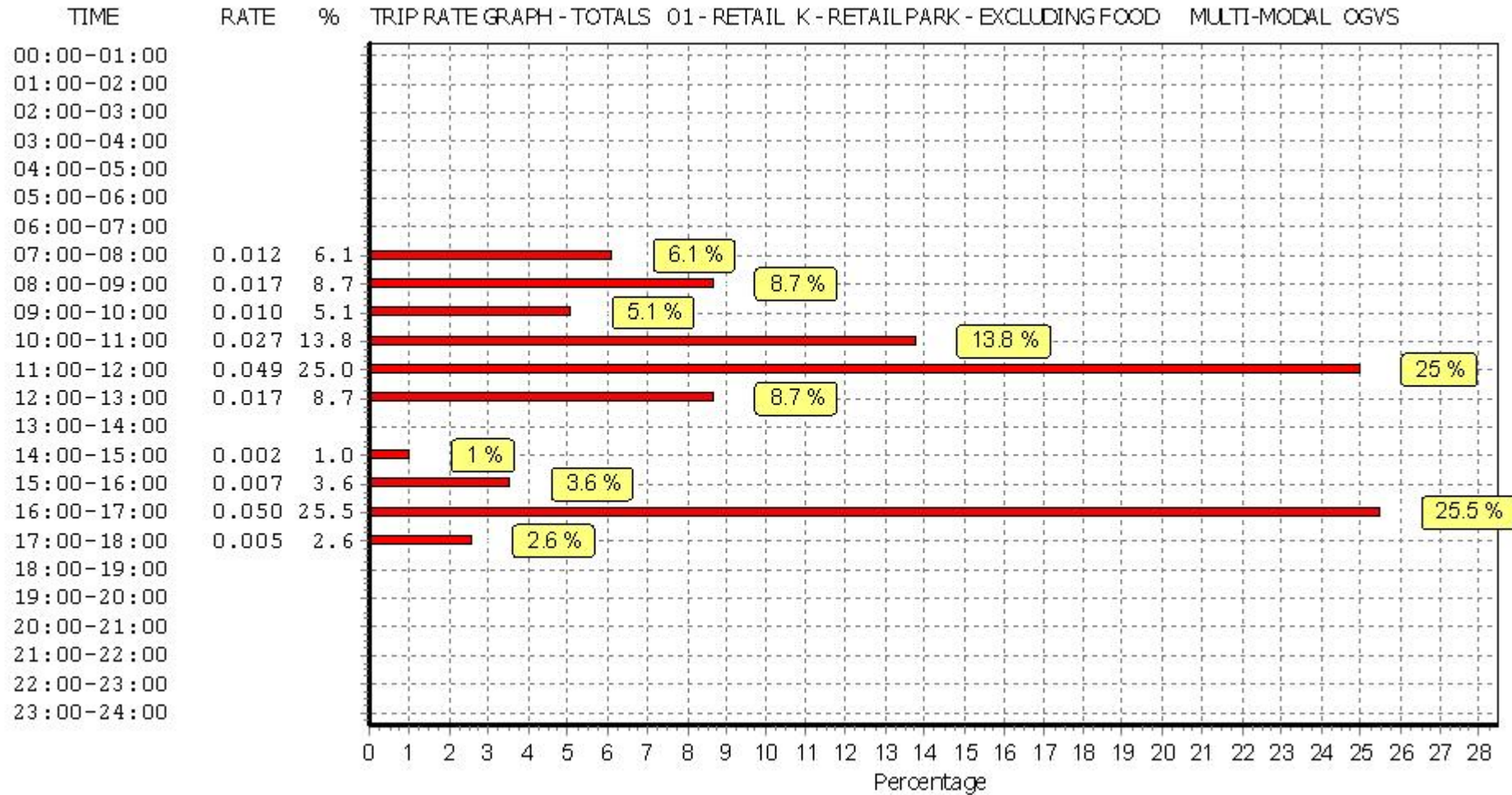
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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	12419	0.004	2	12419	0.000	2	12419	0.004
08:00 - 09:00	4	10170	0.017	4	10170	0.000	4	10170	0.017
09:00 - 10:00	4	10170	0.005	4	10170	0.002	4	10170	0.007
10:00 - 11:00	4	10170	0.010	4	10170	0.015	4	10170	0.025
11:00 - 12:00	4	10170	0.015	4	10170	0.020	4	10170	0.035
12:00 - 13:00	4	10170	0.012	4	10170	0.012	4	10170	0.024
13:00 - 14:00	4	10170	0.015	4	10170	0.017	4	10170	0.032
14:00 - 15:00	4	10170	0.015	4	10170	0.015	4	10170	0.030
15:00 - 16:00	4	10170	0.017	4	10170	0.027	4	10170	0.044
16:00 - 17:00	4	10170	0.022	4	10170	0.022	4	10170	0.044
17:00 - 18:00	4	10170	0.025	4	10170	0.029	4	10170	0.054
18:00 - 19:00	4	10170	0.007	4	10170	0.002	4	10170	0.009
19:00 - 20:00	3	12145	0.011	3	12145	0.003	3	12145	0.014
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.175			0.164			0.339

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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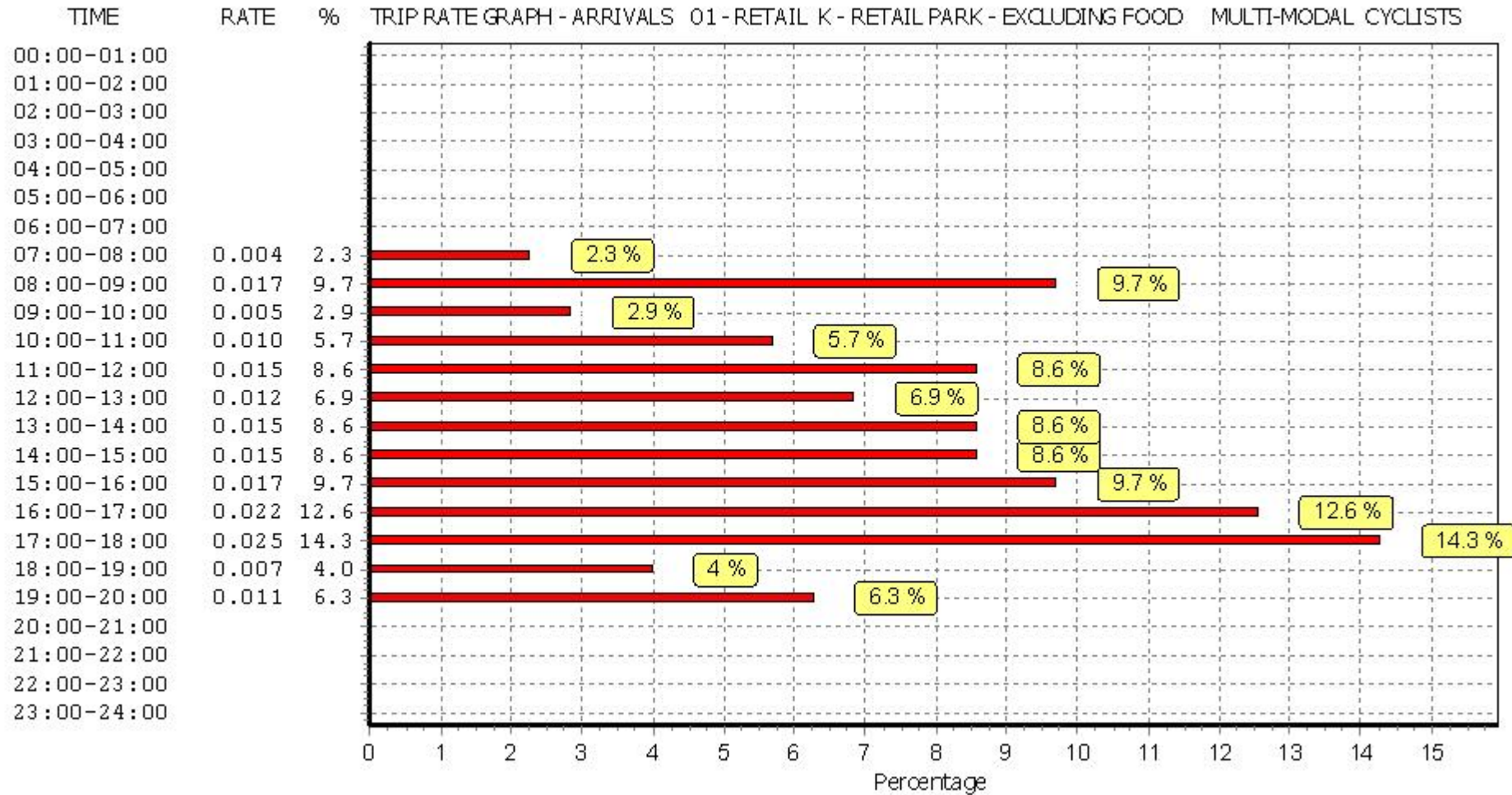
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#### Parameter summary

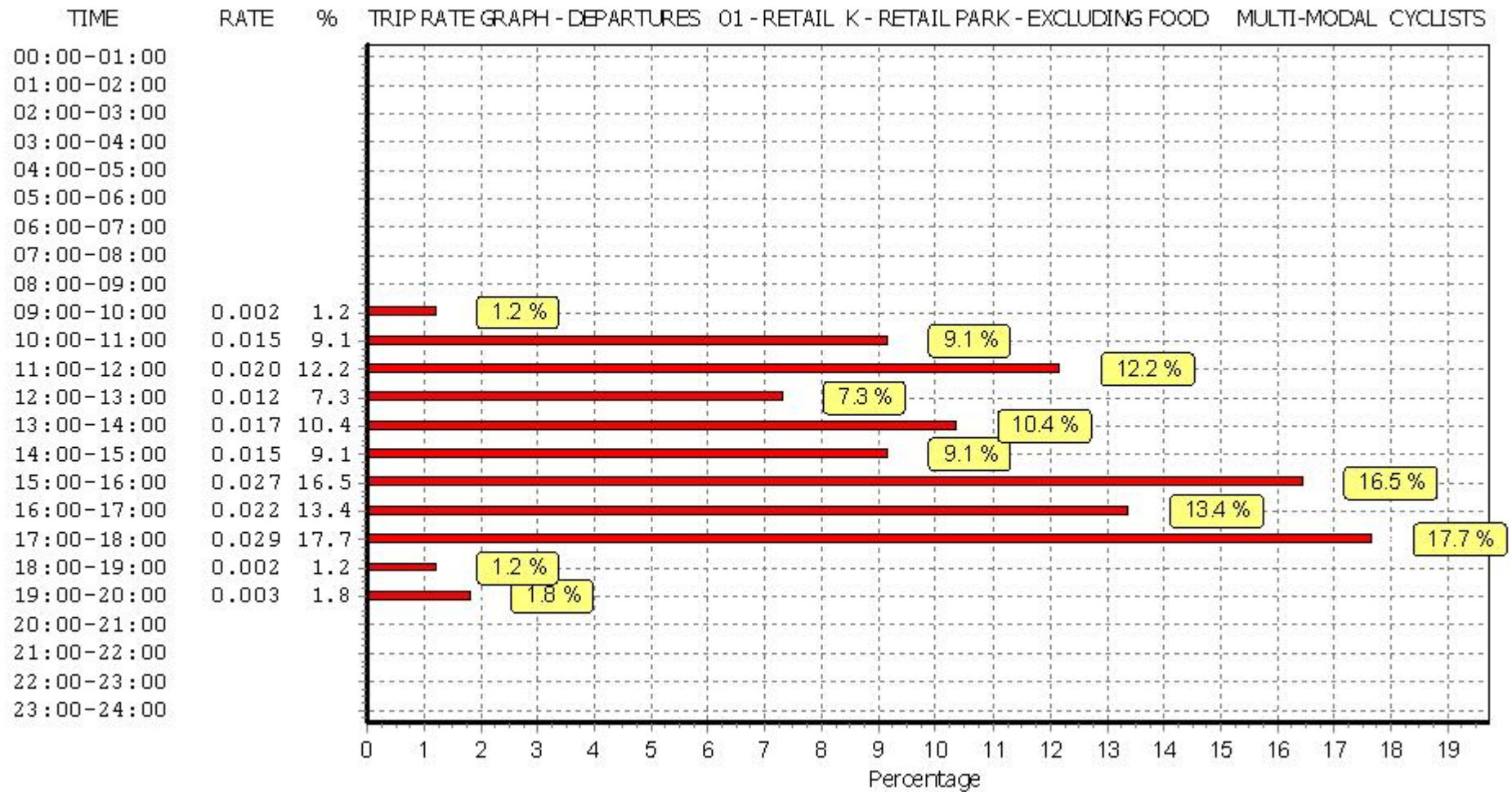
Trip rate parameter range selected:	4243 - 16150 (units: sqm)
Survey date date range:	01/01/09 - 07/06/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

*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.*

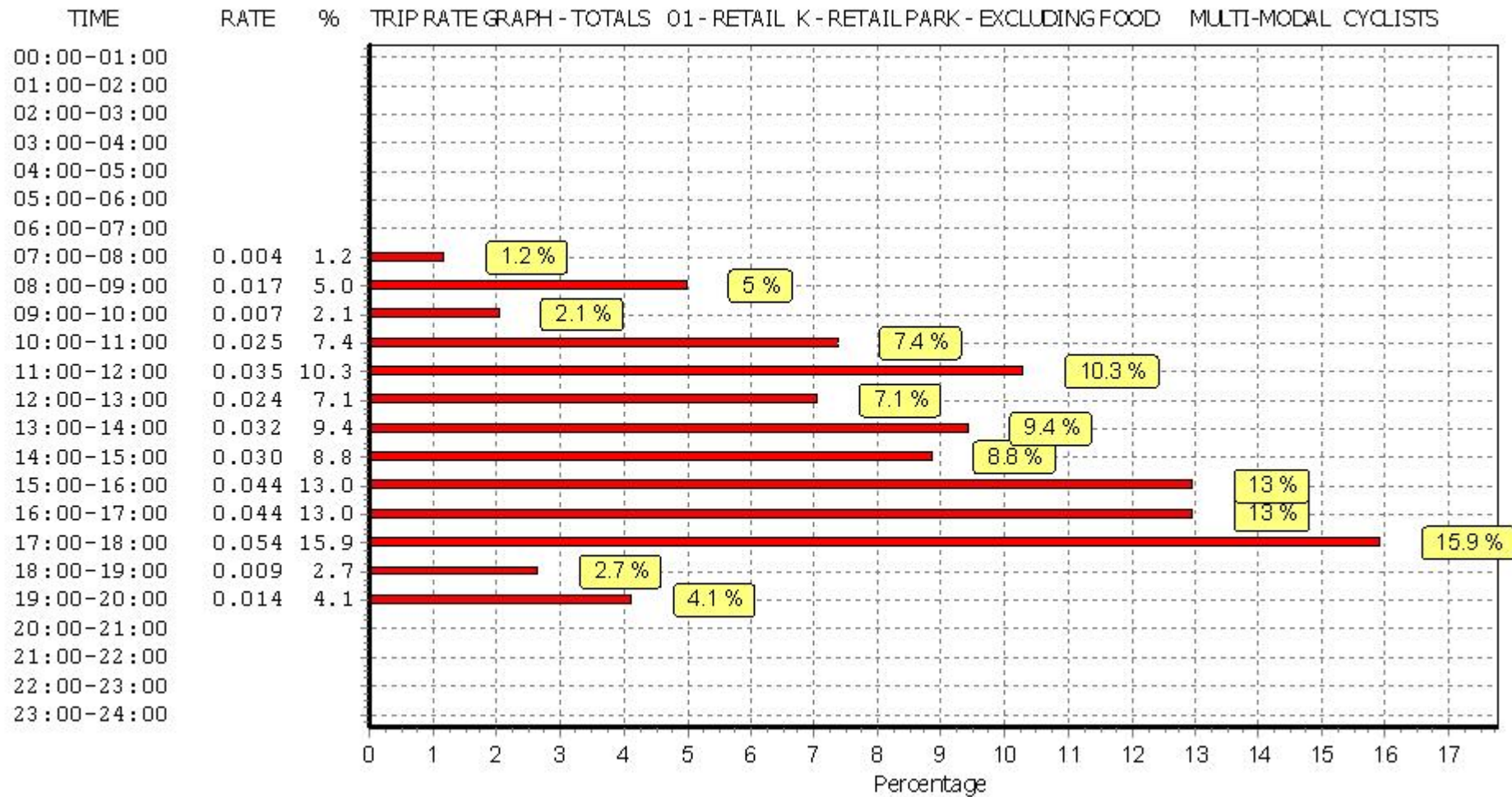




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD  
MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	12419	0.290	2	12419	0.052	2	12419	0.342
08:00 - 09:00	4	10170	0.723	4	10170	0.219	4	10170	0.942
09:00 - 10:00	4	10170	2.252	4	10170	1.367	4	10170	3.619
10:00 - 11:00	4	10170	3.805	4	10170	2.888	4	10170	6.693
11:00 - 12:00	4	10170	4.538	4	10170	4.017	4	10170	8.555
12:00 - 13:00	4	10170	4.590	4	10170	4.381	4	10170	8.971
13:00 - 14:00	4	10170	4.855	4	10170	4.683	4	10170	9.538
14:00 - 15:00	4	10170	4.936	4	10170	4.732	4	10170	9.668
15:00 - 16:00	4	10170	4.095	4	10170	4.582	4	10170	8.677
16:00 - 17:00	4	10170	3.980	4	10170	4.641	4	10170	8.621
17:00 - 18:00	4	10170	3.294	4	10170	4.432	4	10170	7.726
18:00 - 19:00	4	10170	0.870	4	10170	1.920	4	10170	2.790
19:00 - 20:00	3	12145	0.332	3	12145	0.719	3	12145	1.051
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>38.560</b>			<b>38.633</b>			<b>77.193</b>

*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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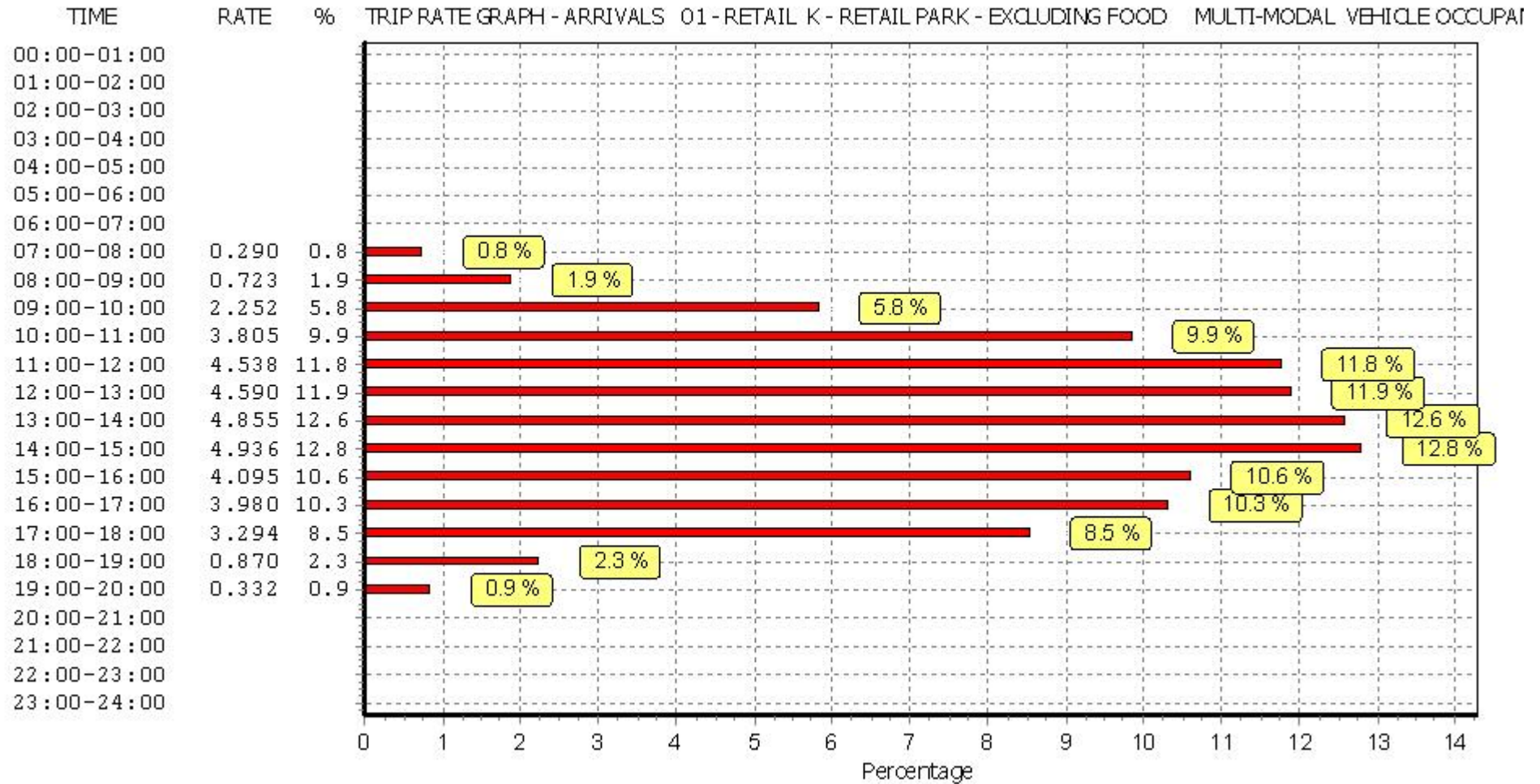
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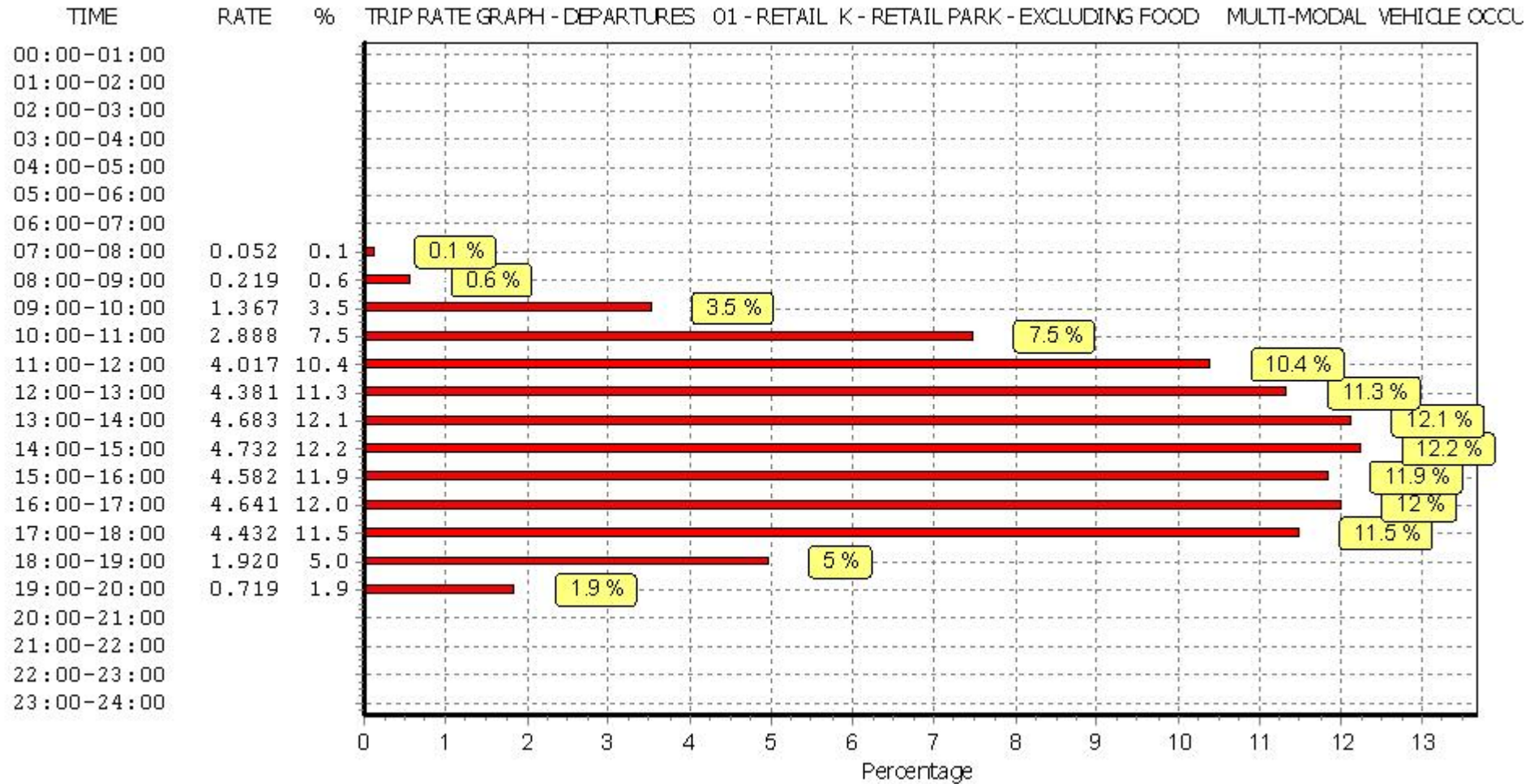
#### Parameter summary

Trip rate parameter range selected:	4243 - 16150 (units: sqm)
Survey date date range:	01/01/09 - 07/06/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

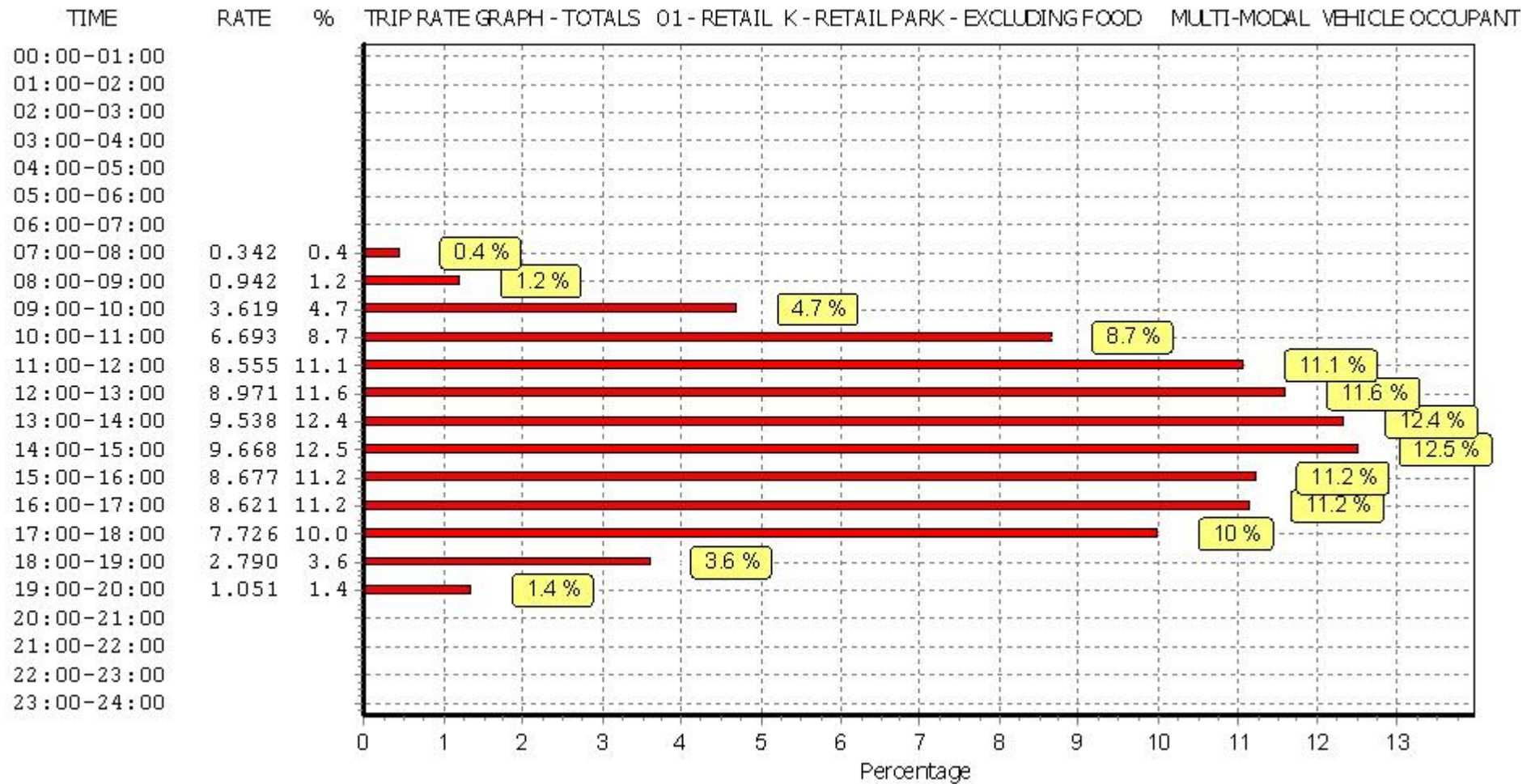
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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	12419	0.044	2	12419	0.036	2	12419	0.080
08:00 - 09:00	4	10170	0.197	4	10170	0.152	4	10170	0.349
09:00 - 10:00	4	10170	0.152	4	10170	0.130	4	10170	0.282
10:00 - 11:00	4	10170	0.216	4	10170	0.133	4	10170	0.349
11:00 - 12:00	4	10170	0.251	4	10170	0.155	4	10170	0.406
12:00 - 13:00	4	10170	0.366	4	10170	0.322	4	10170	0.688
13:00 - 14:00	4	10170	0.324	4	10170	0.226	4	10170	0.550
14:00 - 15:00	4	10170	0.376	4	10170	0.297	4	10170	0.673
15:00 - 16:00	4	10170	0.371	4	10170	0.381	4	10170	0.752
16:00 - 17:00	4	10170	0.246	4	10170	0.270	4	10170	0.516
17:00 - 18:00	4	10170	0.143	4	10170	0.219	4	10170	0.362
18:00 - 19:00	4	10170	0.059	4	10170	0.106	4	10170	0.165
19:00 - 20:00	3	12145	0.025	3	12145	0.052	3	12145	0.077
20:00 - 21:00	1	8687	0.012	1	8687	0.035	1	8687	0.047
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.782</b>			<b>2.514</b>			<b>5.296</b>

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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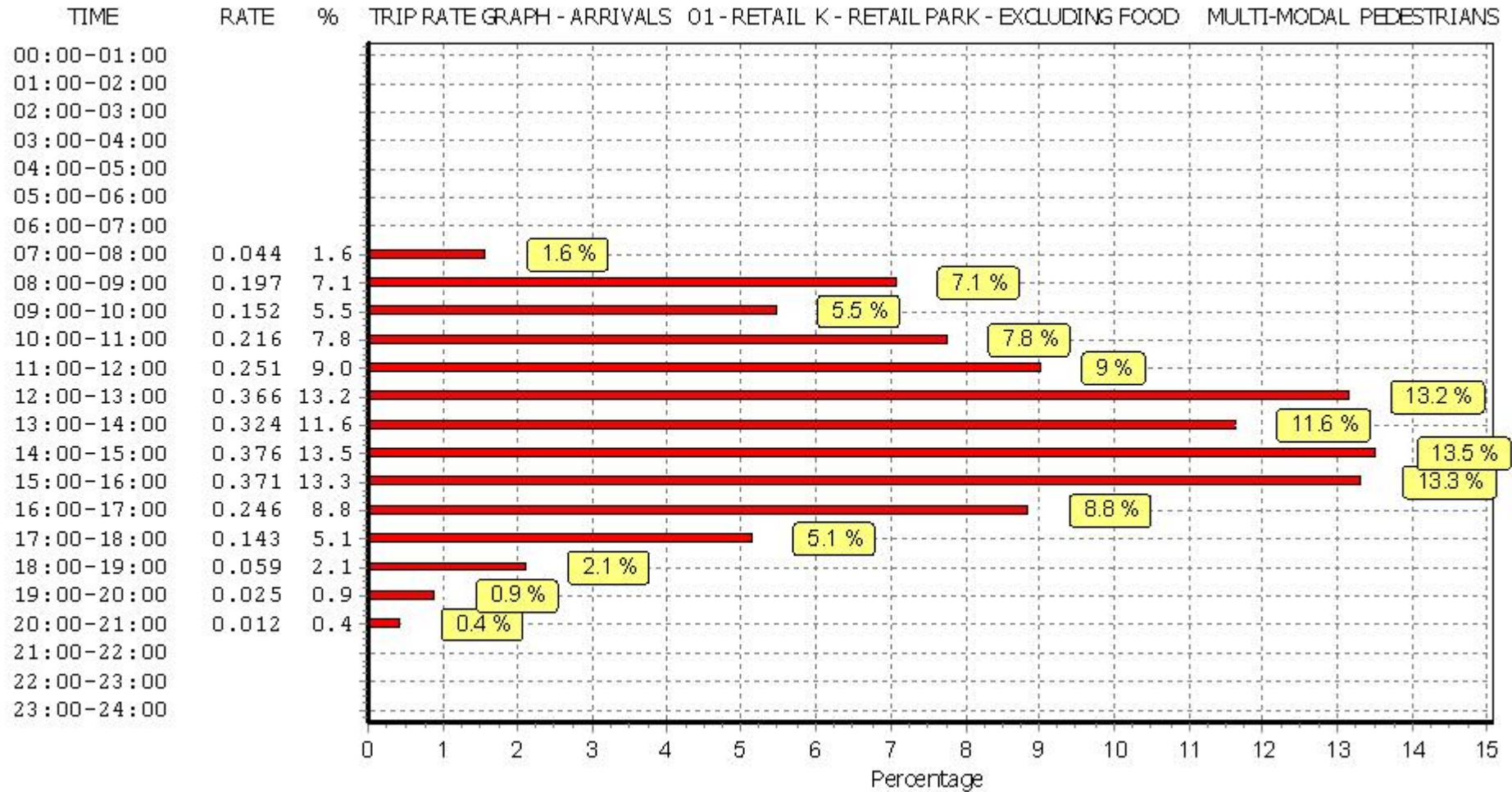
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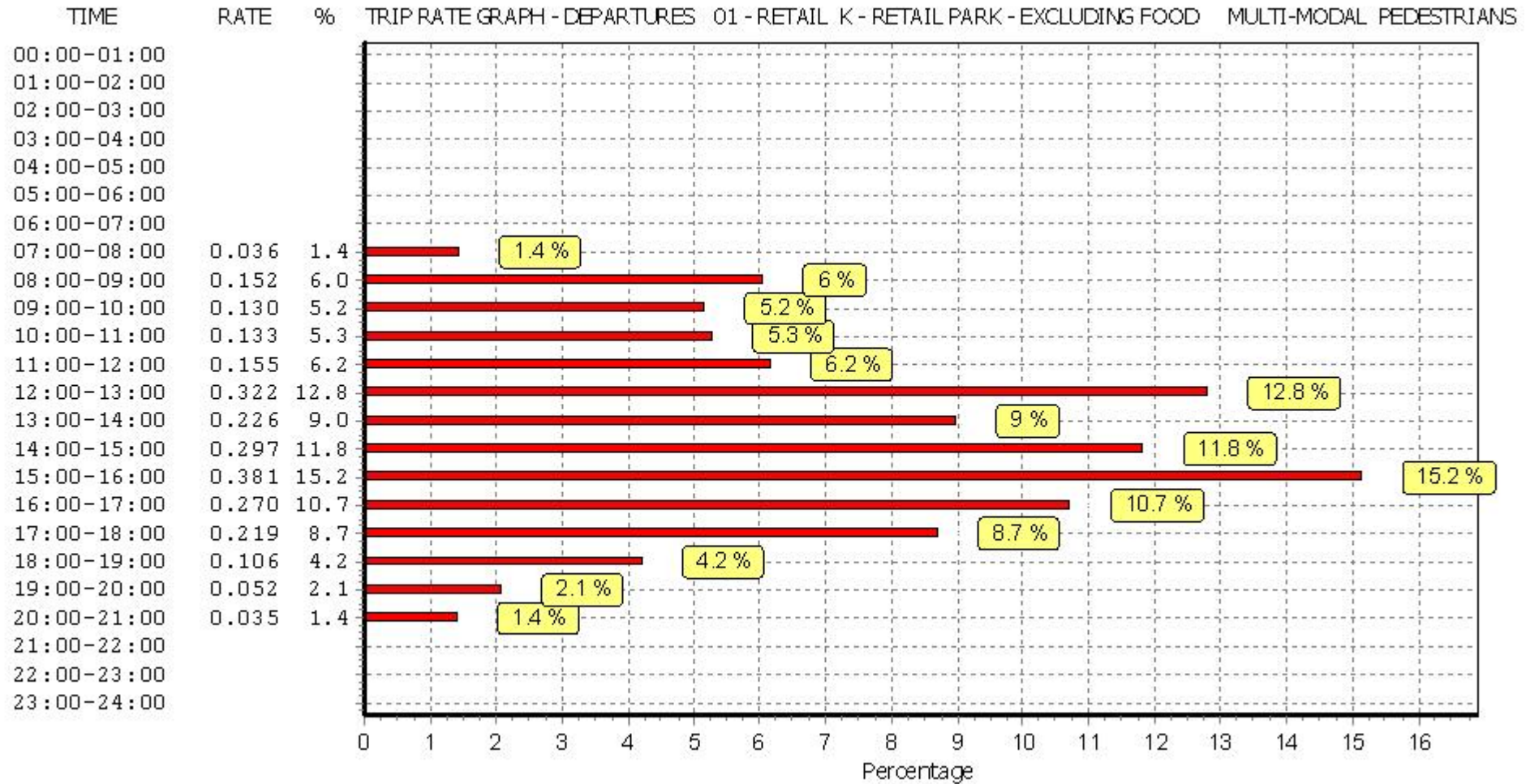
#### Parameter summary

Trip rate parameter range selected:	4243 - 16150 (units: sqm)
Survey date date range:	01/01/09 - 07/06/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

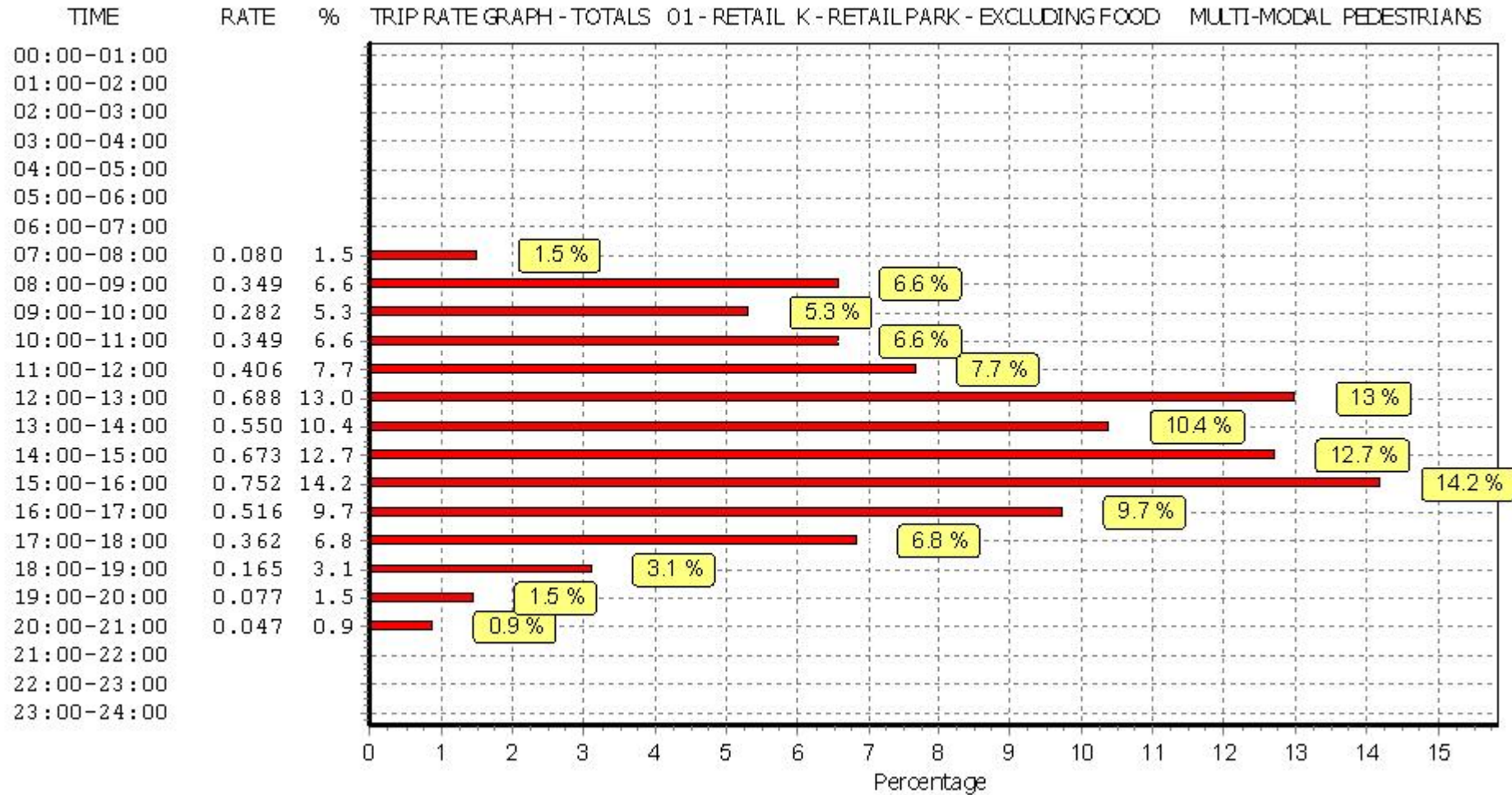
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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	12419	0.000	2	12419	0.000	2	12419	0.000
08:00 - 09:00	4	10170	0.044	4	10170	0.010	4	10170	0.054
09:00 - 10:00	4	10170	0.054	4	10170	0.020	4	10170	0.074
10:00 - 11:00	4	10170	0.096	4	10170	0.029	4	10170	0.125
11:00 - 12:00	4	10170	0.064	4	10170	0.076	4	10170	0.140
12:00 - 13:00	4	10170	0.101	4	10170	0.059	4	10170	0.160
13:00 - 14:00	4	10170	0.069	4	10170	0.049	4	10170	0.118
14:00 - 15:00	4	10170	0.069	4	10170	0.091	4	10170	0.160
15:00 - 16:00	4	10170	0.064	4	10170	0.064	4	10170	0.128
16:00 - 17:00	4	10170	0.079	4	10170	0.101	4	10170	0.180
17:00 - 18:00	4	10170	0.027	4	10170	0.054	4	10170	0.081
18:00 - 19:00	4	10170	0.010	4	10170	0.022	4	10170	0.032
19:00 - 20:00	3	12145	0.000	3	12145	0.000	3	12145	0.000
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.677</b>			<b>0.575</b>			<b>1.252</b>

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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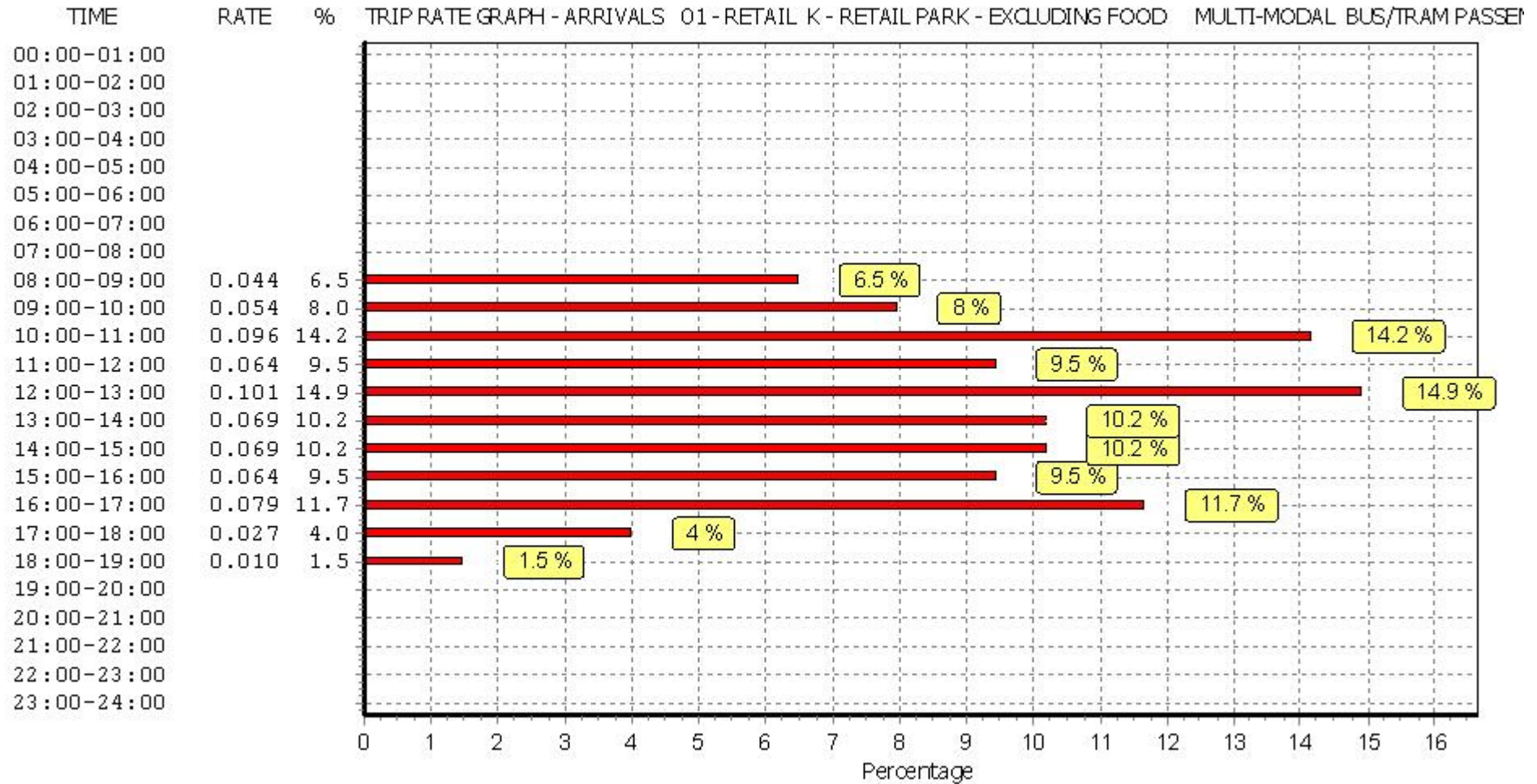
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#### Parameter summary

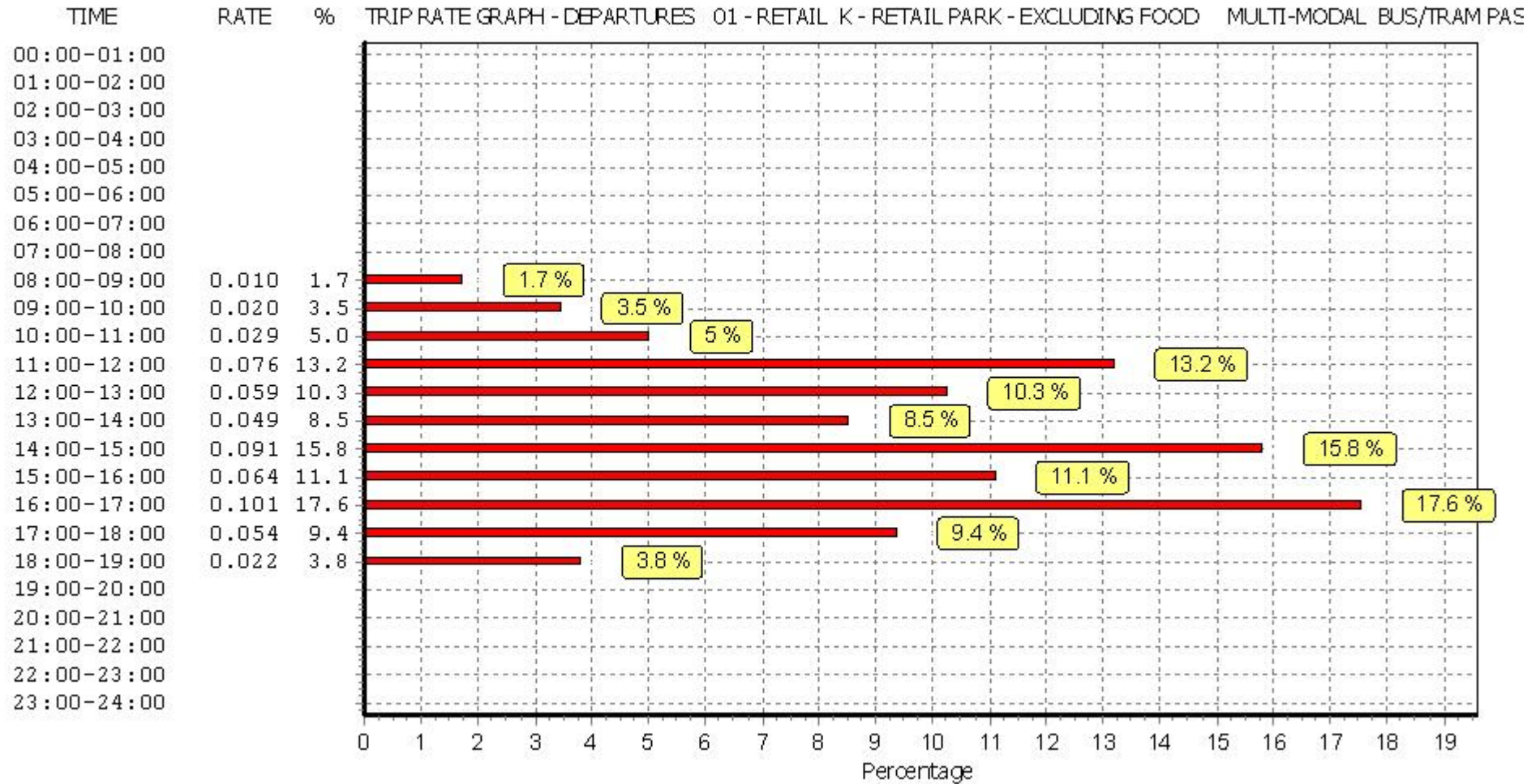
Trip rate parameter range selected:	4243 - 16150 (units: sqm)
Survey date date range:	01/01/09 - 07/06/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

*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.*

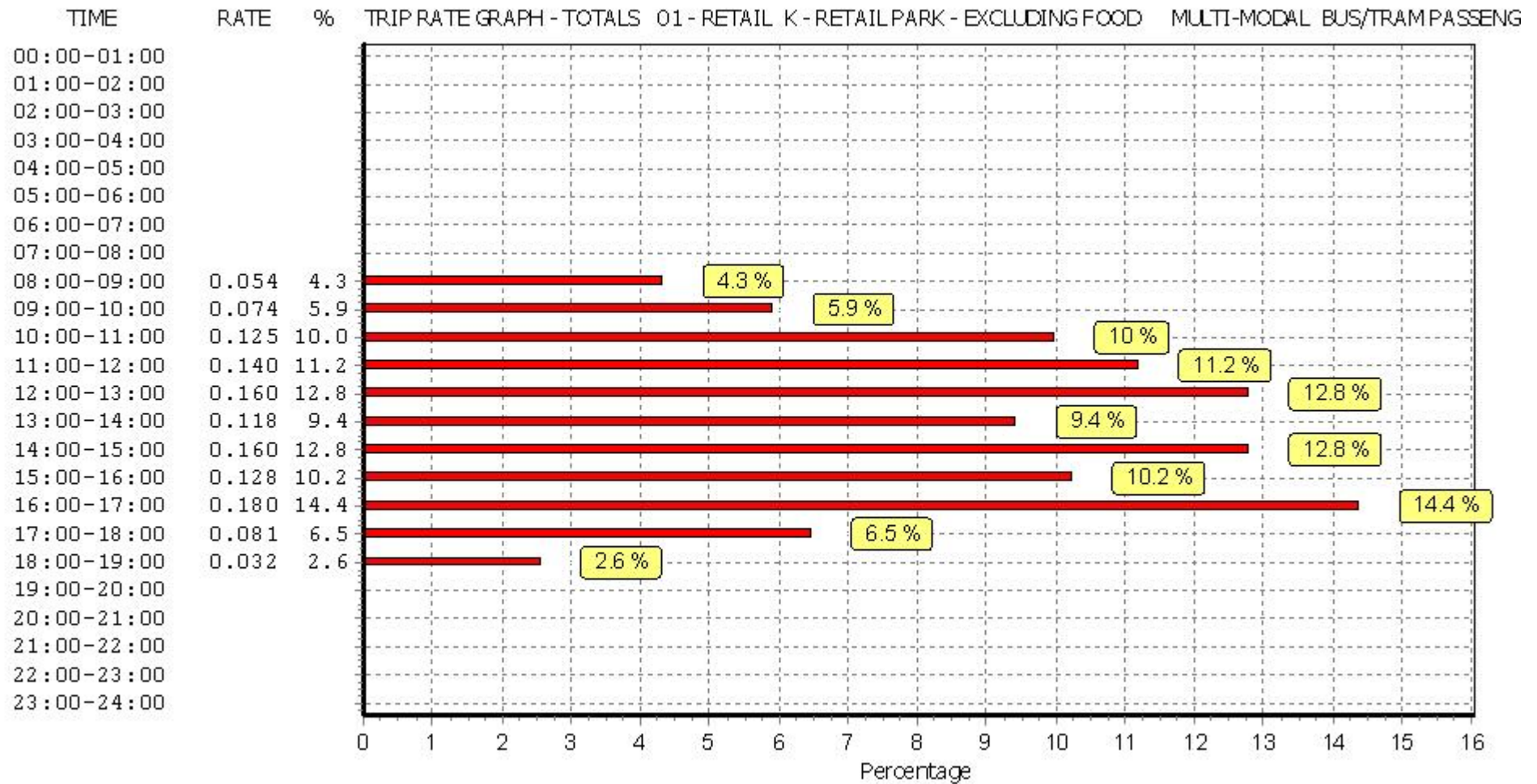


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*





*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD  
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	12419	0.000	2	12419	0.000	2	12419	0.000
08:00 - 09:00	4	10170	0.000	4	10170	0.000	4	10170	0.000
09:00 - 10:00	4	10170	0.000	4	10170	0.000	4	10170	0.000
10:00 - 11:00	4	10170	0.012	4	10170	0.005	4	10170	0.017
11:00 - 12:00	4	10170	0.002	4	10170	0.002	4	10170	0.004
12:00 - 13:00	4	10170	0.020	4	10170	0.002	4	10170	0.022
13:00 - 14:00	4	10170	0.012	4	10170	0.012	4	10170	0.024
14:00 - 15:00	4	10170	0.007	4	10170	0.002	4	10170	0.009
15:00 - 16:00	4	10170	0.012	4	10170	0.017	4	10170	0.029
16:00 - 17:00	4	10170	0.002	4	10170	0.005	4	10170	0.007
17:00 - 18:00	4	10170	0.000	4	10170	0.000	4	10170	0.000
18:00 - 19:00	4	10170	0.000	4	10170	0.002	4	10170	0.002
19:00 - 20:00	3	12145	0.000	3	12145	0.000	3	12145	0.000
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.067			0.047			0.114

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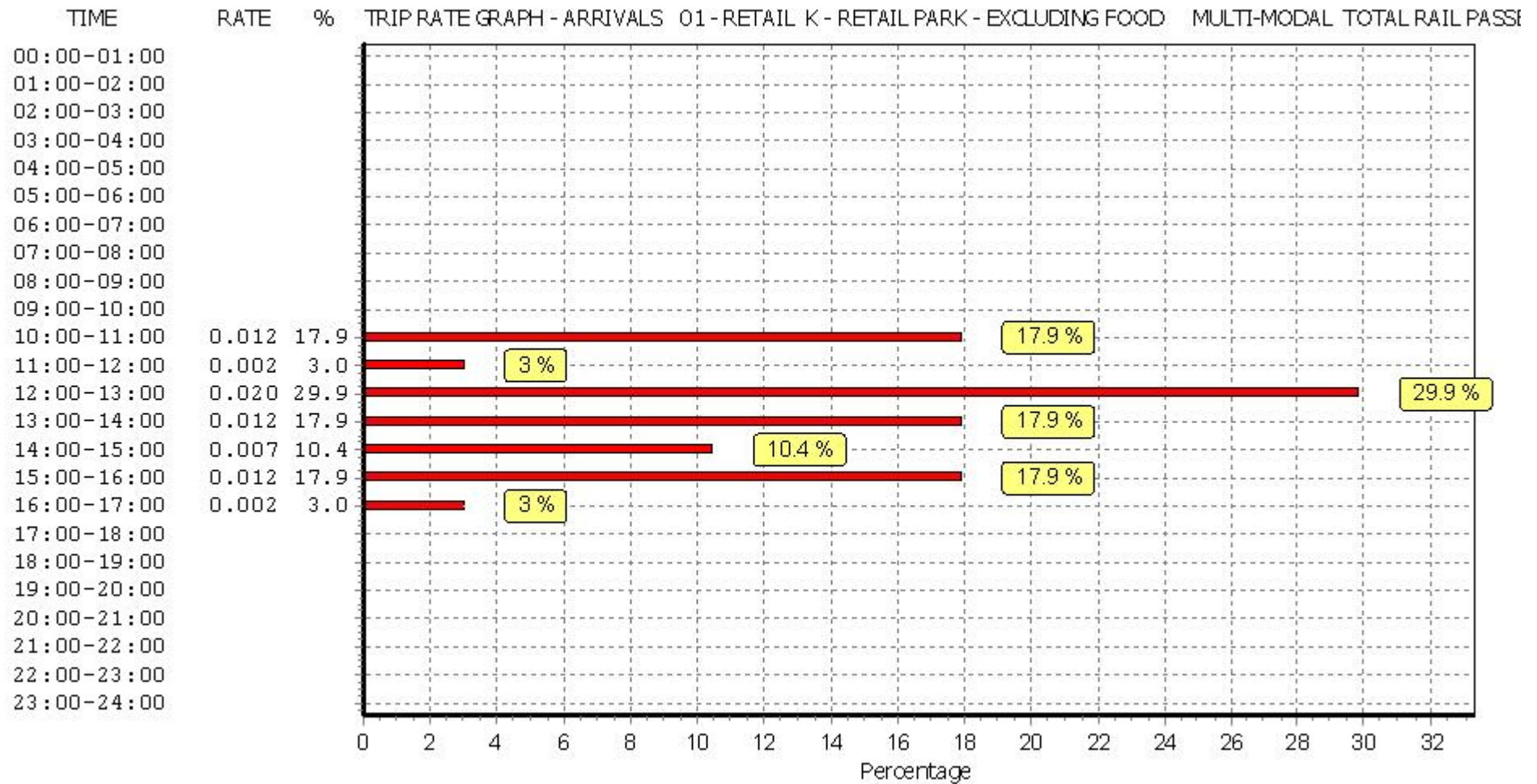
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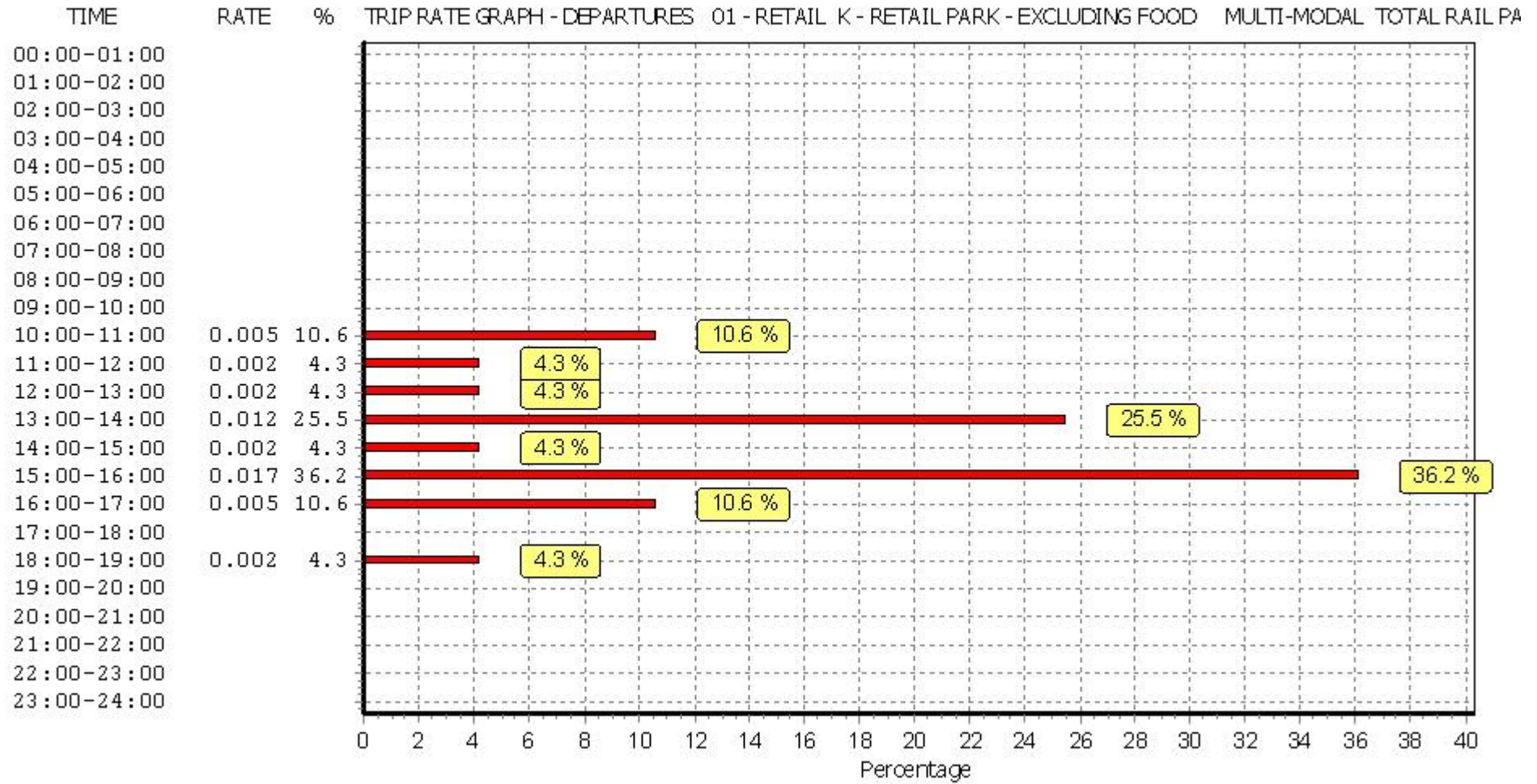
#### Parameter summary

Trip rate parameter range selected:	4243 - 16150 (units: sqm)
Survey date date range:	01/01/09 - 07/06/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

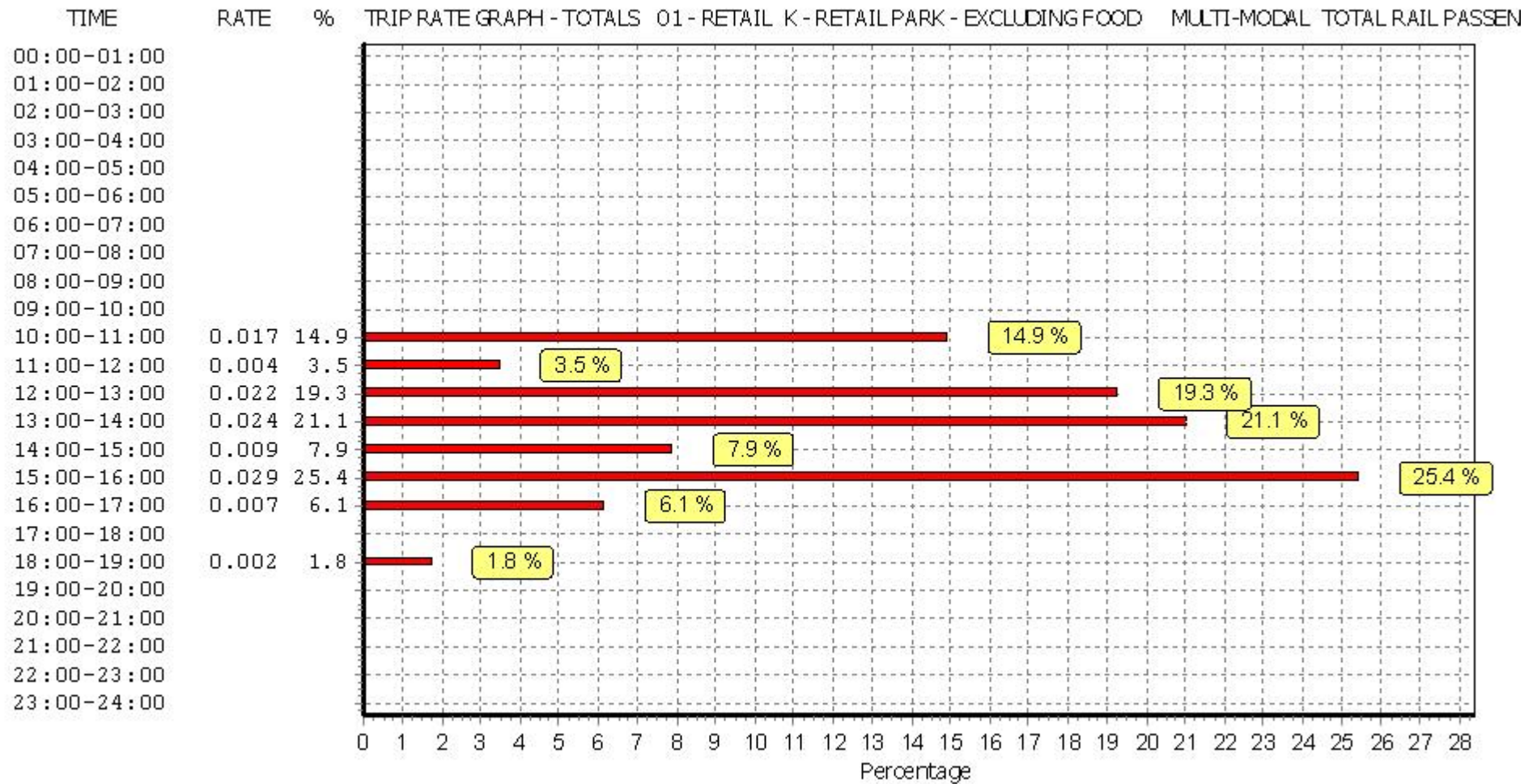
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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Calculation Reference: AUDIT-337901-190311-0306

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	KN KENSINGTON AND CHELSEA	1 days

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

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter:	Number of dwellings
Actual Range:	294 to 472 (units: )
Range Selected by User:	204 to 613 (units: )

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/09 to 30/11/16
-------------	----------------------

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

Selected survey days:

Tuesday	1 days
Wednesday	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 undertaken using machines.*

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1

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

## Secondary Filtering selection:

Use Class:

C3	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:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

500,001 or More	2 days
-----------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

*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:

5 Very Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-C-02 ENGINEERS WAY	BLOCKS OF FLATS		BRENT
	WEMBLEY Suburban Area (PPS6 Out of Centre) Development Zone			
	Total Number of dwellings:		472	
	Survey date: WEDNESDAY		30/11/16	Survey Type: MANUAL
2	KN-03-C-02 BECKFORD CLOSE	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	SOUTH KENSINGTON Edge of Town Centre Residential Zone			
	Total Number of dwellings:		294	
	Survey date: TUESDAY		15/06/10	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/C - FLATS PRIVATELY OWNED  
MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	383	0.009	2	383	0.029	2	383	0.038
08:00 - 09:00	2	383	0.031	2	383	0.076	2	383	0.107
09:00 - 10:00	2	383	0.034	2	383	0.037	2	383	0.071
10:00 - 11:00	2	383	0.022	2	383	0.031	2	383	0.053
11:00 - 12:00	2	383	0.029	2	383	0.021	2	383	0.050
12:00 - 13:00	2	383	0.020	2	383	0.029	2	383	0.049
13:00 - 14:00	2	383	0.025	2	383	0.026	2	383	0.051
14:00 - 15:00	2	383	0.023	2	383	0.025	2	383	0.048
15:00 - 16:00	2	383	0.021	2	383	0.025	2	383	0.046
16:00 - 17:00	2	383	0.026	2	383	0.022	2	383	0.048
17:00 - 18:00	2	383	0.048	2	383	0.029	2	383	0.077
18:00 - 19:00	2	383	0.042	2	383	0.034	2	383	0.076
19:00 - 20:00	2	383	0.029	2	383	0.027	2	383	0.056
20:00 - 21:00	2	383	0.025	2	383	0.021	2	383	0.046
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.384			0.432			0.816

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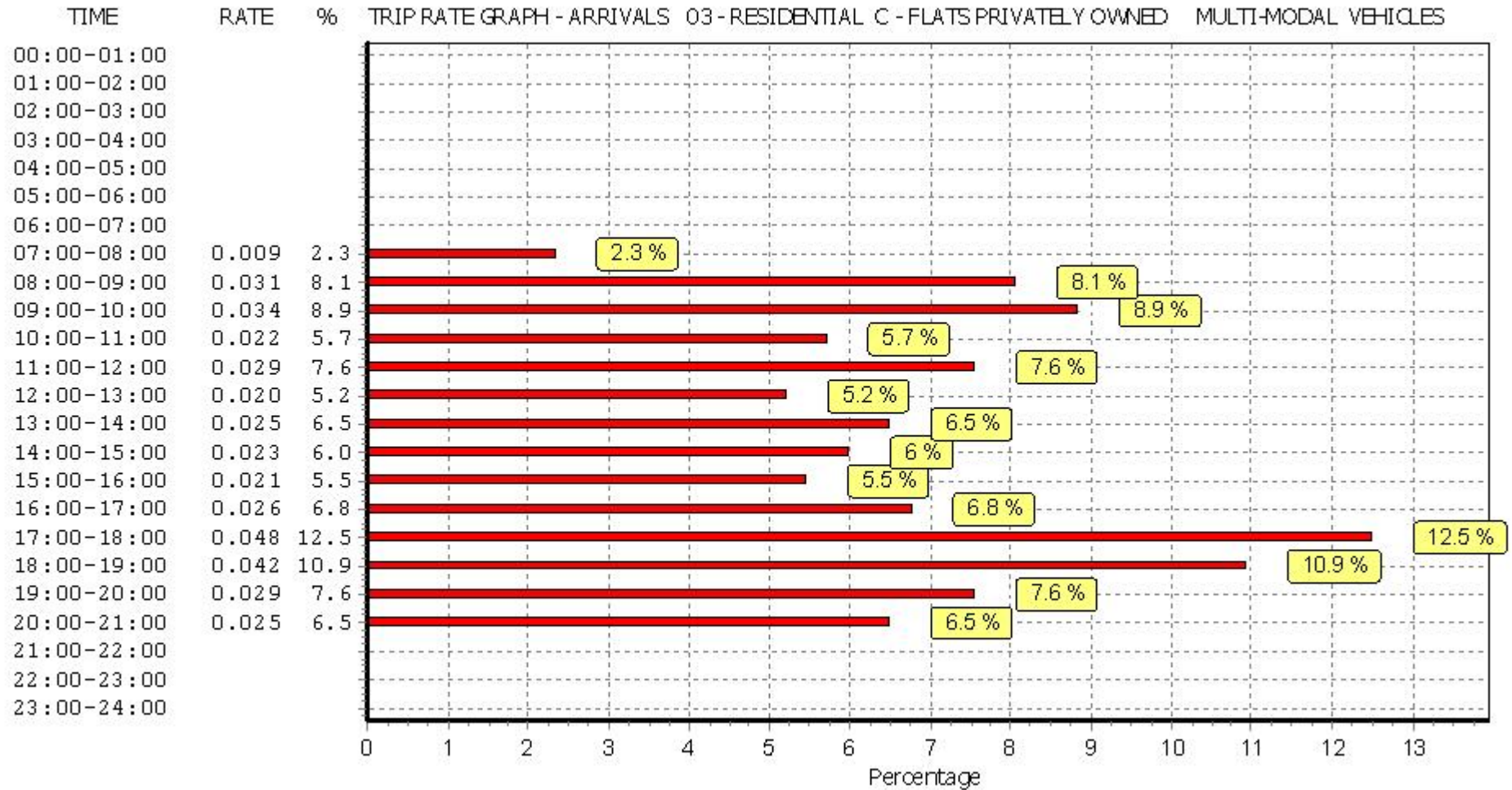
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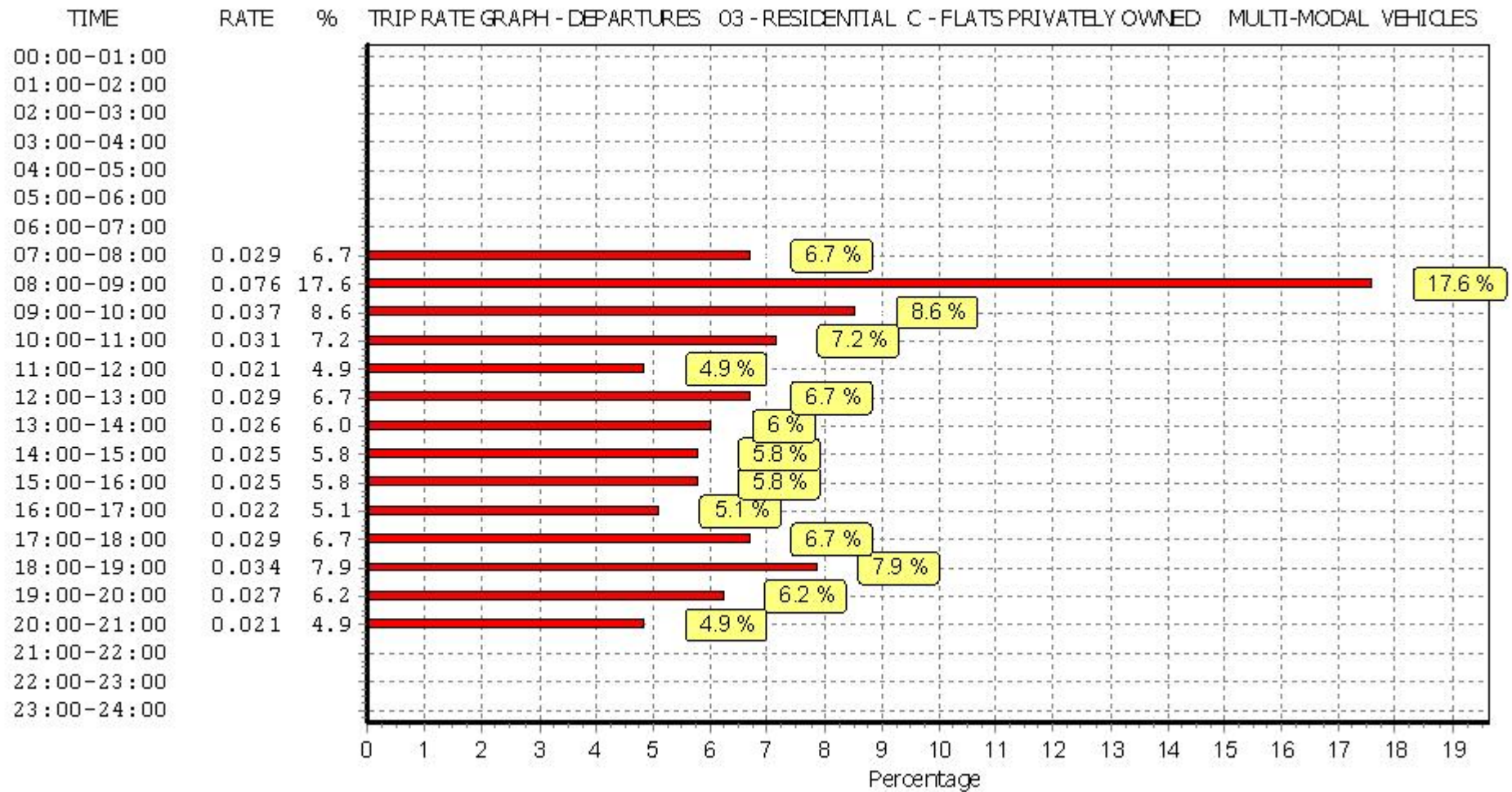
#### Parameter summary

Trip rate parameter range selected:	294 - 472 (units: )
Survey date date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

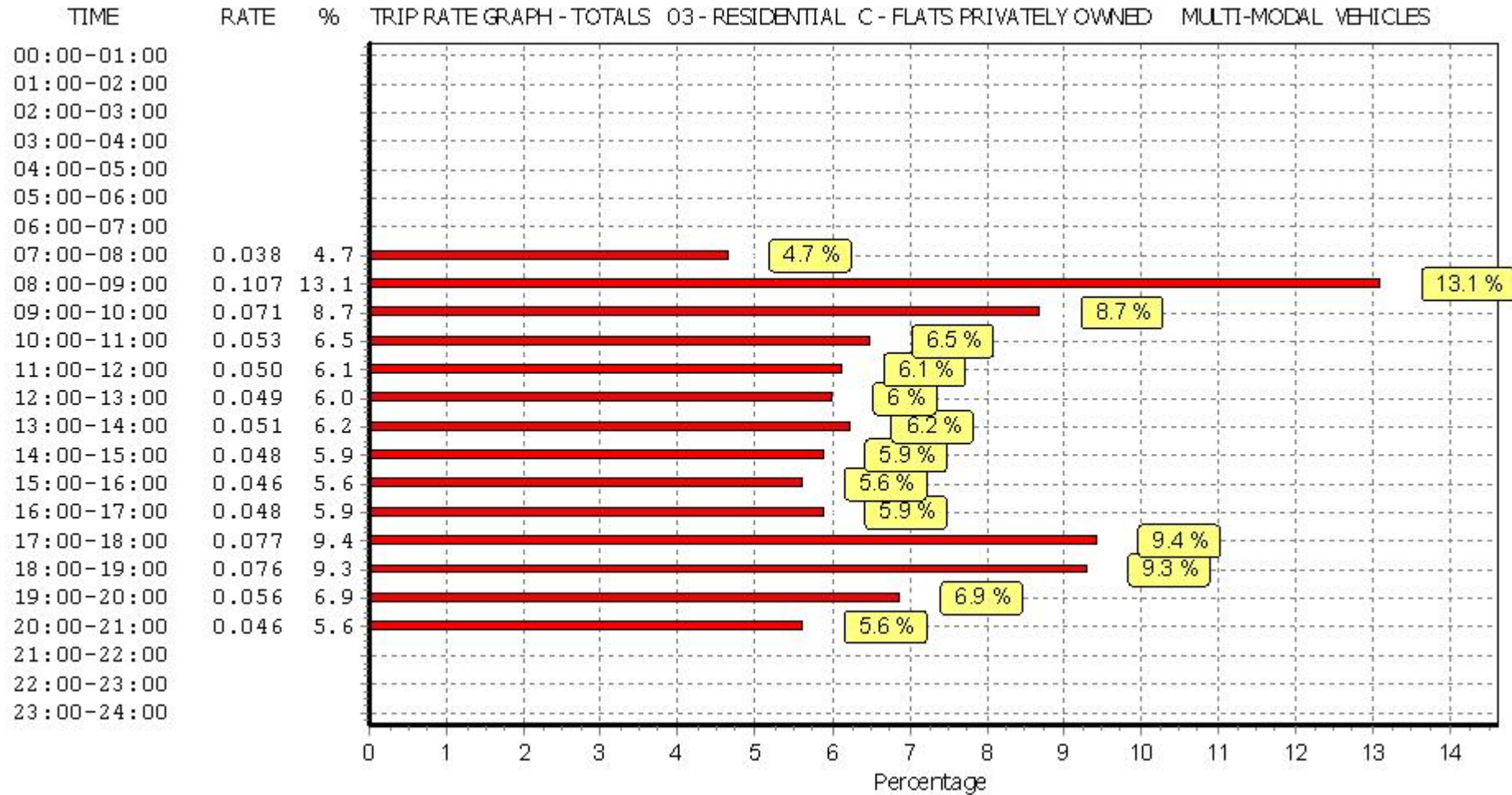
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	383	0.001	2	383	0.001	2	383	0.002
08:00 - 09:00	2	383	0.000	2	383	0.000	2	383	0.000
09:00 - 10:00	2	383	0.000	2	383	0.000	2	383	0.000
10:00 - 11:00	2	383	0.000	2	383	0.000	2	383	0.000
11:00 - 12:00	2	383	0.000	2	383	0.000	2	383	0.000
12:00 - 13:00	2	383	0.000	2	383	0.000	2	383	0.000
13:00 - 14:00	2	383	0.000	2	383	0.000	2	383	0.000
14:00 - 15:00	2	383	0.001	2	383	0.001	2	383	0.002
15:00 - 16:00	2	383	0.000	2	383	0.000	2	383	0.000
16:00 - 17:00	2	383	0.000	2	383	0.000	2	383	0.000
17:00 - 18:00	2	383	0.000	2	383	0.000	2	383	0.000
18:00 - 19:00	2	383	0.000	2	383	0.000	2	383	0.000
19:00 - 20:00	2	383	0.000	2	383	0.000	2	383	0.000
20:00 - 21:00	2	383	0.000	2	383	0.000	2	383	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.002			0.002			0.004

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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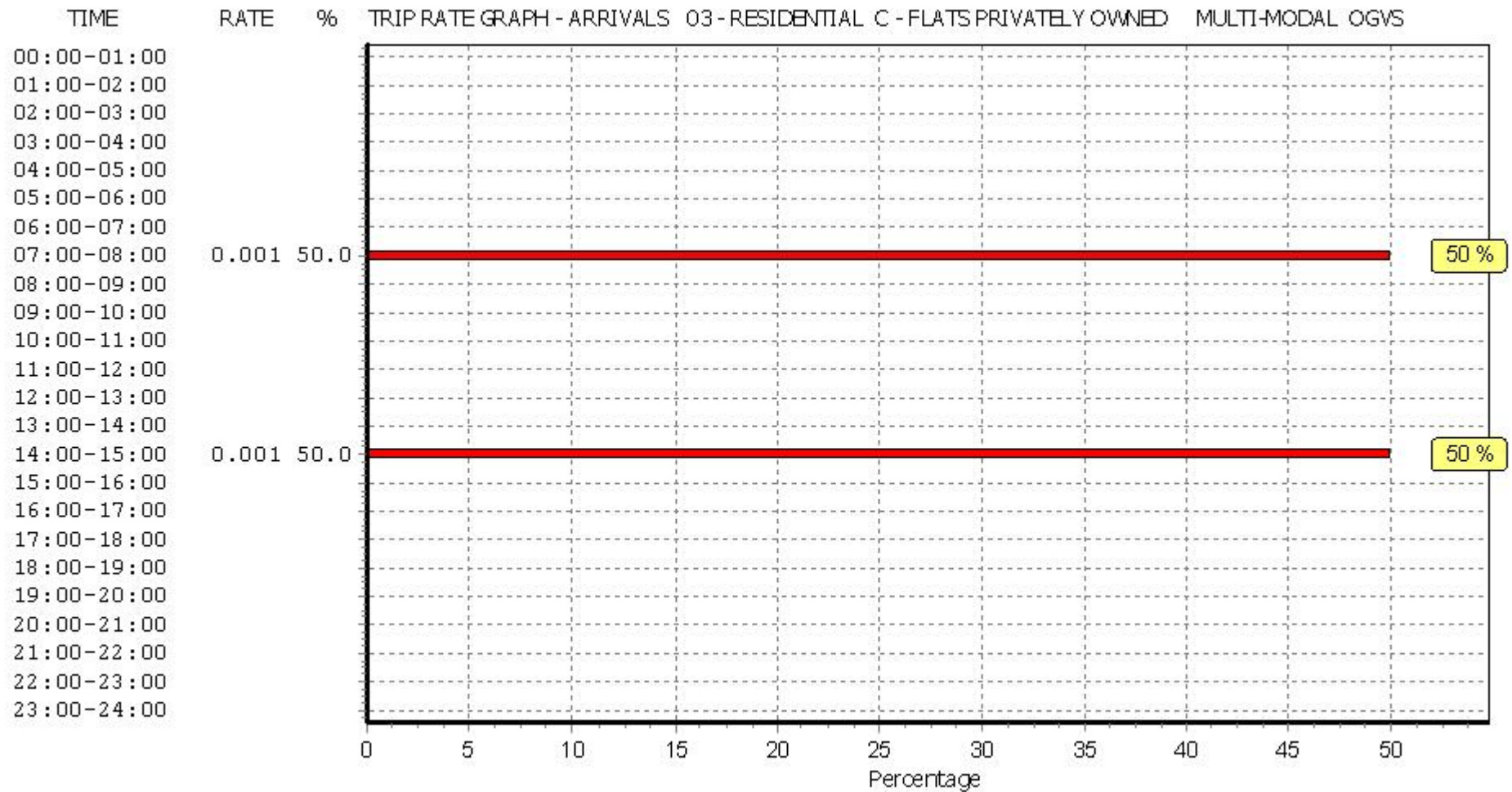
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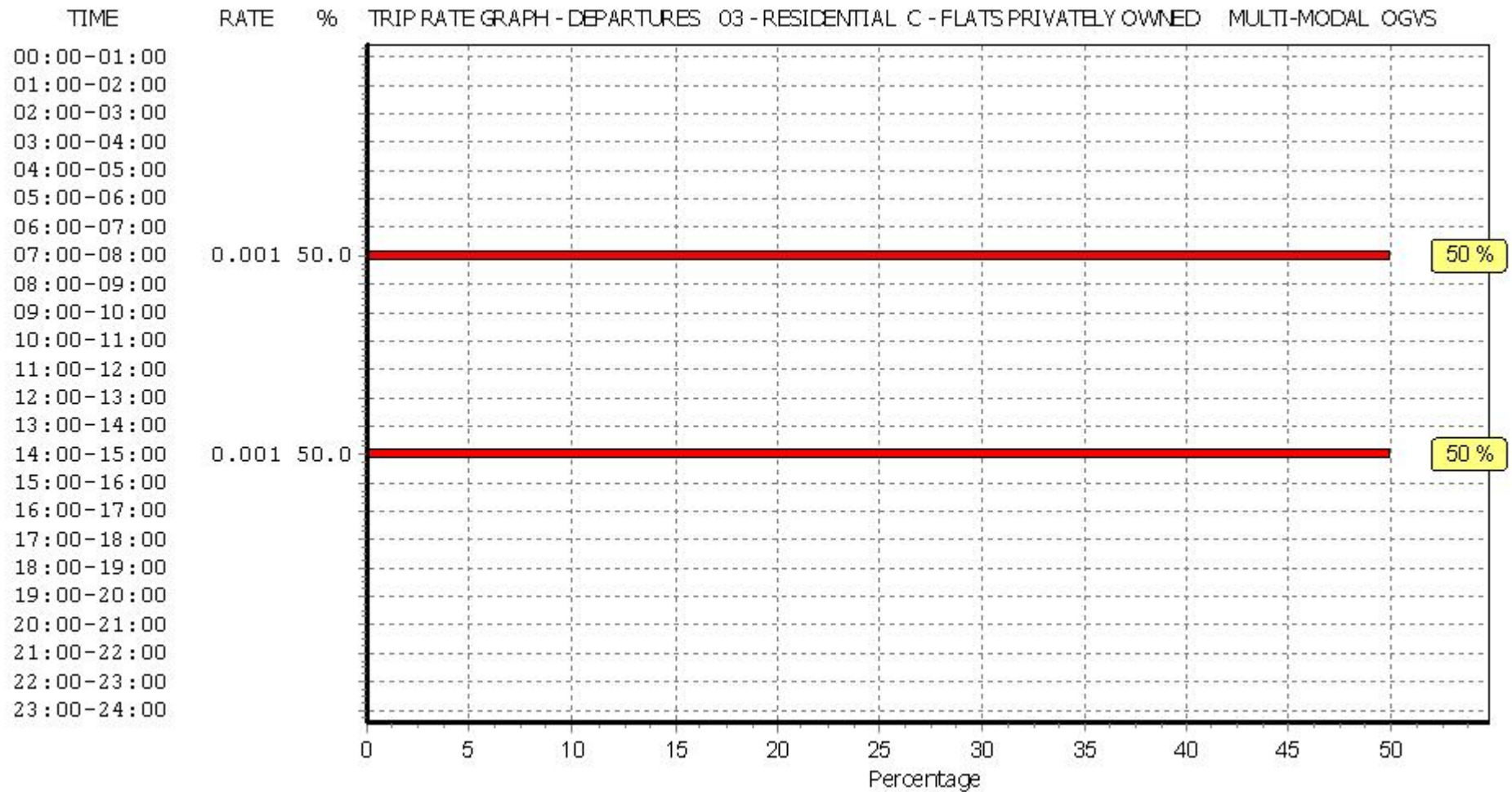
#### Parameter summary

Trip rate parameter range selected:	294 - 472 (units: )
Survey date date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

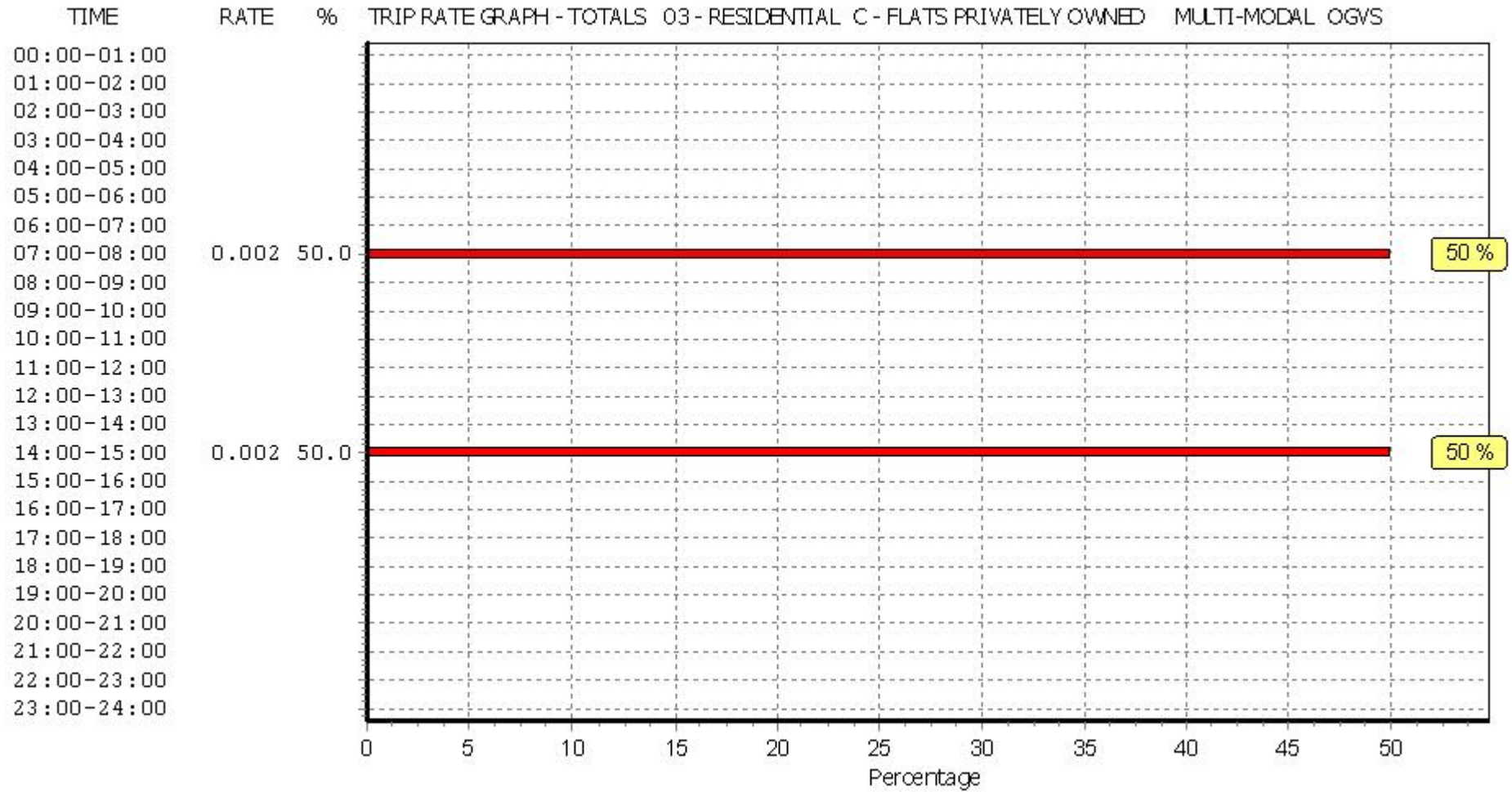
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	383	0.001	2	383	0.001	2	383	0.002
08:00 - 09:00	2	383	0.000	2	383	0.004	2	383	0.004
09:00 - 10:00	2	383	0.000	2	383	0.000	2	383	0.000
10:00 - 11:00	2	383	0.000	2	383	0.001	2	383	0.001
11:00 - 12:00	2	383	0.000	2	383	0.003	2	383	0.003
12:00 - 13:00	2	383	0.003	2	383	0.001	2	383	0.004
13:00 - 14:00	2	383	0.000	2	383	0.000	2	383	0.000
14:00 - 15:00	2	383	0.000	2	383	0.000	2	383	0.000
15:00 - 16:00	2	383	0.000	2	383	0.001	2	383	0.001
16:00 - 17:00	2	383	0.003	2	383	0.000	2	383	0.003
17:00 - 18:00	2	383	0.001	2	383	0.001	2	383	0.002
18:00 - 19:00	2	383	0.010	2	383	0.007	2	383	0.017
19:00 - 20:00	2	383	0.007	2	383	0.005	2	383	0.012
20:00 - 21:00	2	383	0.003	2	383	0.000	2	383	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.028			0.024			0.052

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

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

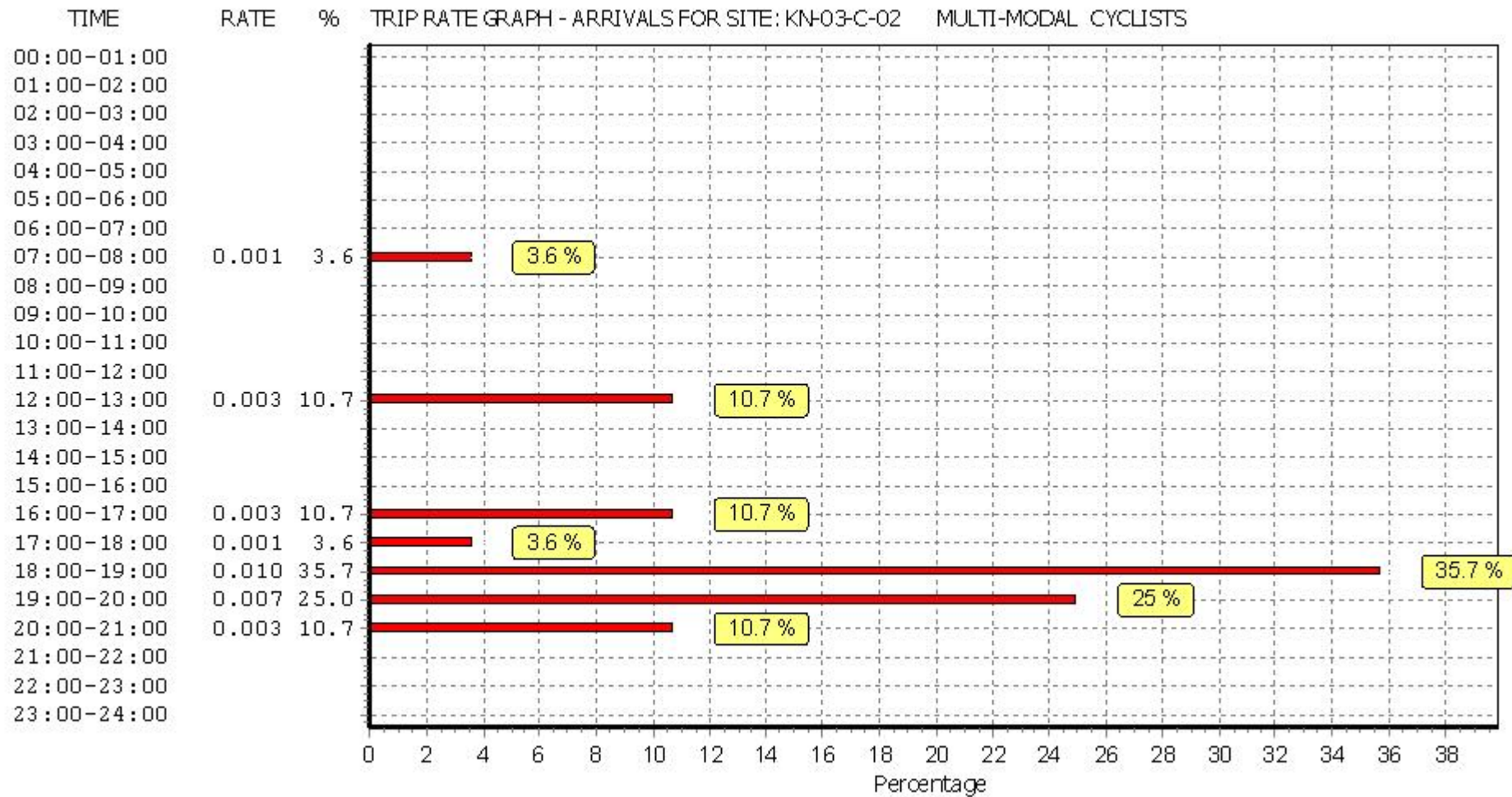
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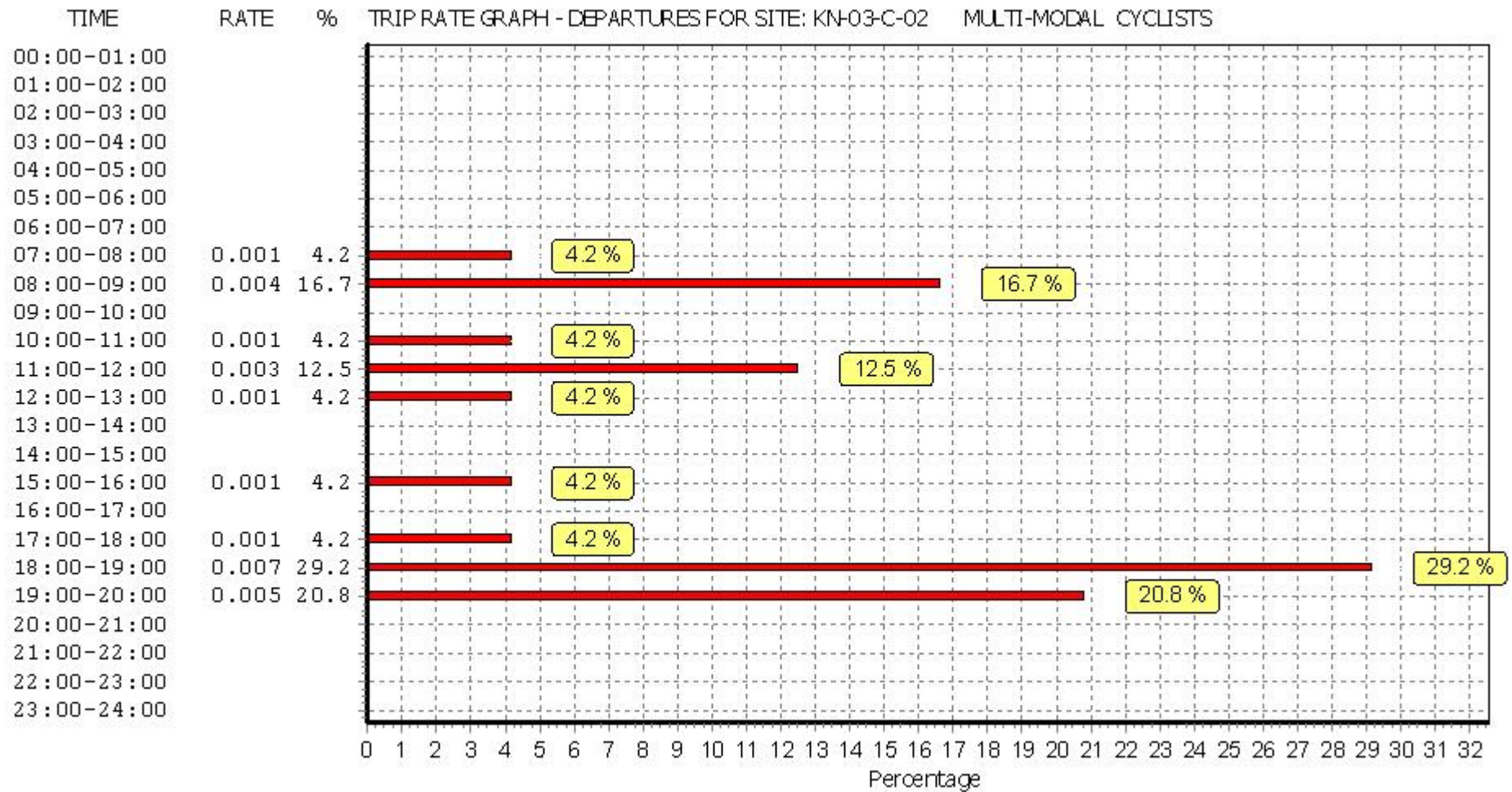
#### Parameter summary

Trip rate parameter range selected:	294 - 472 (units: )
Survey date date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

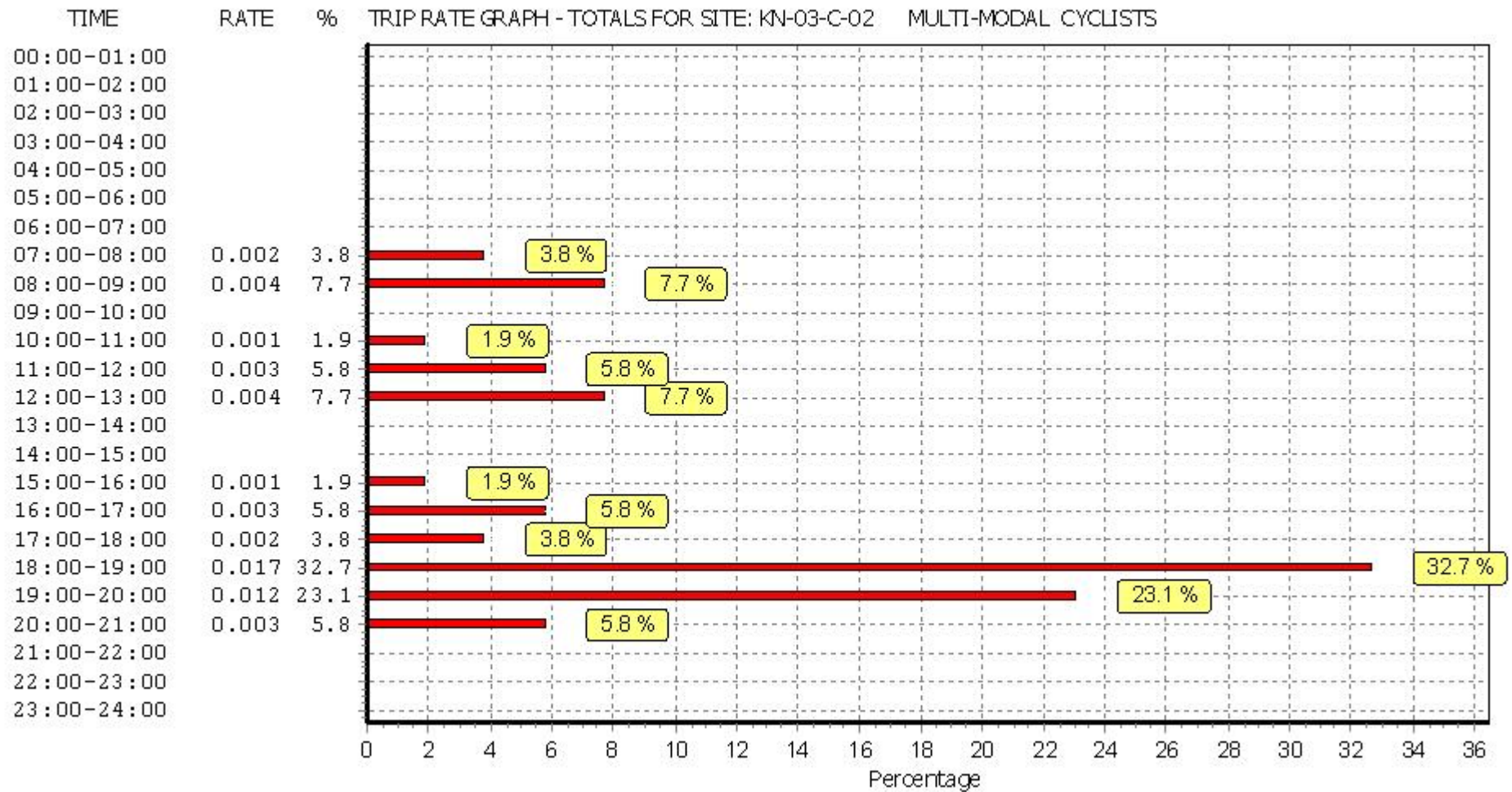


*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*





*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	383	0.012	2	383	0.031	2	383	0.043
08:00 - 09:00	2	383	0.025	2	383	0.117	2	383	0.142
09:00 - 10:00	2	383	0.033	2	383	0.038	2	383	0.071
10:00 - 11:00	2	383	0.025	2	383	0.037	2	383	0.062
11:00 - 12:00	2	383	0.029	2	383	0.025	2	383	0.054
12:00 - 13:00	2	383	0.020	2	383	0.037	2	383	0.057
13:00 - 14:00	2	383	0.038	2	383	0.035	2	383	0.073
14:00 - 15:00	2	383	0.029	2	383	0.030	2	383	0.059
15:00 - 16:00	2	383	0.035	2	383	0.029	2	383	0.064
16:00 - 17:00	2	383	0.031	2	383	0.023	2	383	0.054
17:00 - 18:00	2	383	0.072	2	383	0.035	2	383	0.107
18:00 - 19:00	2	383	0.059	2	383	0.037	2	383	0.096
19:00 - 20:00	2	383	0.037	2	383	0.037	2	383	0.074
20:00 - 21:00	2	383	0.030	2	383	0.035	2	383	0.065
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.475			0.546			1.021

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

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

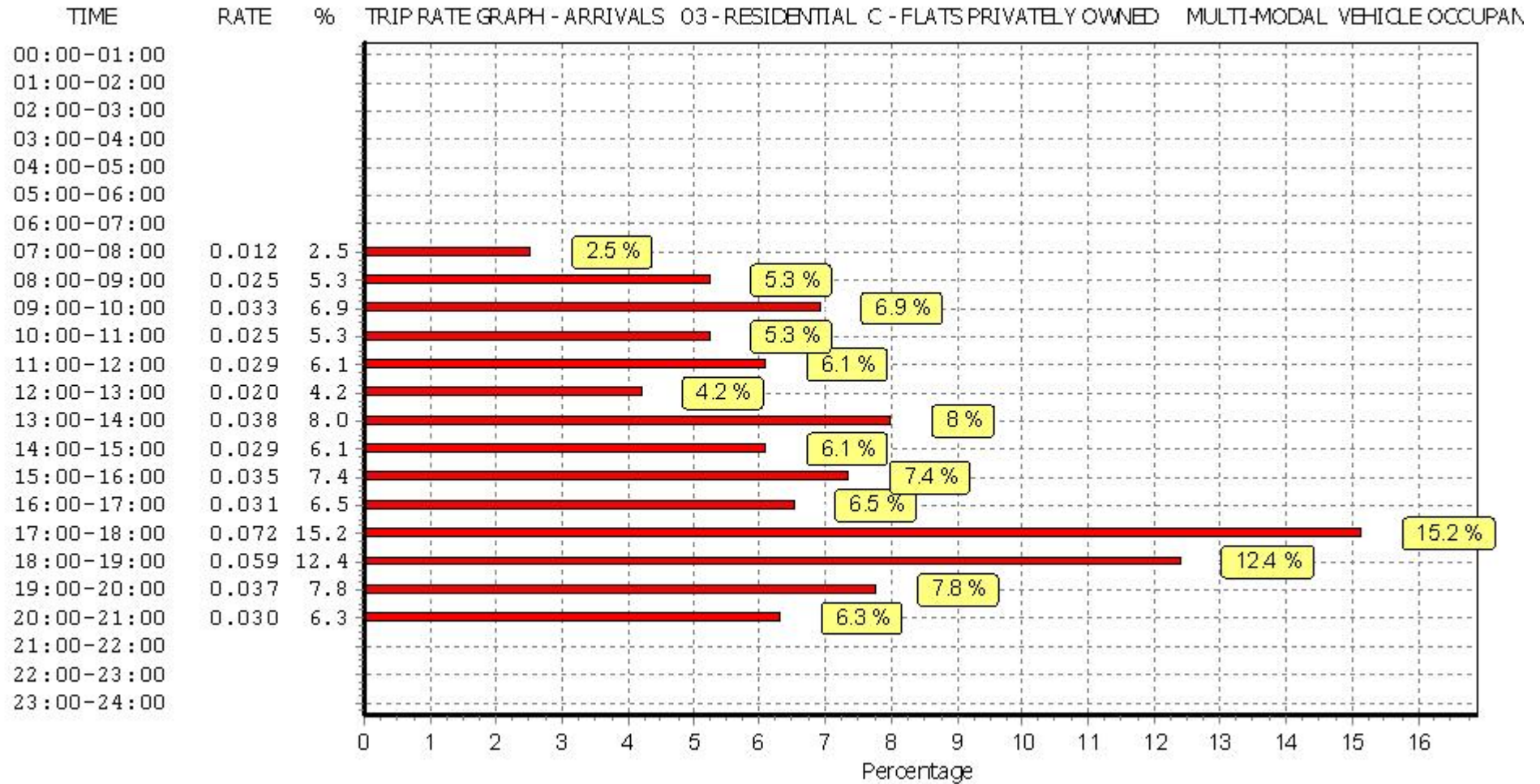
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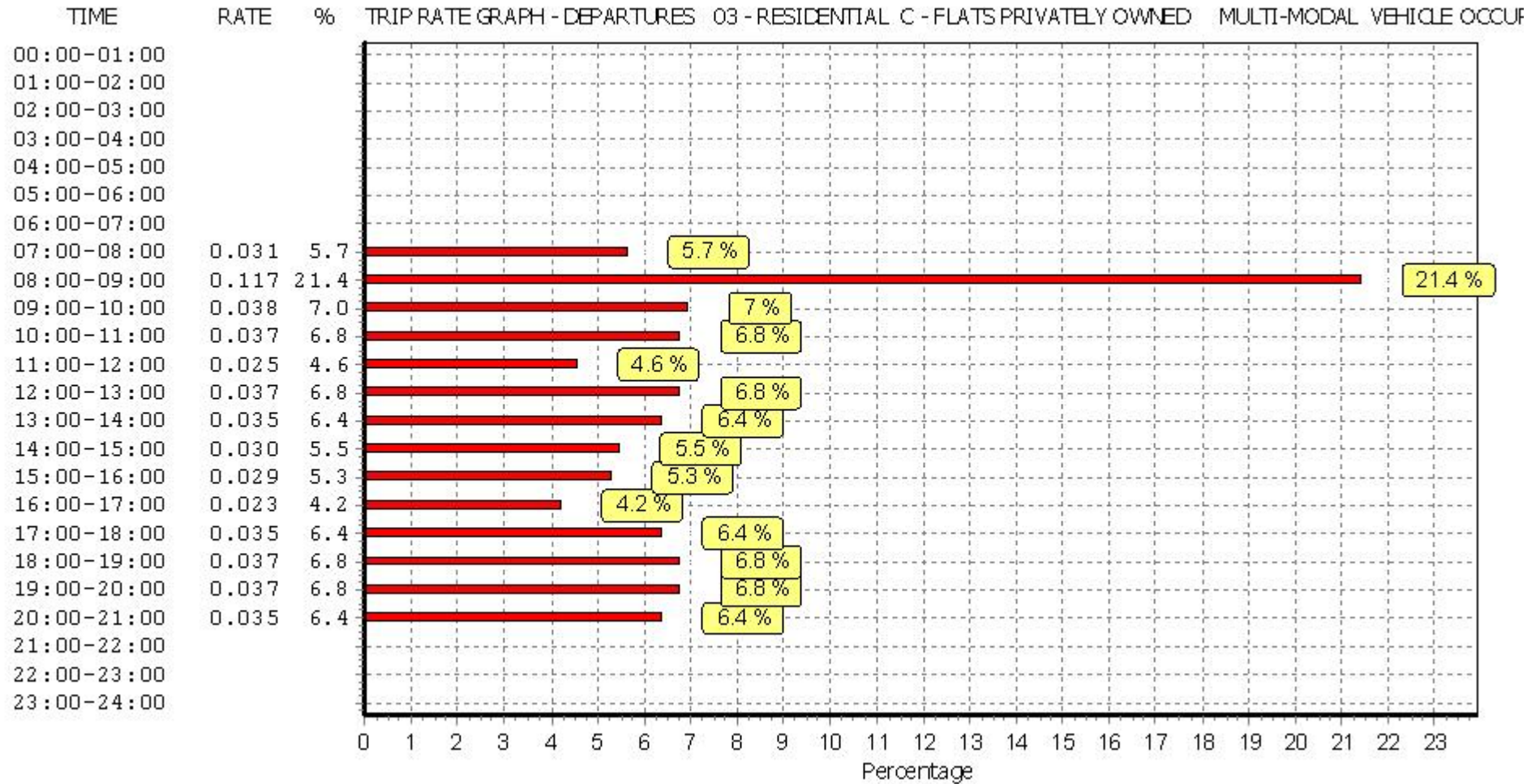
#### Parameter summary

Trip rate parameter range selected:	294 - 472 (units: )
Survey date date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

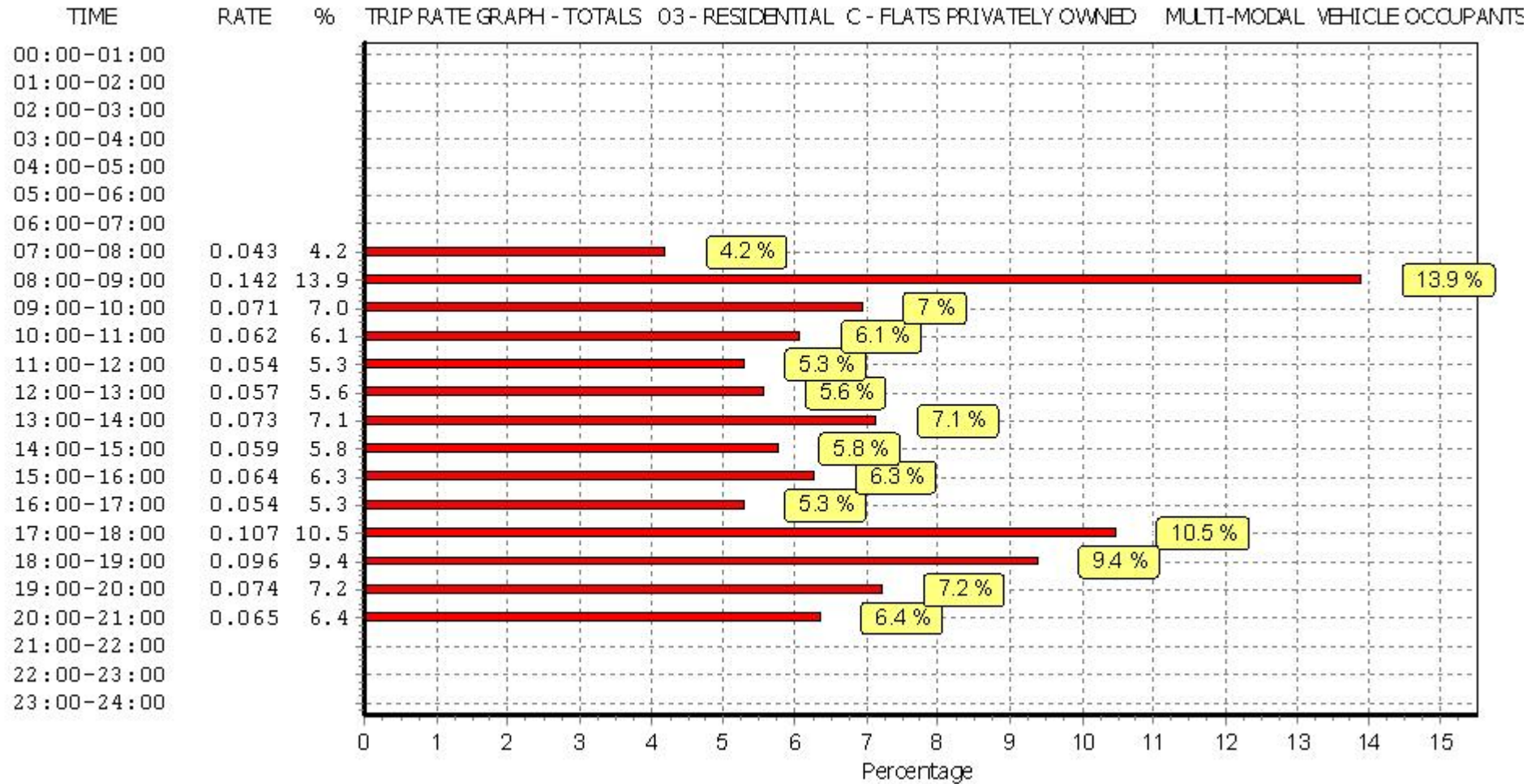
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	383	0.034	2	383	0.065	2	383	0.099
08:00 - 09:00	2	383	0.034	2	383	0.141	2	383	0.175
09:00 - 10:00	2	383	0.035	2	383	0.043	2	383	0.078
10:00 - 11:00	2	383	0.051	2	383	0.078	2	383	0.129
11:00 - 12:00	2	383	0.106	2	383	0.057	2	383	0.163
12:00 - 13:00	2	383	0.077	2	383	0.055	2	383	0.132
13:00 - 14:00	2	383	0.060	2	383	0.094	2	383	0.154
14:00 - 15:00	2	383	0.072	2	383	0.082	2	383	0.154
15:00 - 16:00	2	383	0.087	2	383	0.072	2	383	0.159
16:00 - 17:00	2	383	0.114	2	383	0.070	2	383	0.184
17:00 - 18:00	2	383	0.085	2	383	0.074	2	383	0.159
18:00 - 19:00	2	383	0.061	2	383	0.027	2	383	0.088
19:00 - 20:00	2	383	0.076	2	383	0.023	2	383	0.099
20:00 - 21:00	2	383	0.057	2	383	0.030	2	383	0.087
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.949			0.911			1.860

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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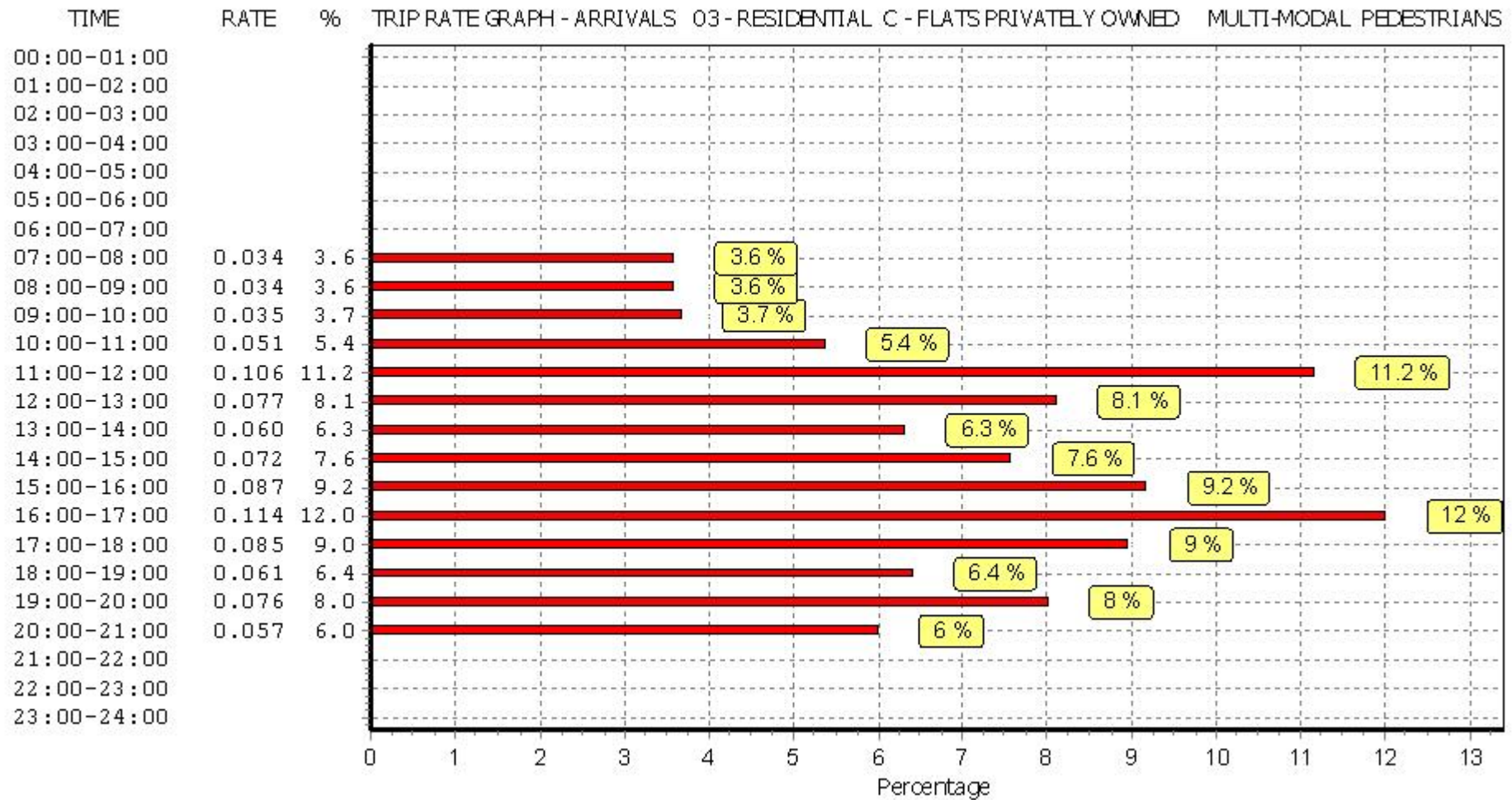
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#### Parameter summary

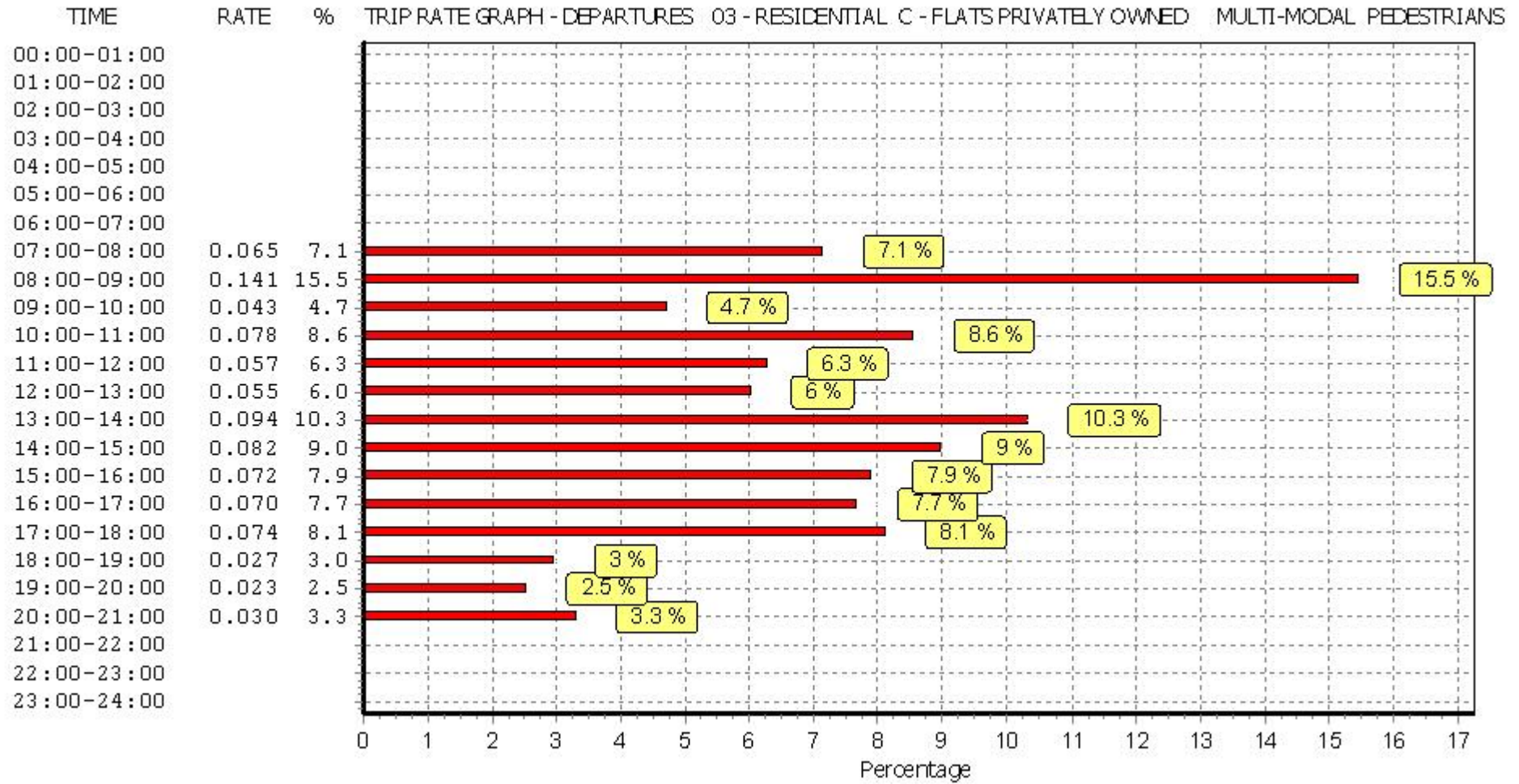
Trip rate parameter range selected:	294 - 472 (units: )
Survey date date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

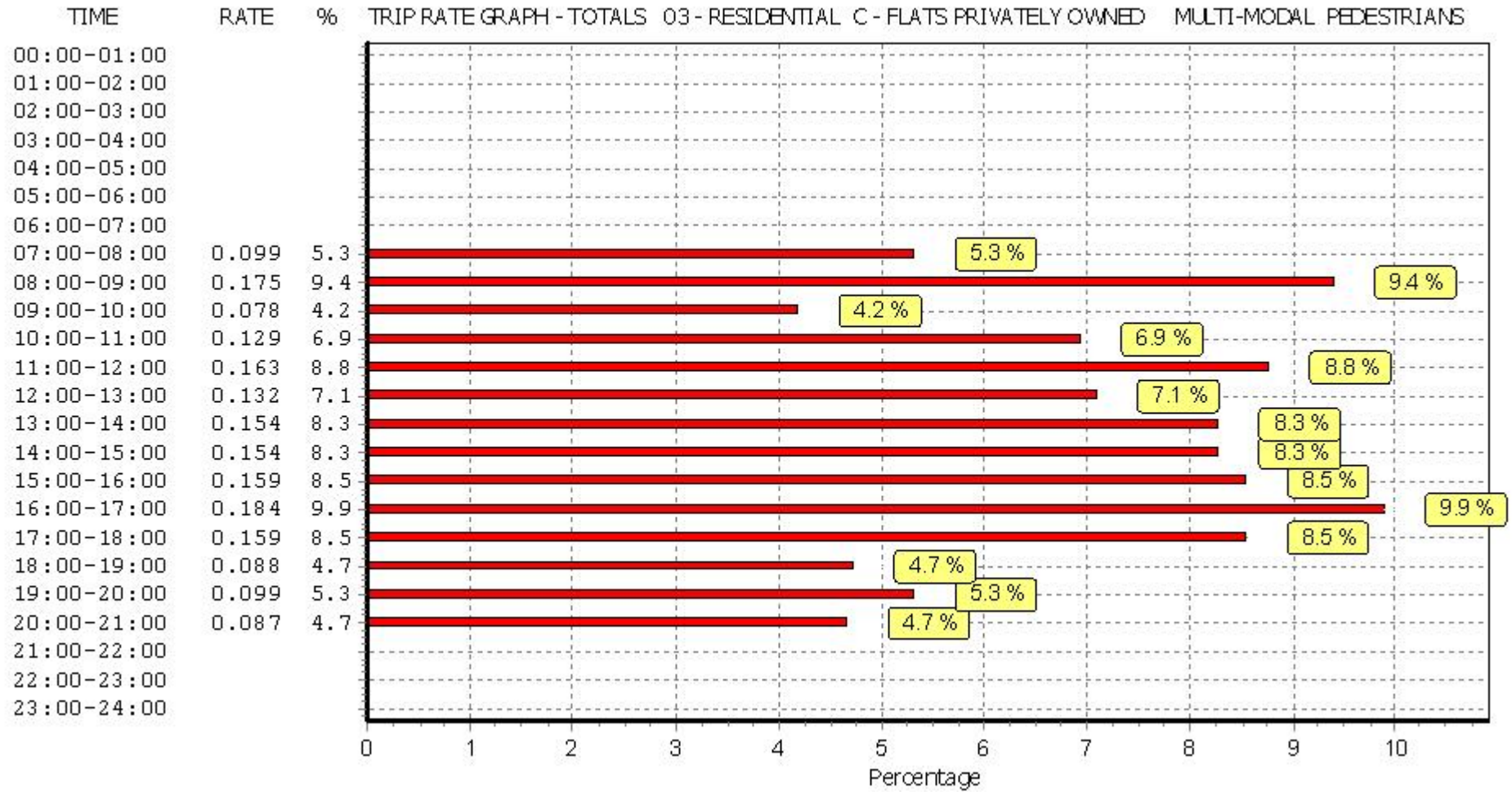




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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	383	0.003	2	383	0.050	2	383	0.053
08:00 - 09:00	2	383	0.016	2	383	0.089	2	383	0.105
09:00 - 10:00	2	383	0.012	2	383	0.034	2	383	0.046
10:00 - 11:00	2	383	0.012	2	383	0.034	2	383	0.046
11:00 - 12:00	2	383	0.018	2	383	0.026	2	383	0.044
12:00 - 13:00	2	383	0.017	2	383	0.037	2	383	0.054
13:00 - 14:00	2	383	0.027	2	383	0.026	2	383	0.053
14:00 - 15:00	2	383	0.026	2	383	0.038	2	383	0.064
15:00 - 16:00	2	383	0.037	2	383	0.021	2	383	0.058
16:00 - 17:00	2	383	0.064	2	383	0.039	2	383	0.103
17:00 - 18:00	2	383	0.061	2	383	0.026	2	383	0.087
18:00 - 19:00	2	383	0.064	2	383	0.030	2	383	0.094
19:00 - 20:00	2	383	0.033	2	383	0.016	2	383	0.049
20:00 - 21:00	2	383	0.023	2	383	0.012	2	383	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.413			0.478			0.891

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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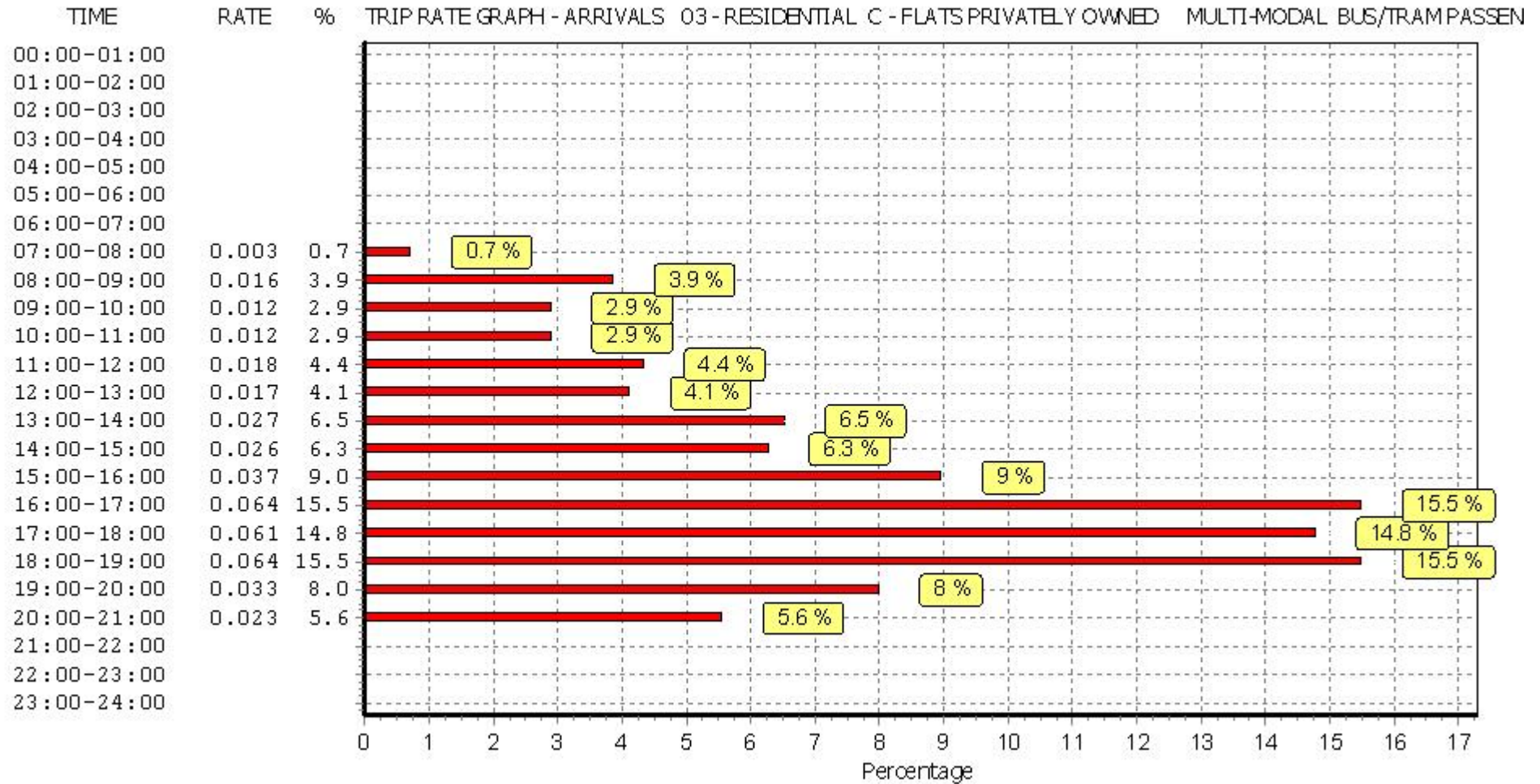
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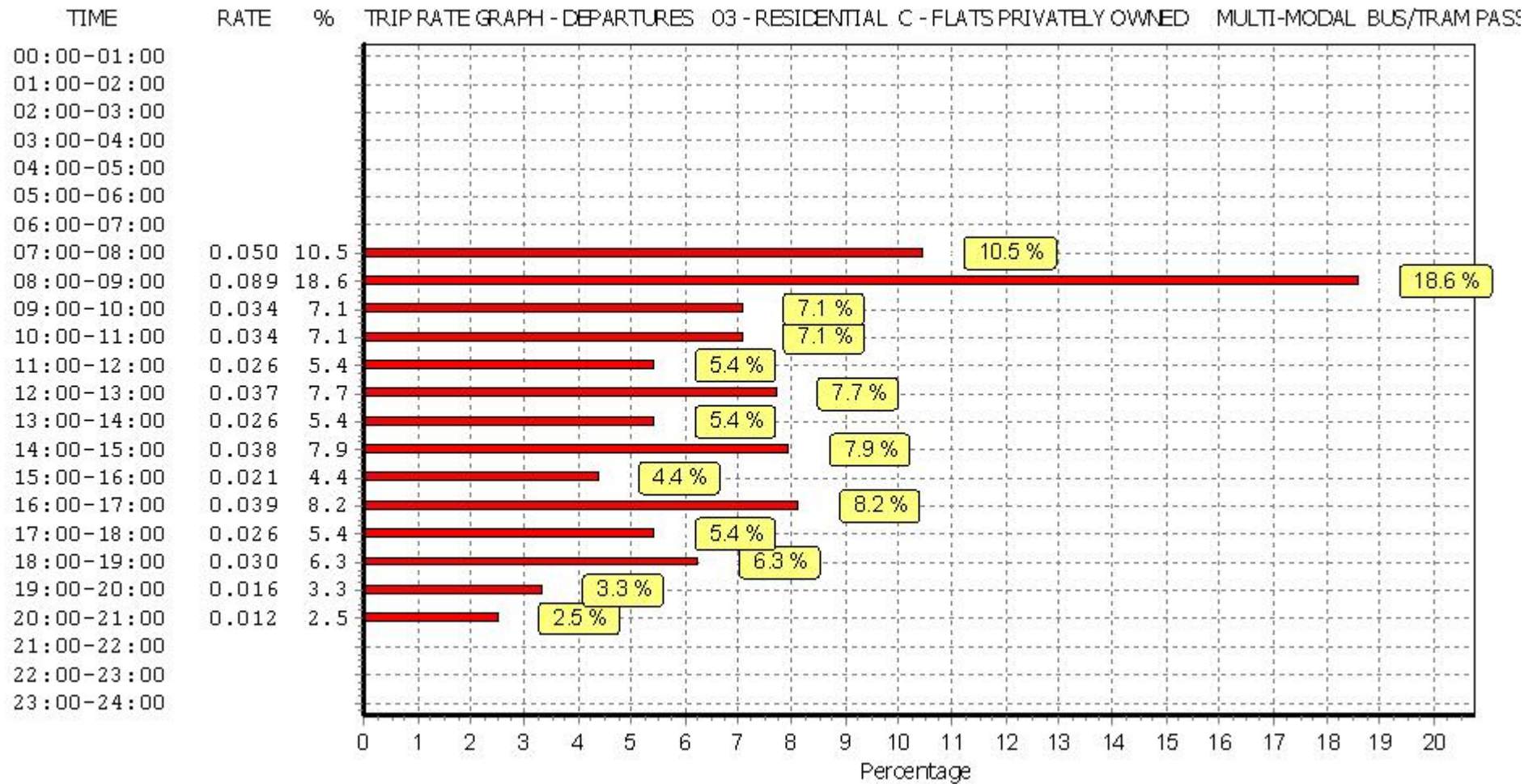
#### Parameter summary

Trip rate parameter range selected:	294 - 472 (units: )
Survey date date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

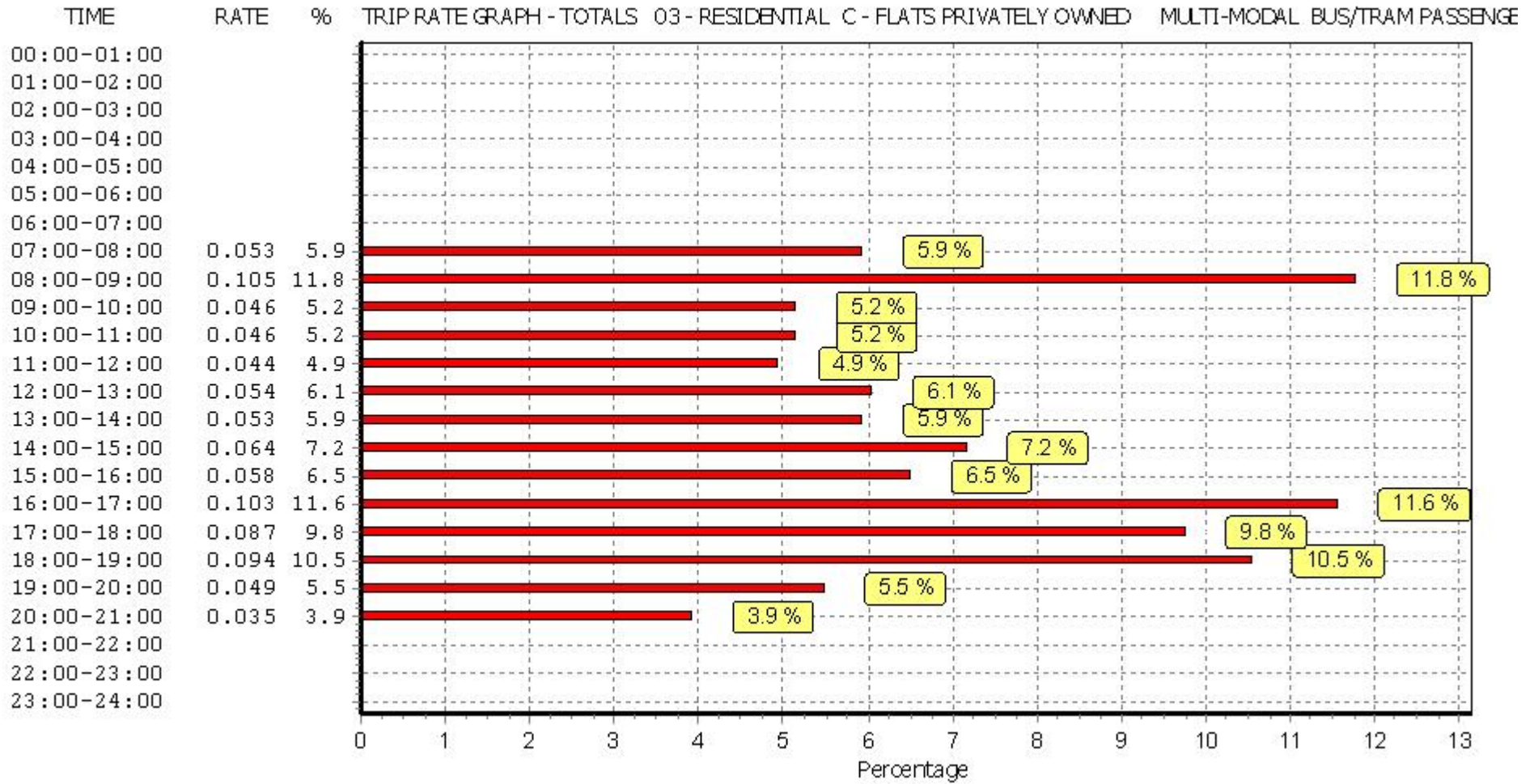
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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	383	0.000	2	383	0.073	2	383	0.073
08:00 - 09:00	2	383	0.010	2	383	0.102	2	383	0.112
09:00 - 10:00	2	383	0.014	2	383	0.039	2	383	0.053
10:00 - 11:00	2	383	0.009	2	383	0.025	2	383	0.034
11:00 - 12:00	2	383	0.017	2	383	0.027	2	383	0.044
12:00 - 13:00	2	383	0.014	2	383	0.037	2	383	0.051
13:00 - 14:00	2	383	0.021	2	383	0.021	2	383	0.042
14:00 - 15:00	2	383	0.034	2	383	0.020	2	383	0.054
15:00 - 16:00	2	383	0.022	2	383	0.020	2	383	0.042
16:00 - 17:00	2	383	0.030	2	383	0.023	2	383	0.053
17:00 - 18:00	2	383	0.057	2	383	0.033	2	383	0.090
18:00 - 19:00	2	383	0.042	2	383	0.023	2	383	0.065
19:00 - 20:00	2	383	0.051	2	383	0.014	2	383	0.065
20:00 - 21:00	2	383	0.029	2	383	0.012	2	383	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.350</b>			<b>0.469</b>			<b>0.819</b>

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

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

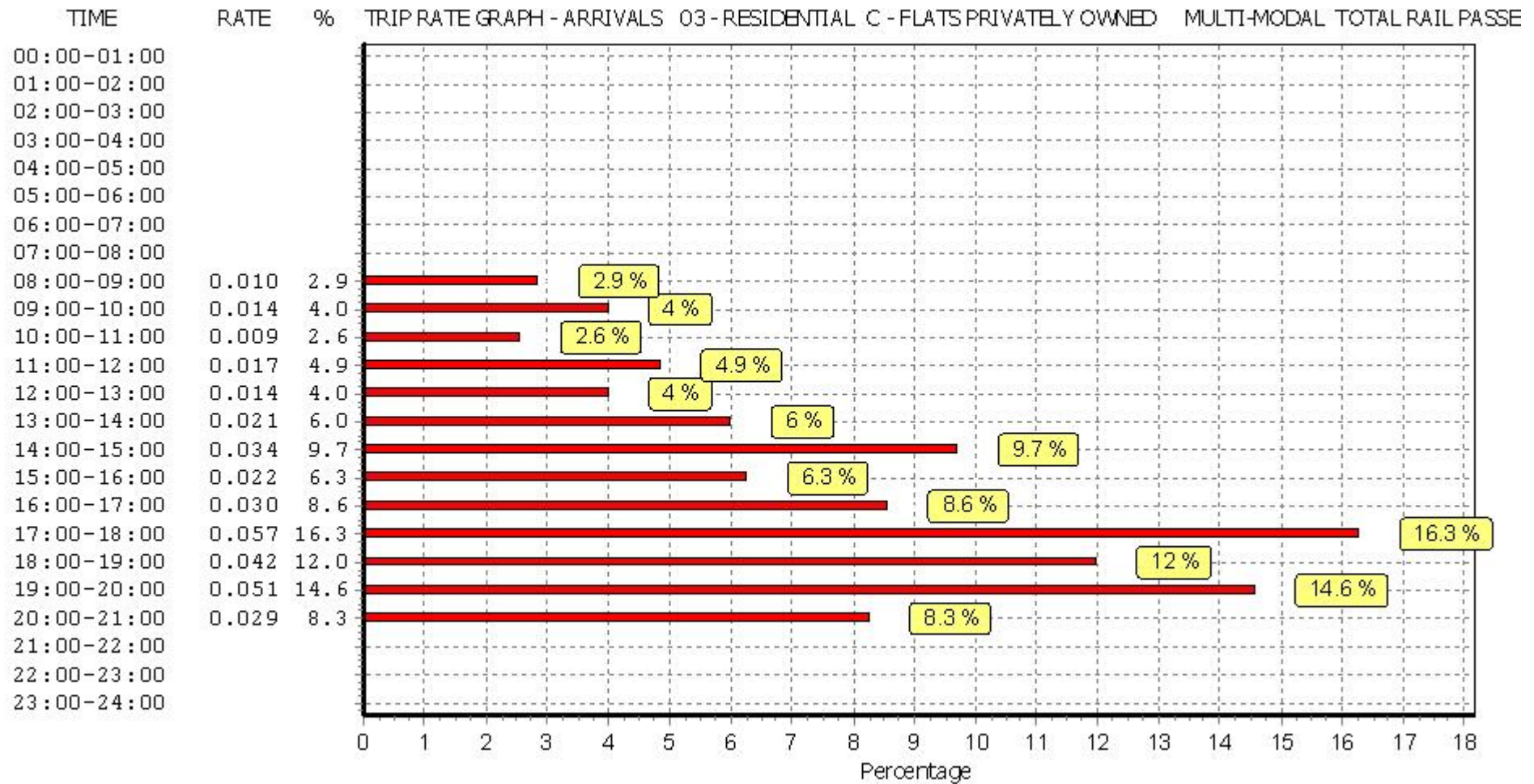
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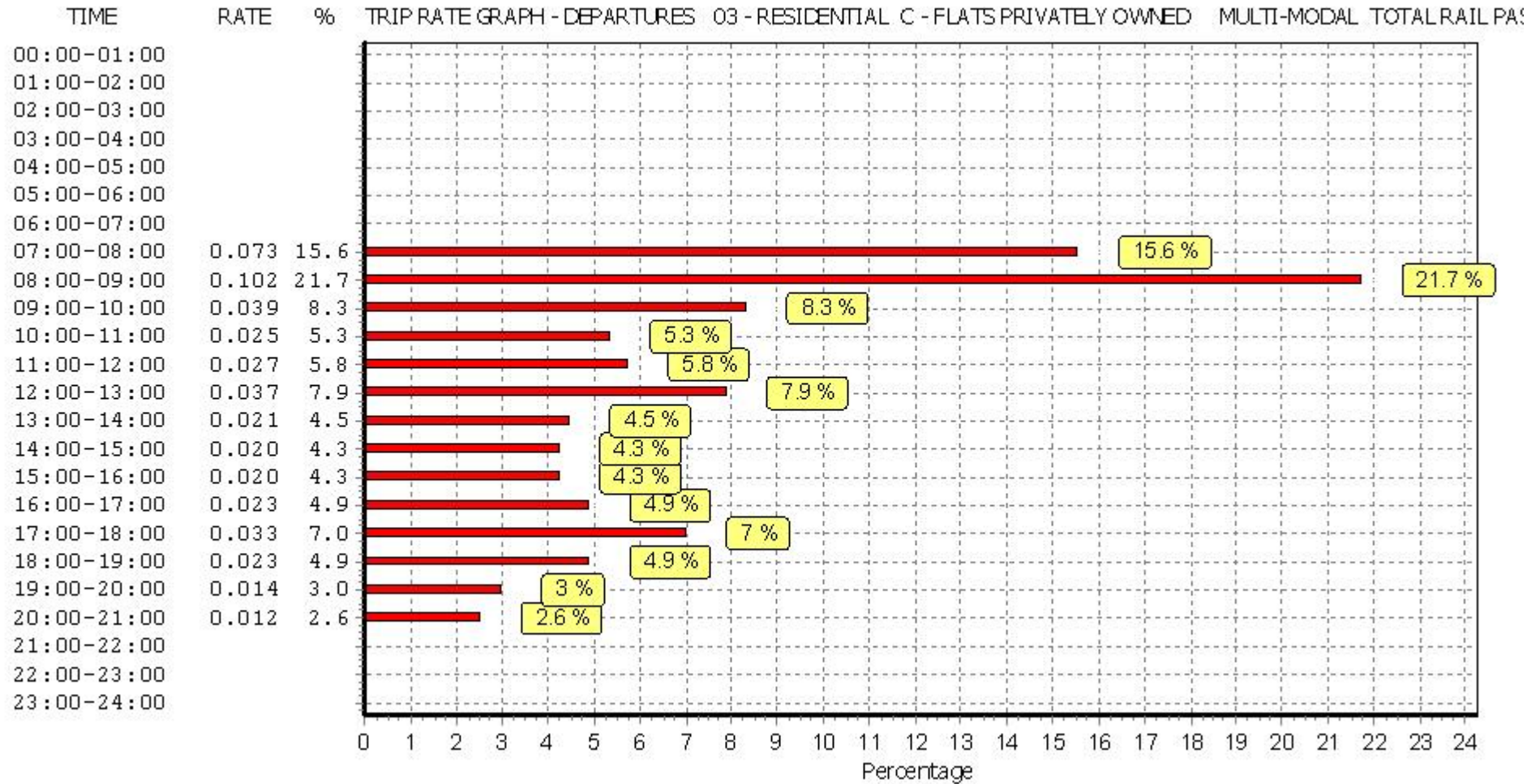
#### Parameter summary

Trip rate parameter range selected:	294 - 472 (units: )
Survey date date range:	01/01/09 - 30/11/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

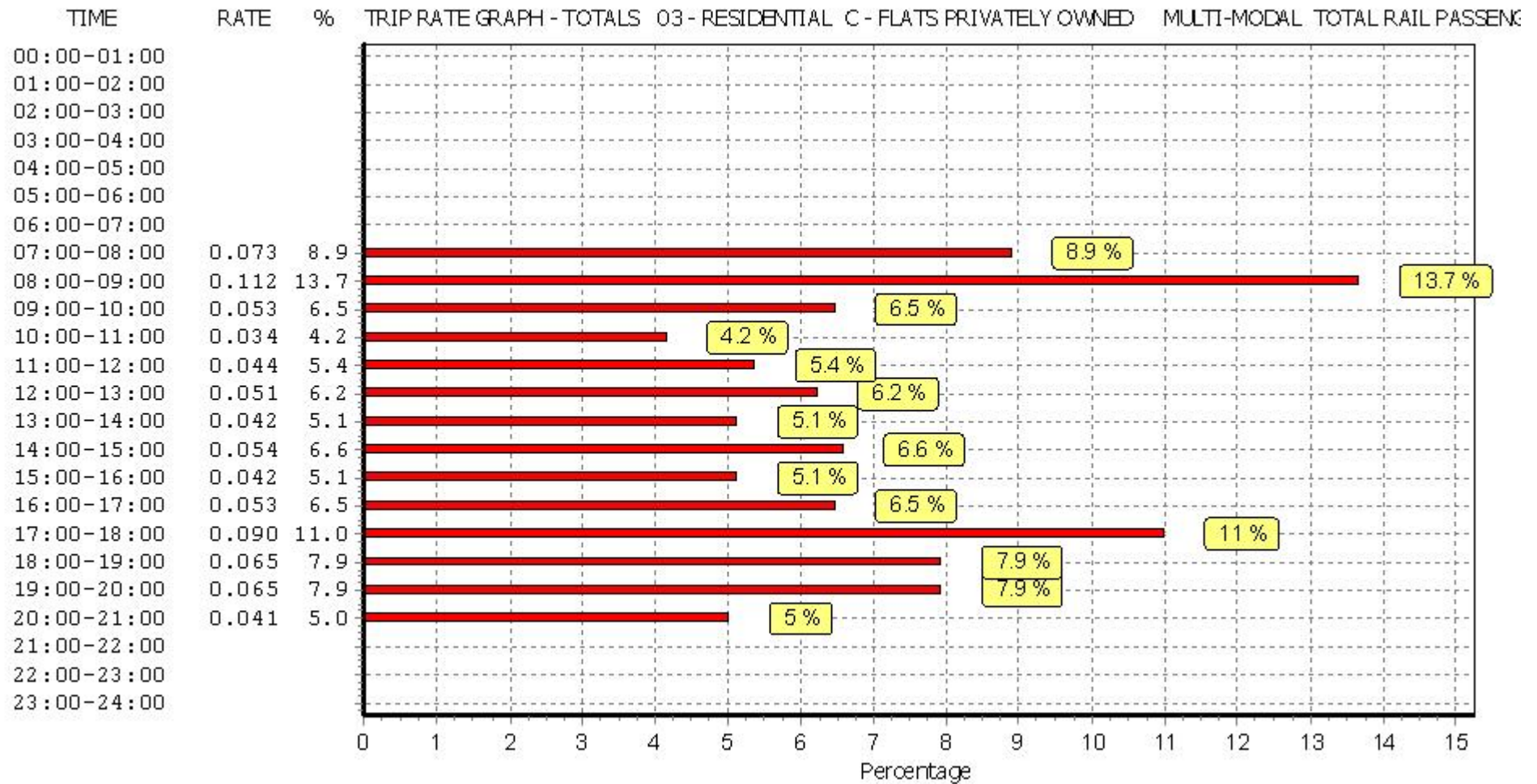
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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Calculation Reference: AUDIT-337901-190311-0352

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	CI CITY OF LONDON	1 days

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

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter:	Gross floor area
Actual Range:	4750 to 9803 (units: sqm)
Range Selected by User:	4000 to 12000 (units: sqm)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/09 to 29/11/13
-------------	----------------------

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

Selected survey days:

Tuesday	1 days
Friday	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 undertaken using machines.*

Selected Locations:

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

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	1

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

## Secondary Filtering selection:

Use Class:

B1	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:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

500,001 or More	2 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days

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

Travel Plan:

No	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:

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

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

LIST OF SITES relevant to selection parameters

1	BT-02-A-02 OFFICE WEMBLEY HILL ROAD		BRENT
	WEMBLEY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 4750 sqm <i>Survey date: TUESDAY 22/06/10</i>		<i>Survey Type: MANUAL</i>
2	CI-02-A-02 OFFICES GRACECHURCH STREET MONUMENT CITY OF LONDON Town Centre Commercial Zone Total Gross floor area: 9803 sqm <i>Survey date: FRIDAY 29/11/13</i>		CITY OF LONDON          <i>Survey Type: MANUAL</i>

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



TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	7277	0.034	2	7277	0.007	2	7277	0.041
07:30 - 08:00	2	7277	0.165	2	7277	0.027	2	7277	0.192
08:00 - 08:30	2	7277	0.206	2	7277	0.027	2	7277	0.233
08:30 - 09:00	2	7277	0.199	2	7277	0.034	2	7277	0.233
09:00 - 09:30	2	7277	0.186	2	7277	0.076	2	7277	0.262
09:30 - 10:00	2	7277	0.172	2	7277	0.062	2	7277	0.234
10:00 - 10:30	2	7277	0.179	2	7277	0.062	2	7277	0.241
10:30 - 11:00	2	7277	0.089	2	7277	0.076	2	7277	0.165
11:00 - 11:30	2	7277	0.110	2	7277	0.110	2	7277	0.220
11:30 - 12:00	2	7277	0.062	2	7277	0.034	2	7277	0.096
12:00 - 12:30	2	7277	0.069	2	7277	0.117	2	7277	0.186
12:30 - 13:00	2	7277	0.110	2	7277	0.096	2	7277	0.206
13:00 - 13:30	2	7277	0.055	2	7277	0.076	2	7277	0.131
13:30 - 14:00	2	7277	0.055	2	7277	0.048	2	7277	0.103
14:00 - 14:30	2	7277	0.076	2	7277	0.089	2	7277	0.165
14:30 - 15:00	2	7277	0.069	2	7277	0.048	2	7277	0.117
15:00 - 15:30	2	7277	0.076	2	7277	0.096	2	7277	0.172
15:30 - 16:00	2	7277	0.082	2	7277	0.089	2	7277	0.171
16:00 - 16:30	2	7277	0.034	2	7277	0.165	2	7277	0.199
16:30 - 17:00	2	7277	0.055	2	7277	0.158	2	7277	0.213
17:00 - 17:30	2	7277	0.062	2	7277	0.227	2	7277	0.289
17:30 - 18:00	2	7277	0.034	2	7277	0.131	2	7277	0.165
18:00 - 18:30	2	7277	0.027	2	7277	0.124	2	7277	0.151
18:30 - 19:00	2	7277	0.000	2	7277	0.055	2	7277	0.055
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			2.206			2.034			4.240

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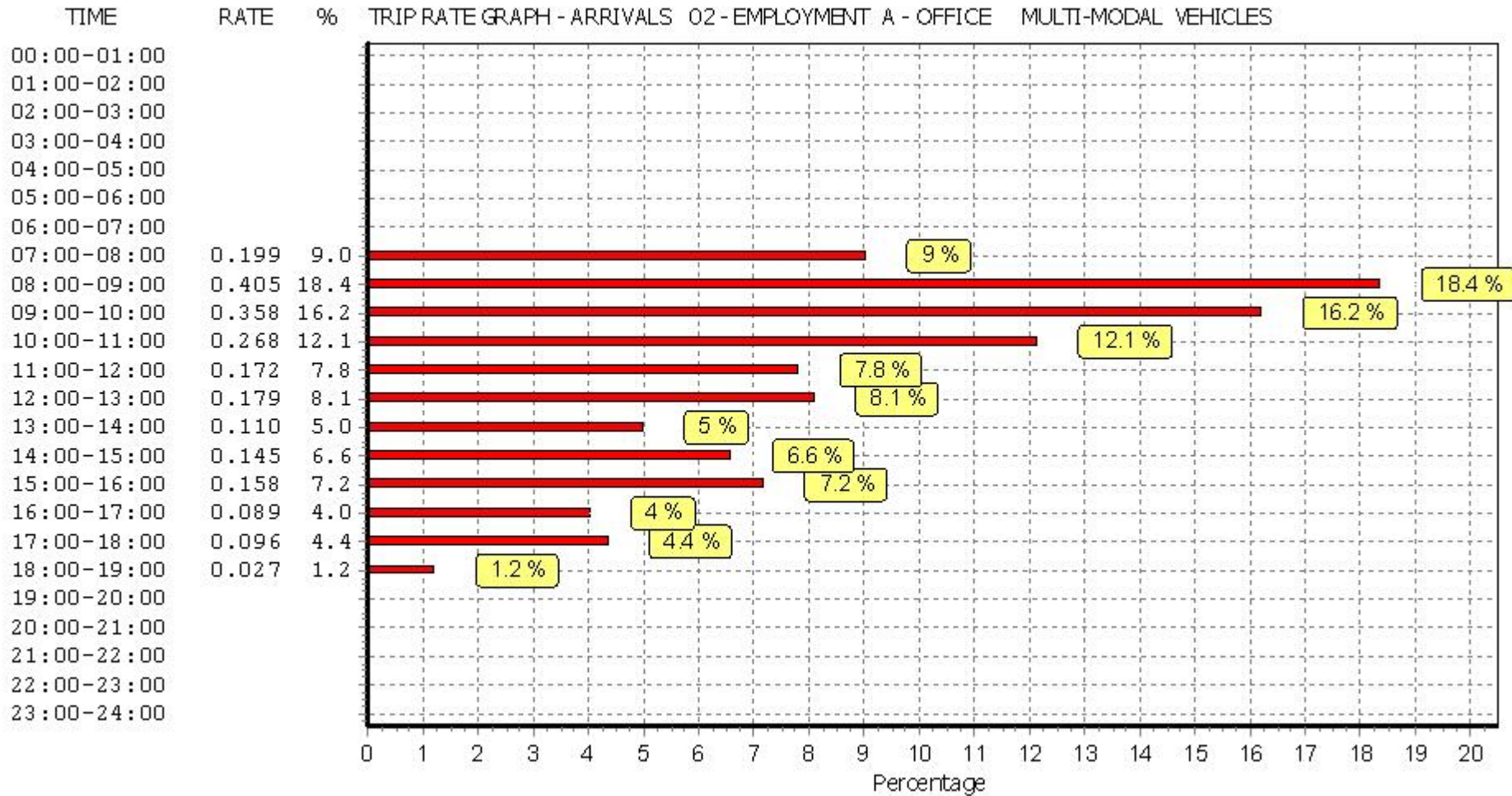
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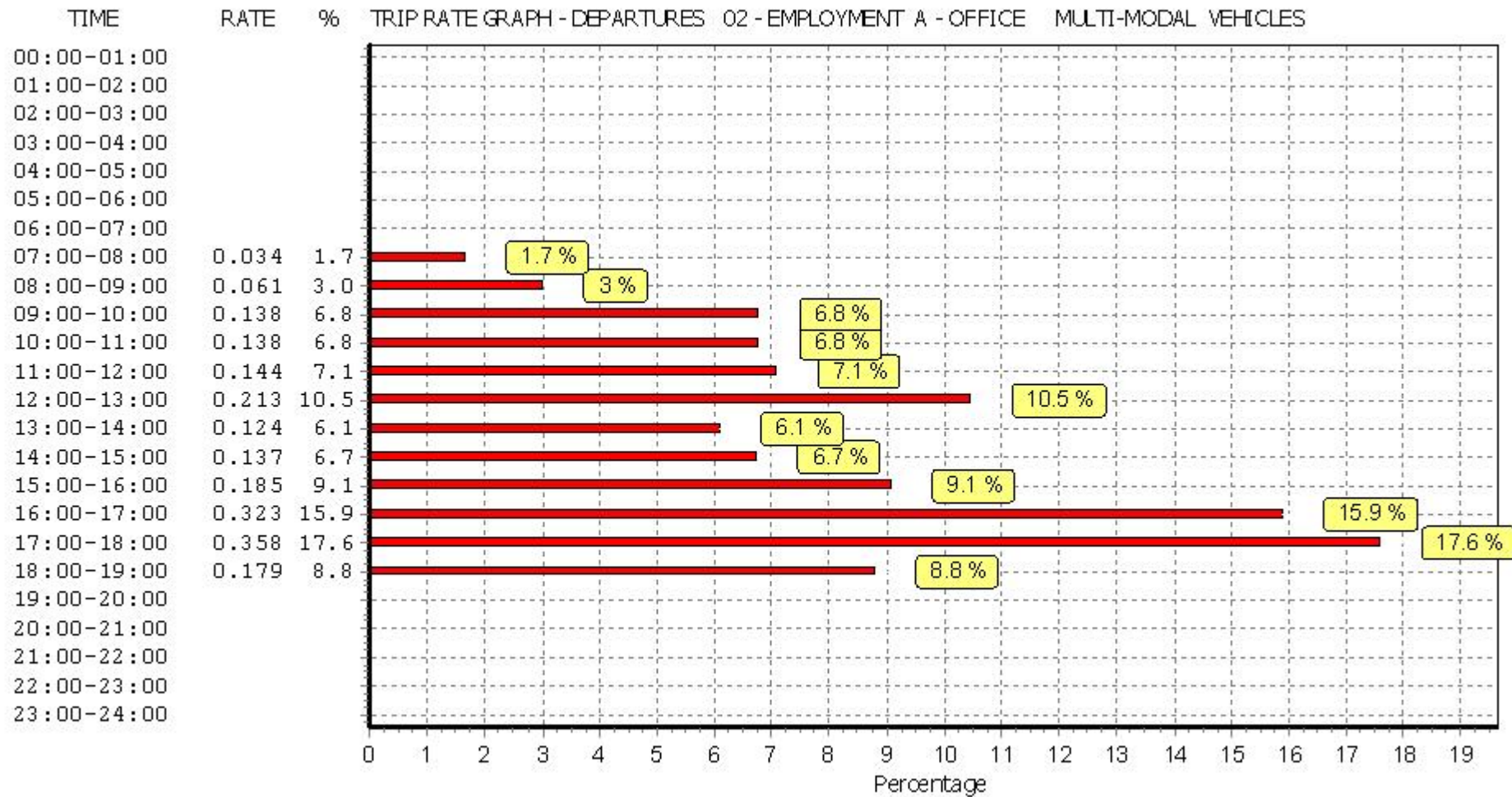
#### Parameter summary

Trip rate parameter range selected:	4750 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

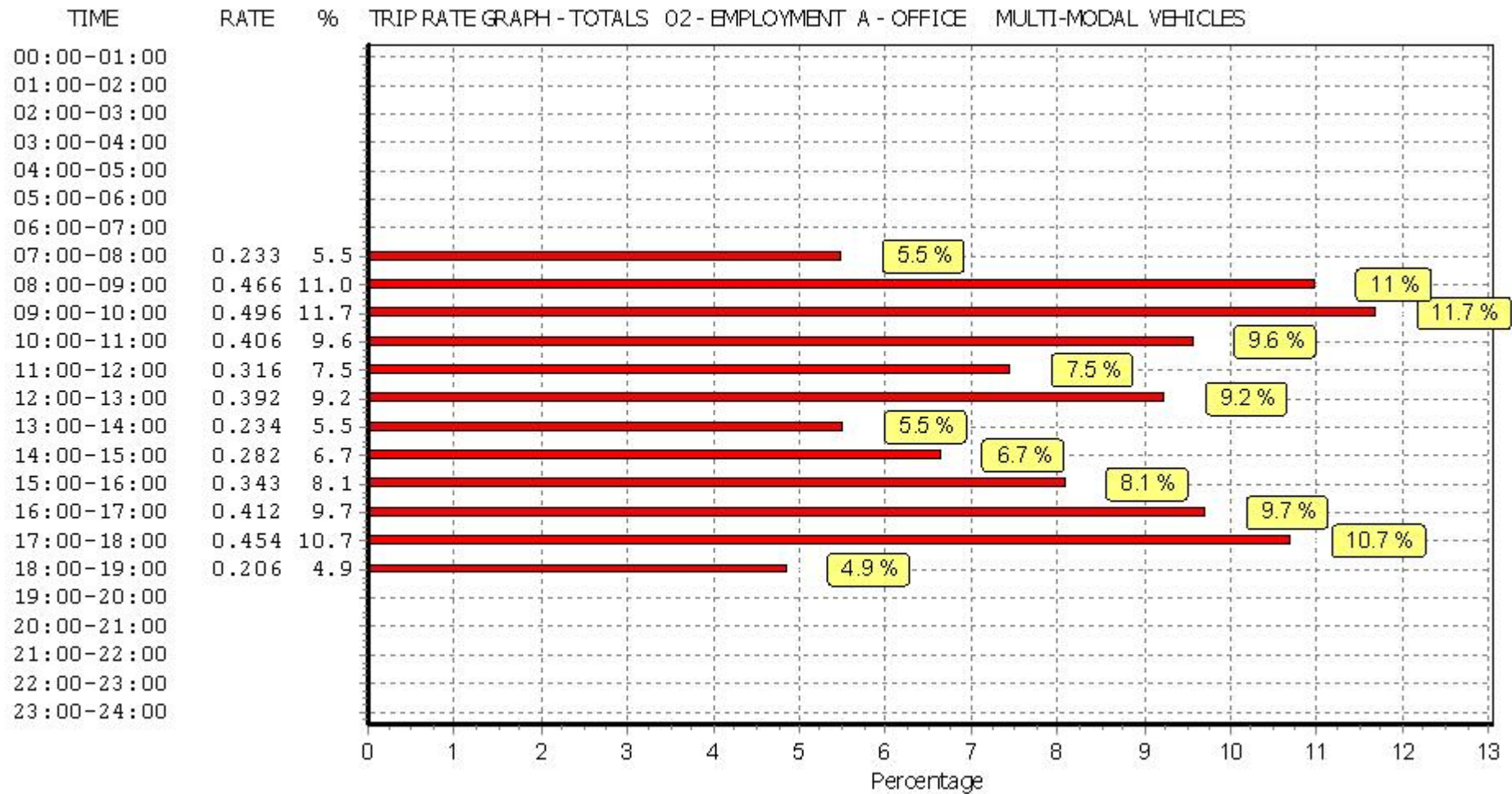
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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
 MULTI-MODAL OGVS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
07:30 - 08:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
08:00 - 08:30	2	7277	0.007	2	7277	0.007	2	7277	0.014
08:30 - 09:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
09:00 - 09:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
09:30 - 10:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
10:00 - 10:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
10:30 - 11:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
11:00 - 11:30	2	7277	0.007	2	7277	0.000	2	7277	0.007
11:30 - 12:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
12:00 - 12:30	2	7277	0.000	2	7277	0.007	2	7277	0.007
12:30 - 13:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
13:00 - 13:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
13:30 - 14:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
14:00 - 14:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
14:30 - 15:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
15:00 - 15:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
15:30 - 16:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
16:00 - 16:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
16:30 - 17:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
17:00 - 17:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
17:30 - 18:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
18:00 - 18:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
18:30 - 19:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			0.014			0.014			0.028

*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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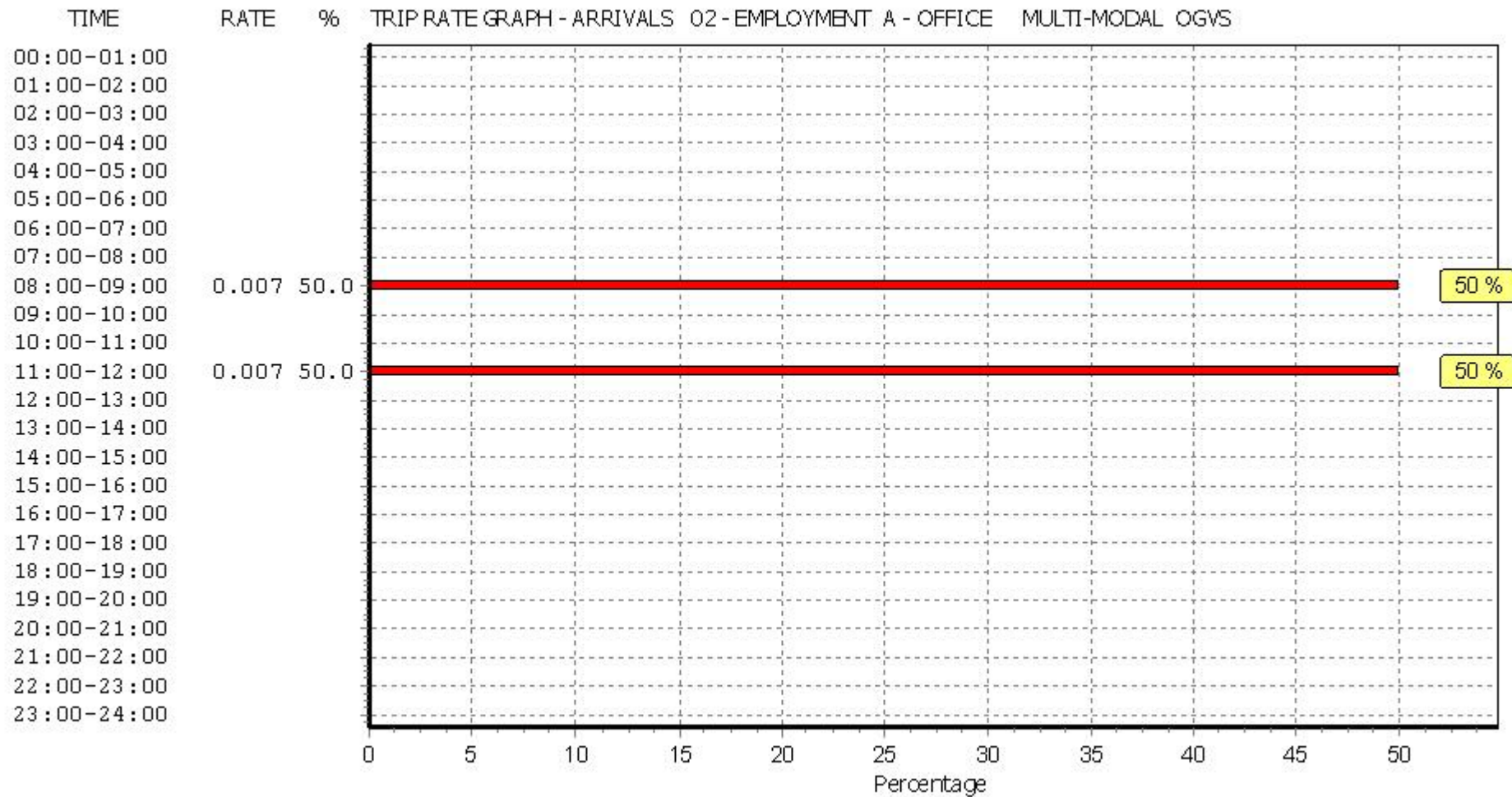
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#### Parameter summary

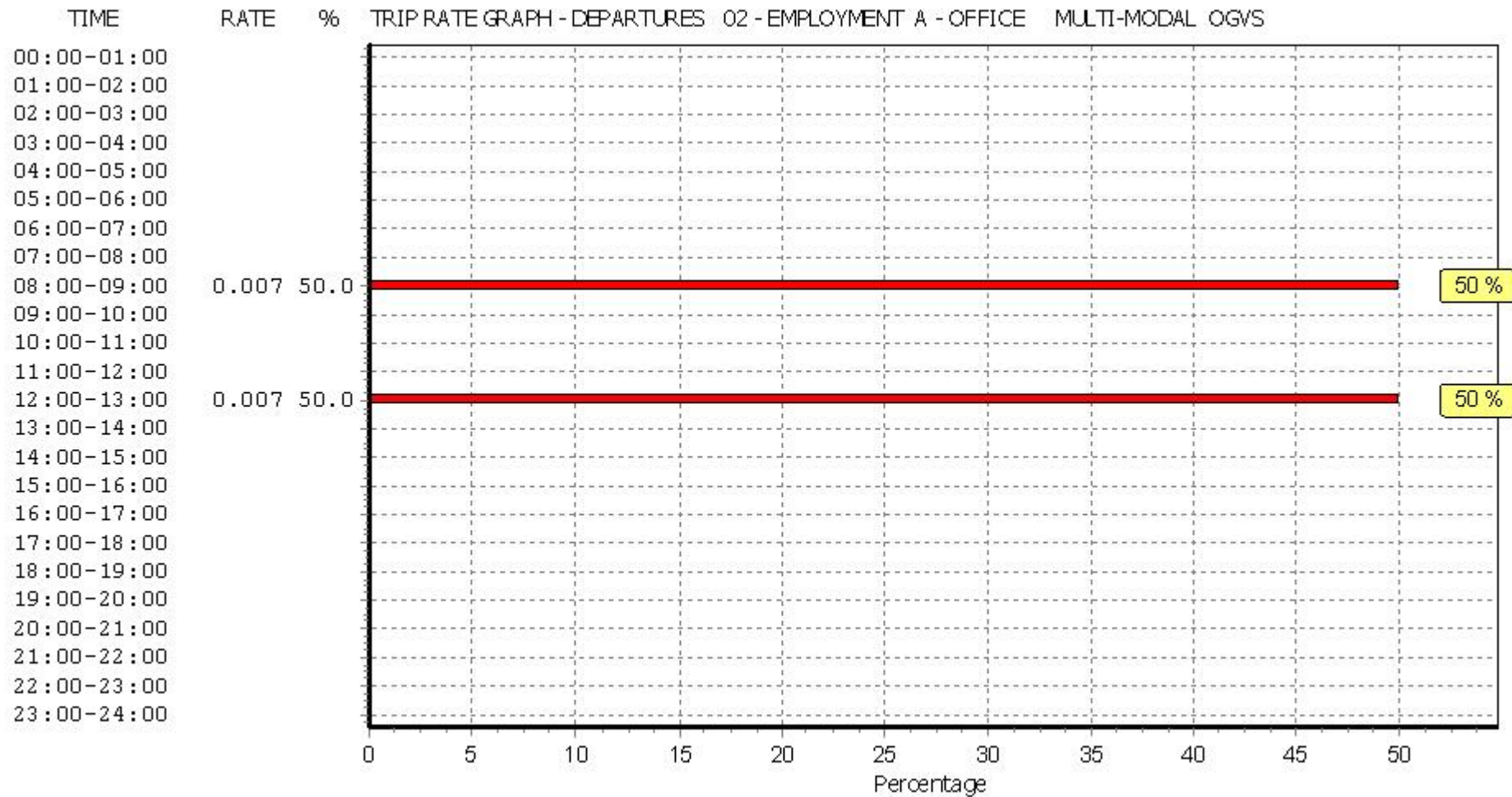
Trip rate parameter range selected:	4750 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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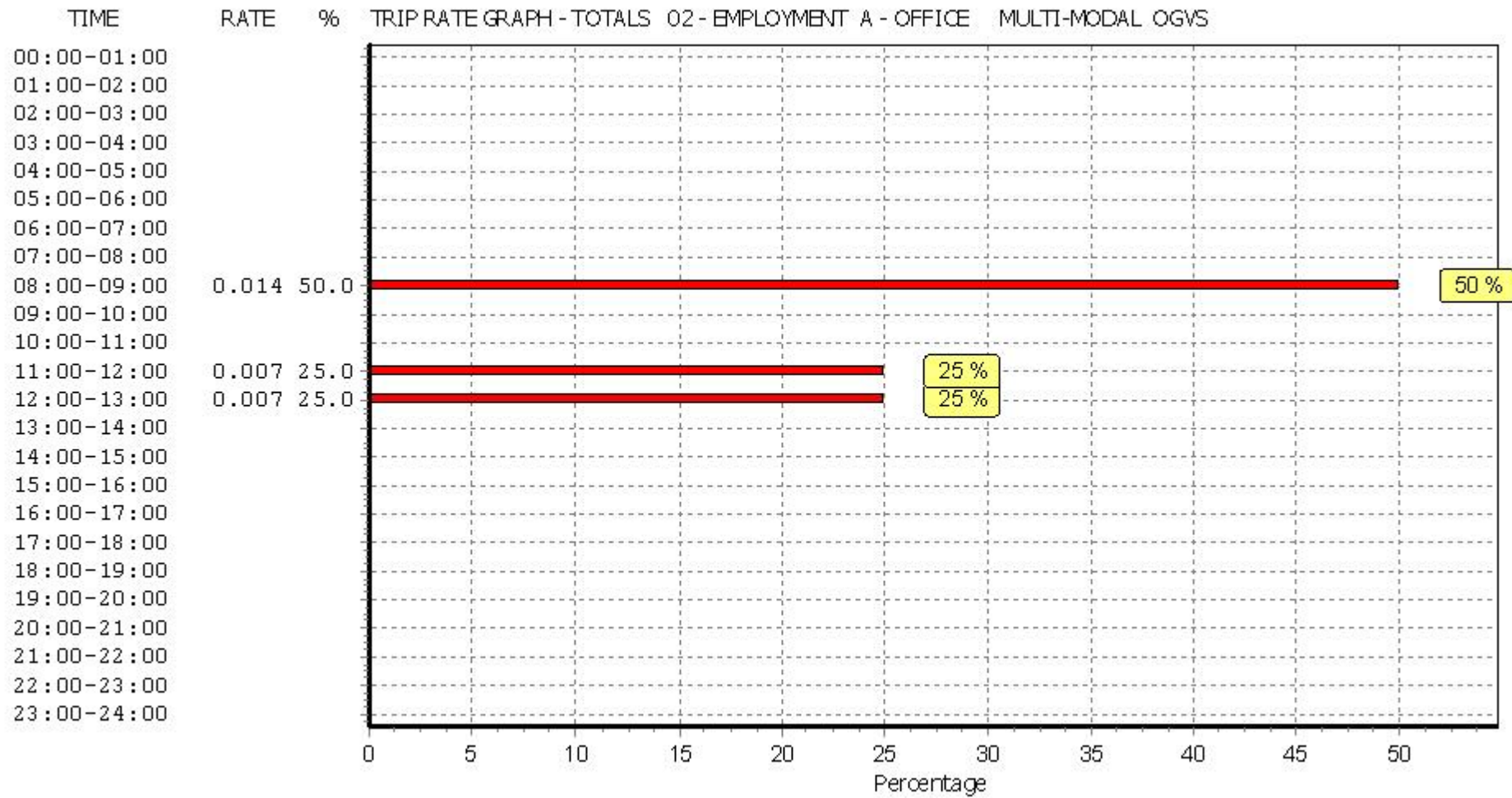


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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
07:30 - 08:00	2	7277	0.014	2	7277	0.007	2	7277	0.021
08:00 - 08:30	2	7277	0.021	2	7277	0.000	2	7277	0.021
08:30 - 09:00	2	7277	0.007	2	7277	0.000	2	7277	0.007
09:00 - 09:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
09:30 - 10:00	2	7277	0.000	2	7277	0.007	2	7277	0.007
10:00 - 10:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
10:30 - 11:00	2	7277	0.014	2	7277	0.007	2	7277	0.021
11:00 - 11:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
11:30 - 12:00	2	7277	0.000	2	7277	0.007	2	7277	0.007
12:00 - 12:30	2	7277	0.007	2	7277	0.007	2	7277	0.014
12:30 - 13:00	2	7277	0.007	2	7277	0.007	2	7277	0.014
13:00 - 13:30	2	7277	0.014	2	7277	0.000	2	7277	0.014
13:30 - 14:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
14:00 - 14:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
14:30 - 15:00	2	7277	0.000	2	7277	0.007	2	7277	0.007
15:00 - 15:30	2	7277	0.000	2	7277	0.007	2	7277	0.007
15:30 - 16:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
16:00 - 16:30	2	7277	0.007	2	7277	0.000	2	7277	0.007
16:30 - 17:00	2	7277	0.000	2	7277	0.014	2	7277	0.014
17:00 - 17:30	2	7277	0.000	2	7277	0.007	2	7277	0.007
17:30 - 18:00	2	7277	0.000	2	7277	0.007	2	7277	0.007
18:00 - 18:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
18:30 - 19:00	2	7277	0.000	2	7277	0.000	2	7277	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			0.091			0.084			0.175

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

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

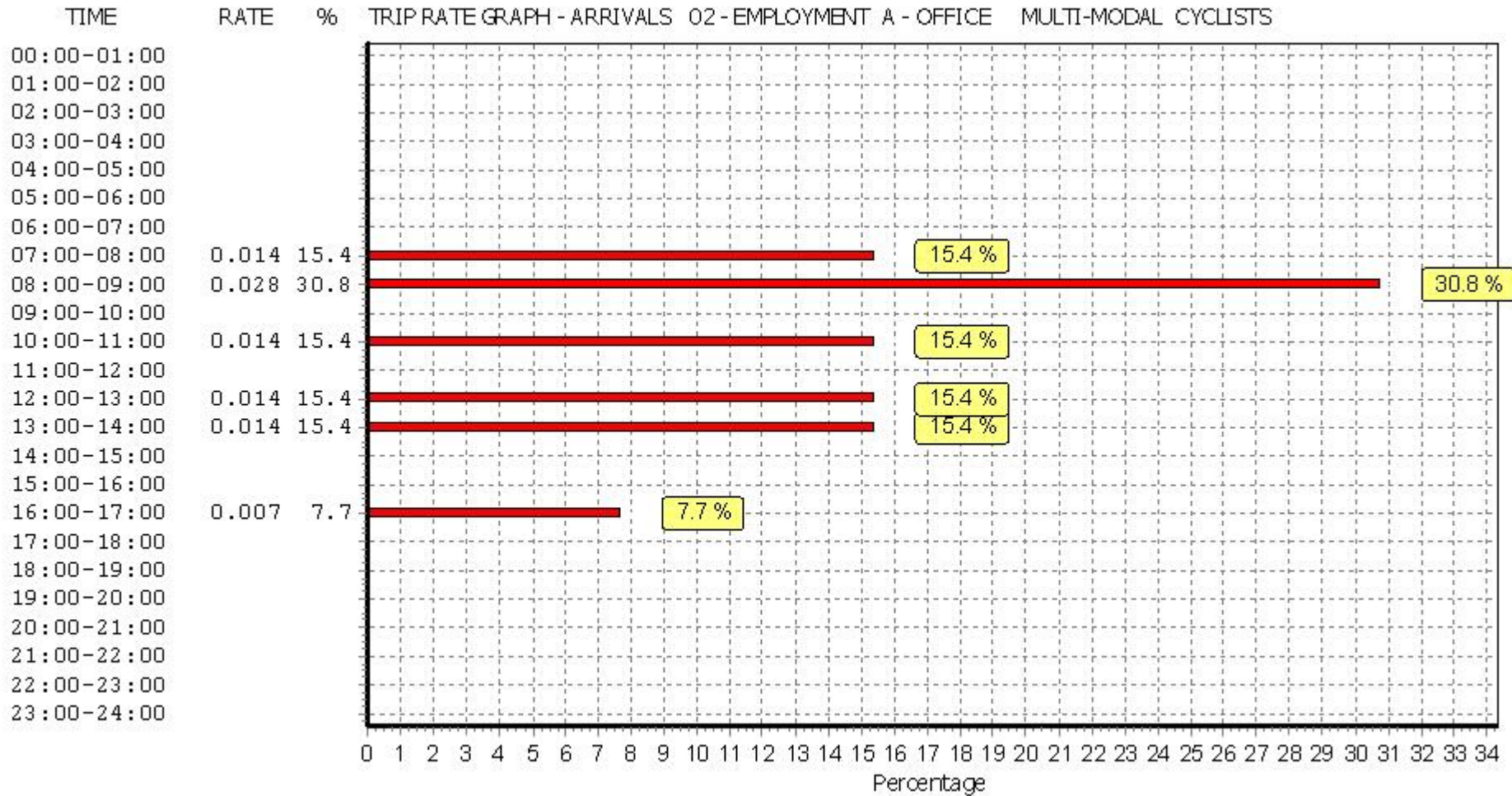
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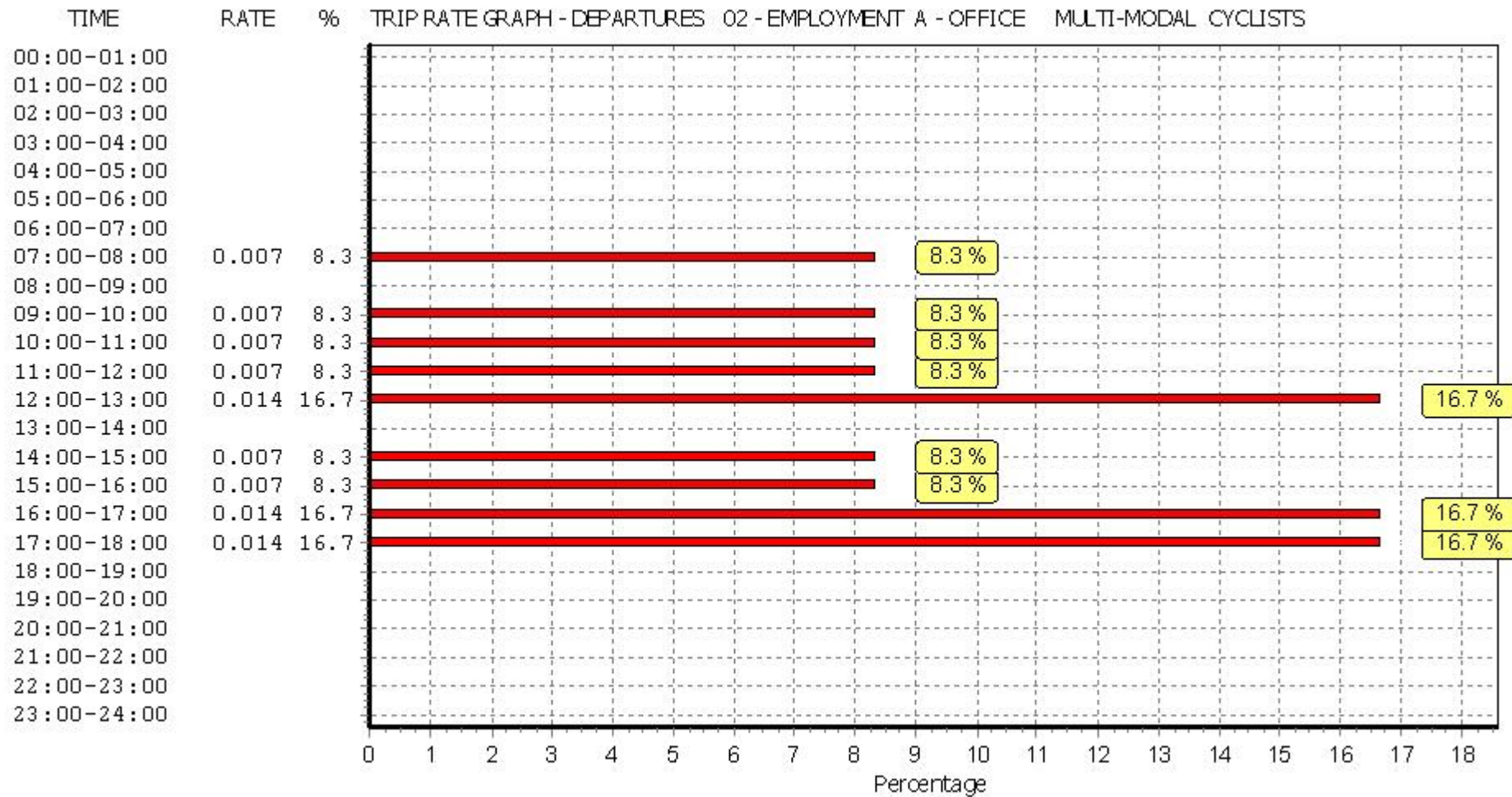
#### Parameter summary

Trip rate parameter range selected:	4750 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

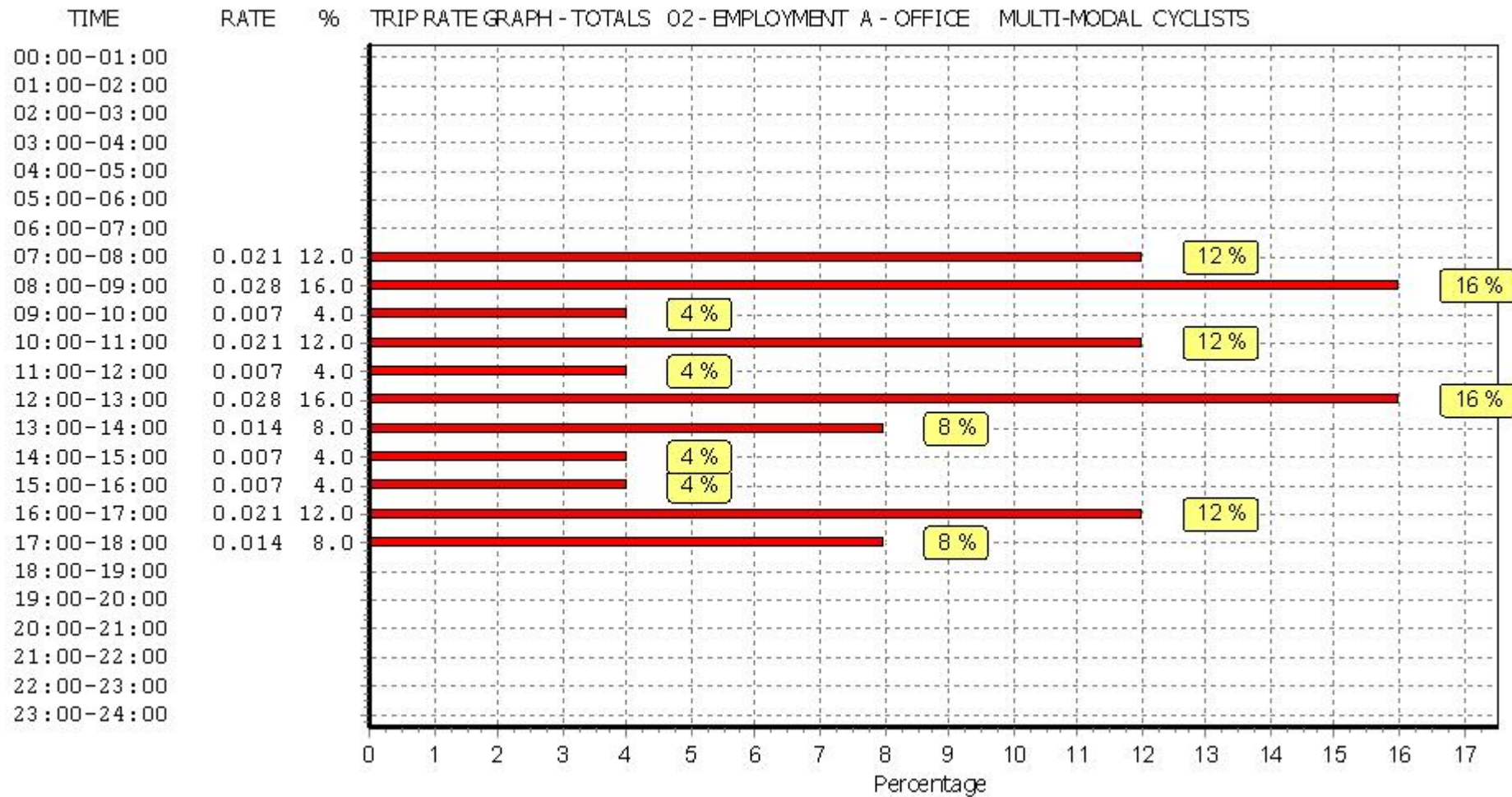
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	7277	0.034	2	7277	0.007	2	7277	0.041
07:30 - 08:00	2	7277	0.165	2	7277	0.027	2	7277	0.192
08:00 - 08:30	2	7277	0.254	2	7277	0.041	2	7277	0.295
08:30 - 09:00	2	7277	0.220	2	7277	0.021	2	7277	0.241
09:00 - 09:30	2	7277	0.234	2	7277	0.076	2	7277	0.310
09:30 - 10:00	2	7277	0.227	2	7277	0.055	2	7277	0.282
10:00 - 10:30	2	7277	0.227	2	7277	0.076	2	7277	0.303
10:30 - 11:00	2	7277	0.103	2	7277	0.069	2	7277	0.172
11:00 - 11:30	2	7277	0.199	2	7277	0.165	2	7277	0.364
11:30 - 12:00	2	7277	0.069	2	7277	0.041	2	7277	0.110
12:00 - 12:30	2	7277	0.082	2	7277	0.151	2	7277	0.233
12:30 - 13:00	2	7277	0.144	2	7277	0.131	2	7277	0.275
13:00 - 13:30	2	7277	0.076	2	7277	0.096	2	7277	0.172
13:30 - 14:00	2	7277	0.076	2	7277	0.055	2	7277	0.131
14:00 - 14:30	2	7277	0.096	2	7277	0.110	2	7277	0.206
14:30 - 15:00	2	7277	0.069	2	7277	0.055	2	7277	0.124
15:00 - 15:30	2	7277	0.076	2	7277	0.131	2	7277	0.207
15:30 - 16:00	2	7277	0.131	2	7277	0.137	2	7277	0.268
16:00 - 16:30	2	7277	0.034	2	7277	0.192	2	7277	0.226
16:30 - 17:00	2	7277	0.069	2	7277	0.206	2	7277	0.275
17:00 - 17:30	2	7277	0.089	2	7277	0.330	2	7277	0.419
17:30 - 18:00	2	7277	0.034	2	7277	0.206	2	7277	0.240
18:00 - 18:30	2	7277	0.027	2	7277	0.172	2	7277	0.199
18:30 - 19:00	2	7277	0.000	2	7277	0.055	2	7277	0.055
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			2.735			2.605			5.340

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

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



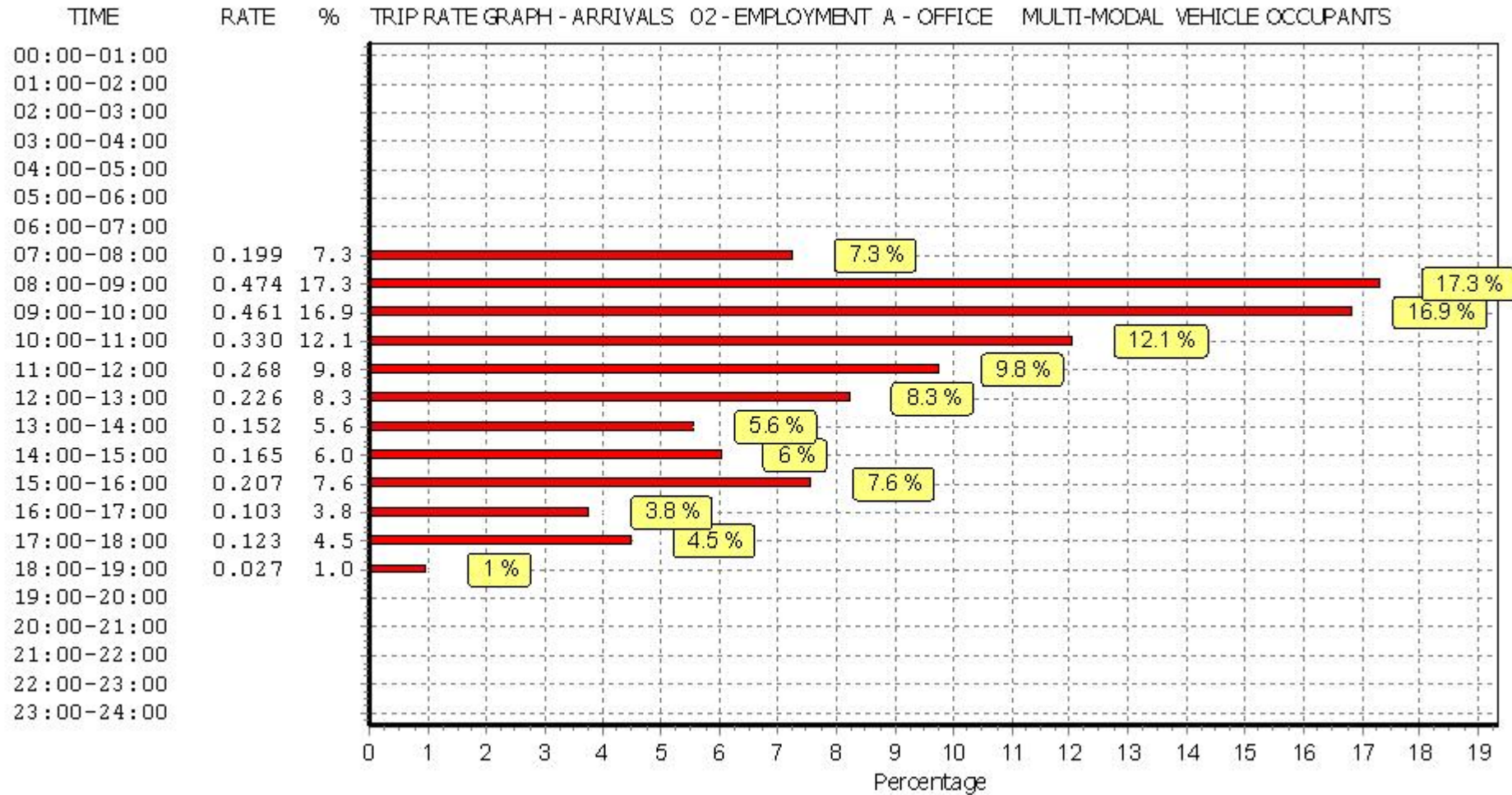
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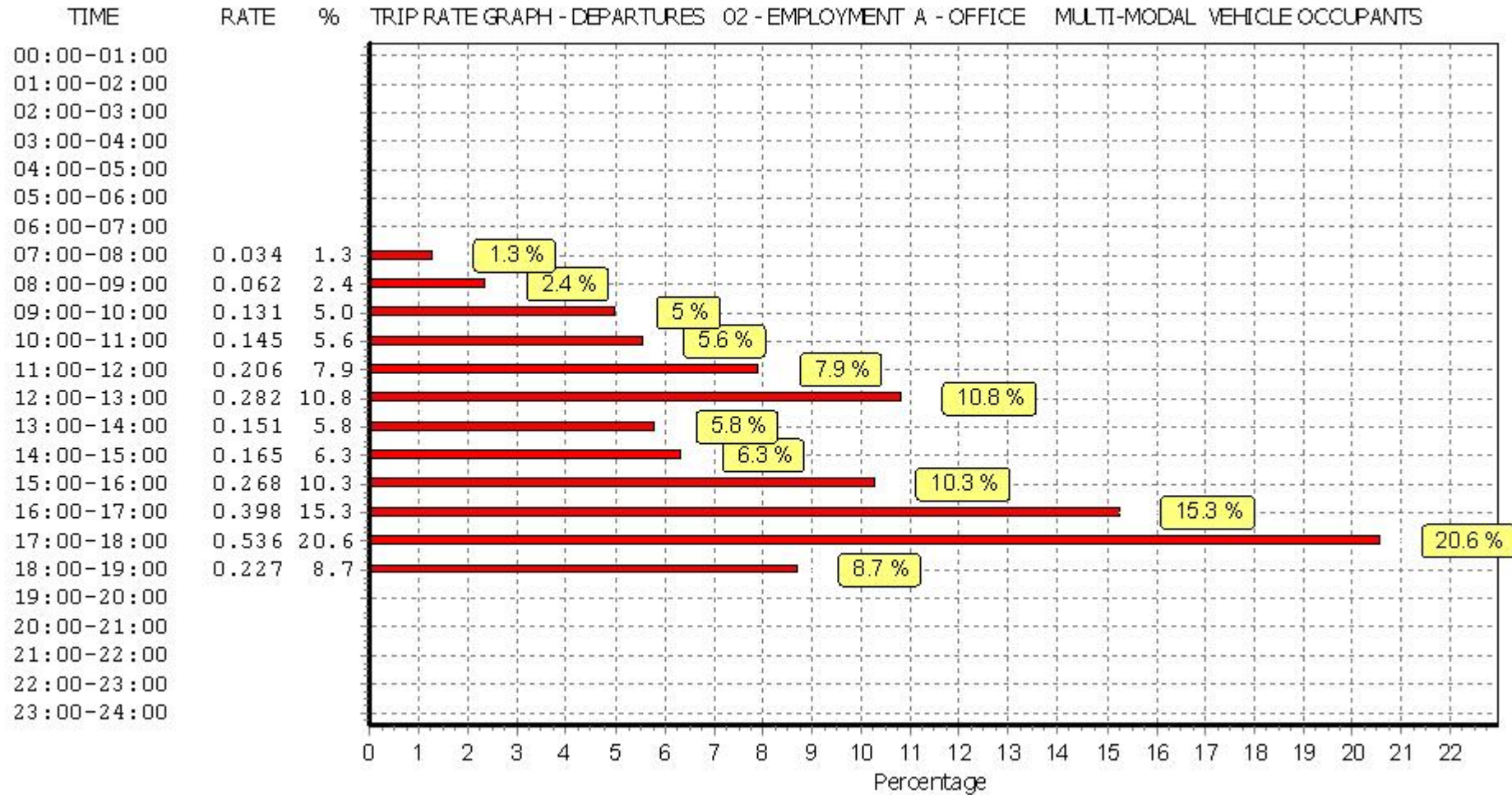
#### Parameter summary

Trip rate parameter range selected:	4750 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

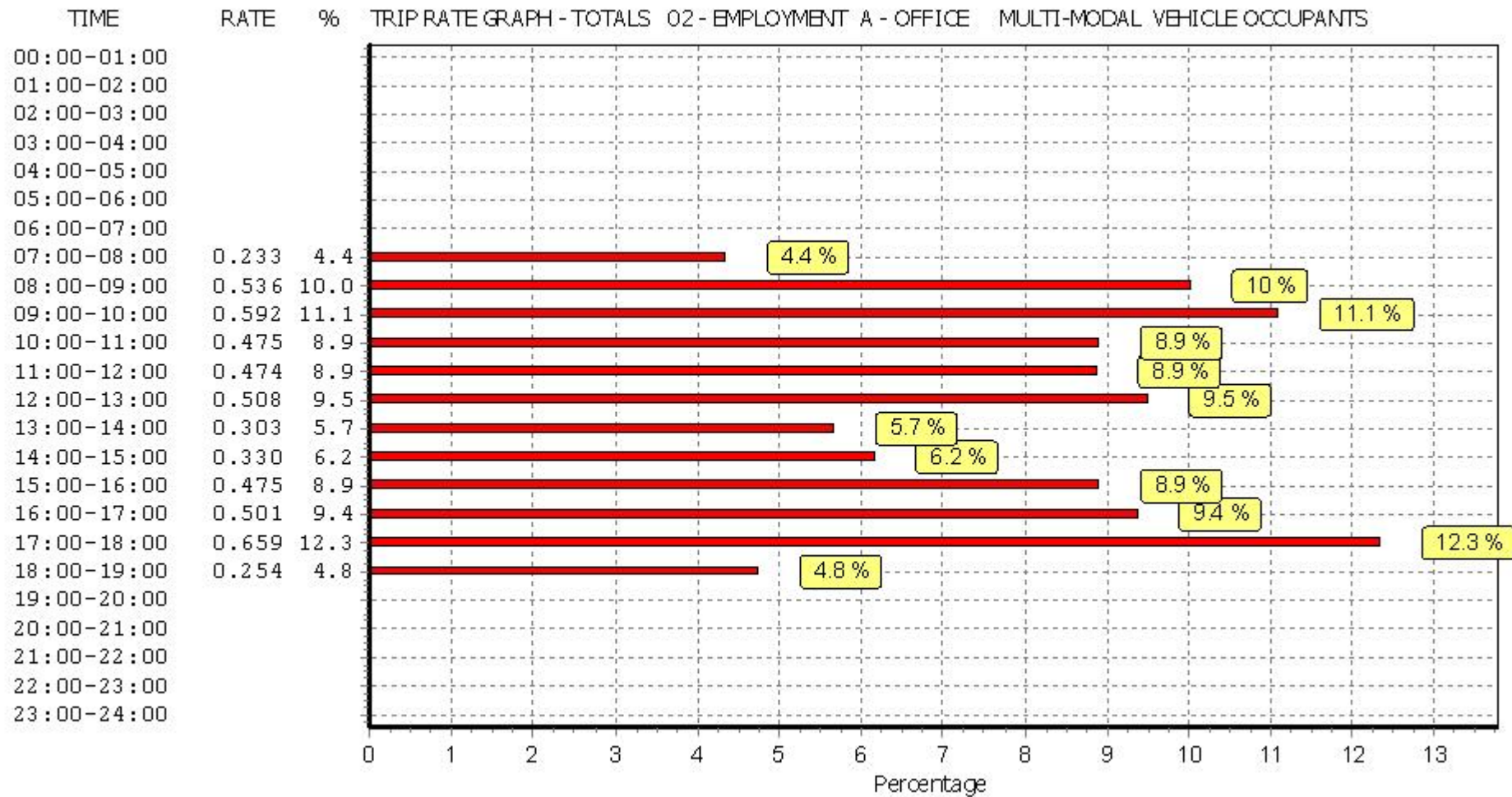
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	7277	0.000	2	7277	0.000	2	7277	0.000
07:30 - 08:00	2	7277	0.069	2	7277	0.014	2	7277	0.083
08:00 - 08:30	2	7277	0.144	2	7277	0.014	2	7277	0.158
08:30 - 09:00	2	7277	0.158	2	7277	0.027	2	7277	0.185
09:00 - 09:30	2	7277	0.179	2	7277	0.069	2	7277	0.248
09:30 - 10:00	2	7277	0.131	2	7277	0.076	2	7277	0.207
10:00 - 10:30	2	7277	0.137	2	7277	0.117	2	7277	0.254
10:30 - 11:00	2	7277	0.151	2	7277	0.151	2	7277	0.302
11:00 - 11:30	2	7277	0.089	2	7277	0.117	2	7277	0.206
11:30 - 12:00	2	7277	0.076	2	7277	0.172	2	7277	0.248
12:00 - 12:30	2	7277	0.254	2	7277	0.570	2	7277	0.824
12:30 - 13:00	2	7277	0.426	2	7277	0.577	2	7277	1.003
13:00 - 13:30	2	7277	0.770	2	7277	0.694	2	7277	1.464
13:30 - 14:00	2	7277	0.735	2	7277	0.337	2	7277	1.072
14:00 - 14:30	2	7277	0.392	2	7277	0.124	2	7277	0.516
14:30 - 15:00	2	7277	0.220	2	7277	0.069	2	7277	0.289
15:00 - 15:30	2	7277	0.082	2	7277	0.103	2	7277	0.185
15:30 - 16:00	2	7277	0.179	2	7277	0.172	2	7277	0.351
16:00 - 16:30	2	7277	0.110	2	7277	0.117	2	7277	0.227
16:30 - 17:00	2	7277	0.131	2	7277	0.158	2	7277	0.289
17:00 - 17:30	2	7277	0.034	2	7277	0.234	2	7277	0.268
17:30 - 18:00	2	7277	0.014	2	7277	0.172	2	7277	0.186
18:00 - 18:30	2	7277	0.014	2	7277	0.055	2	7277	0.069
18:30 - 19:00	2	7277	0.021	2	7277	0.041	2	7277	0.062
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			4.516			4.180			8.696

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

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

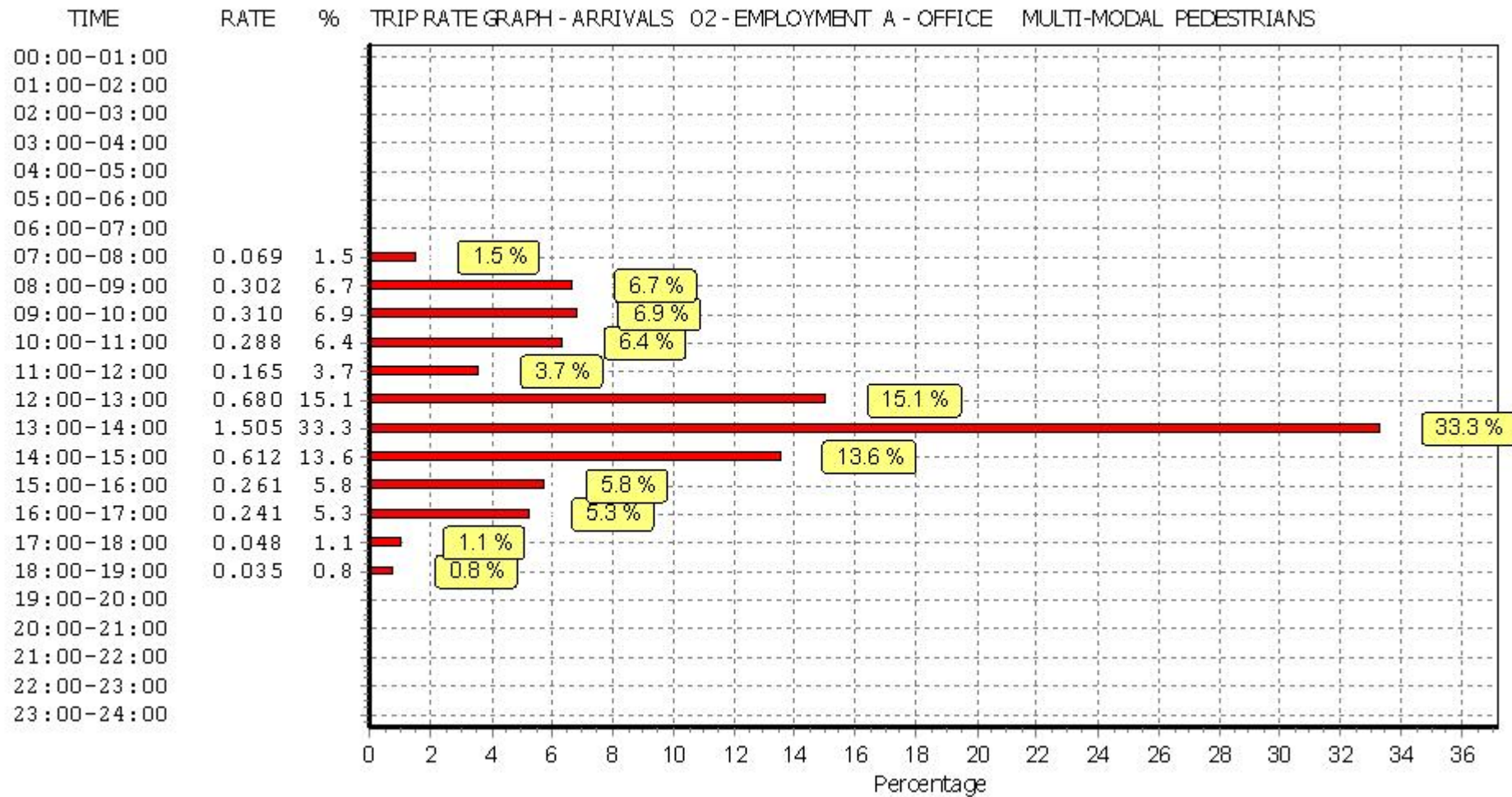
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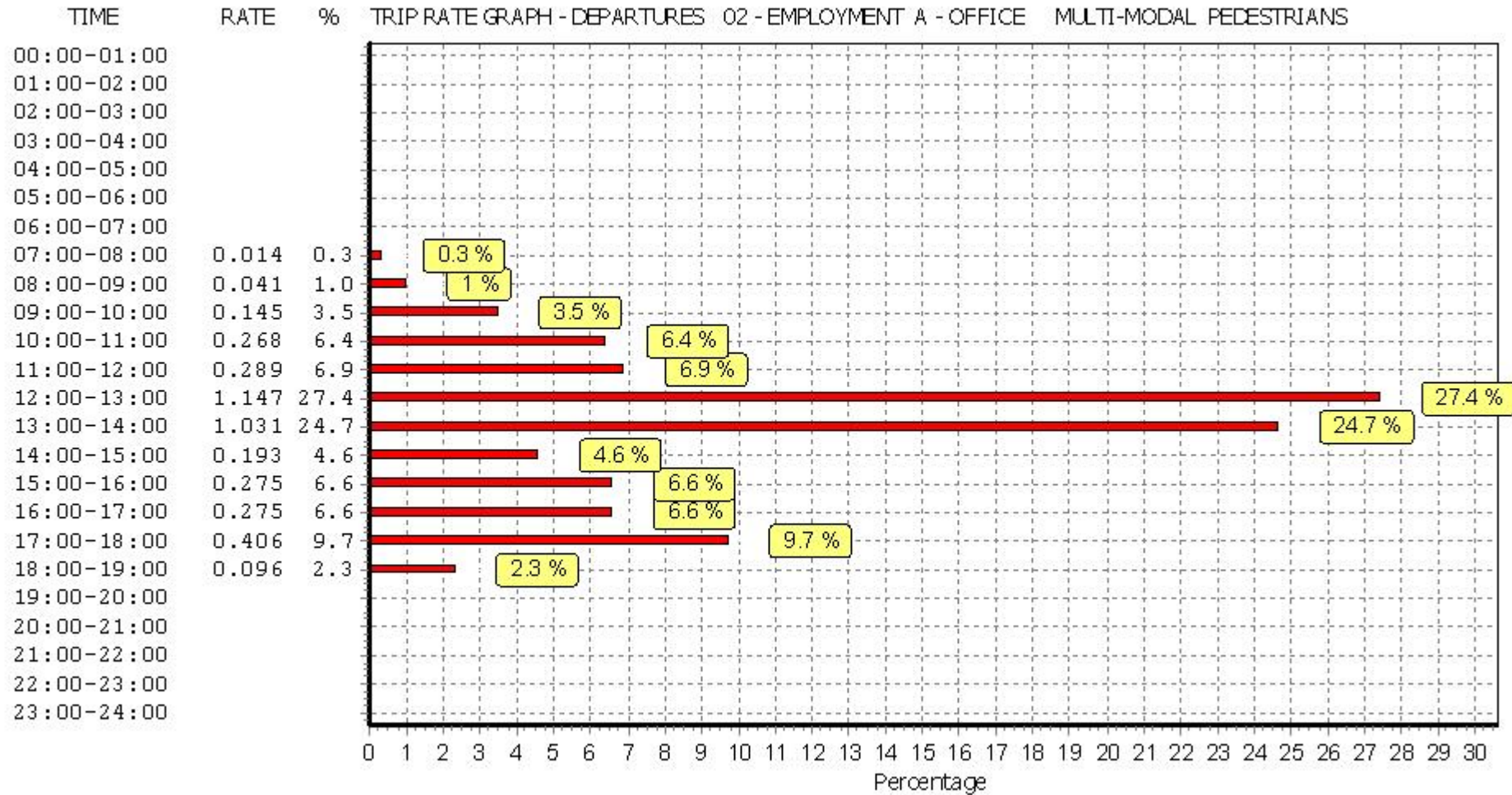
#### Parameter summary

Trip rate parameter range selected:	4750 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

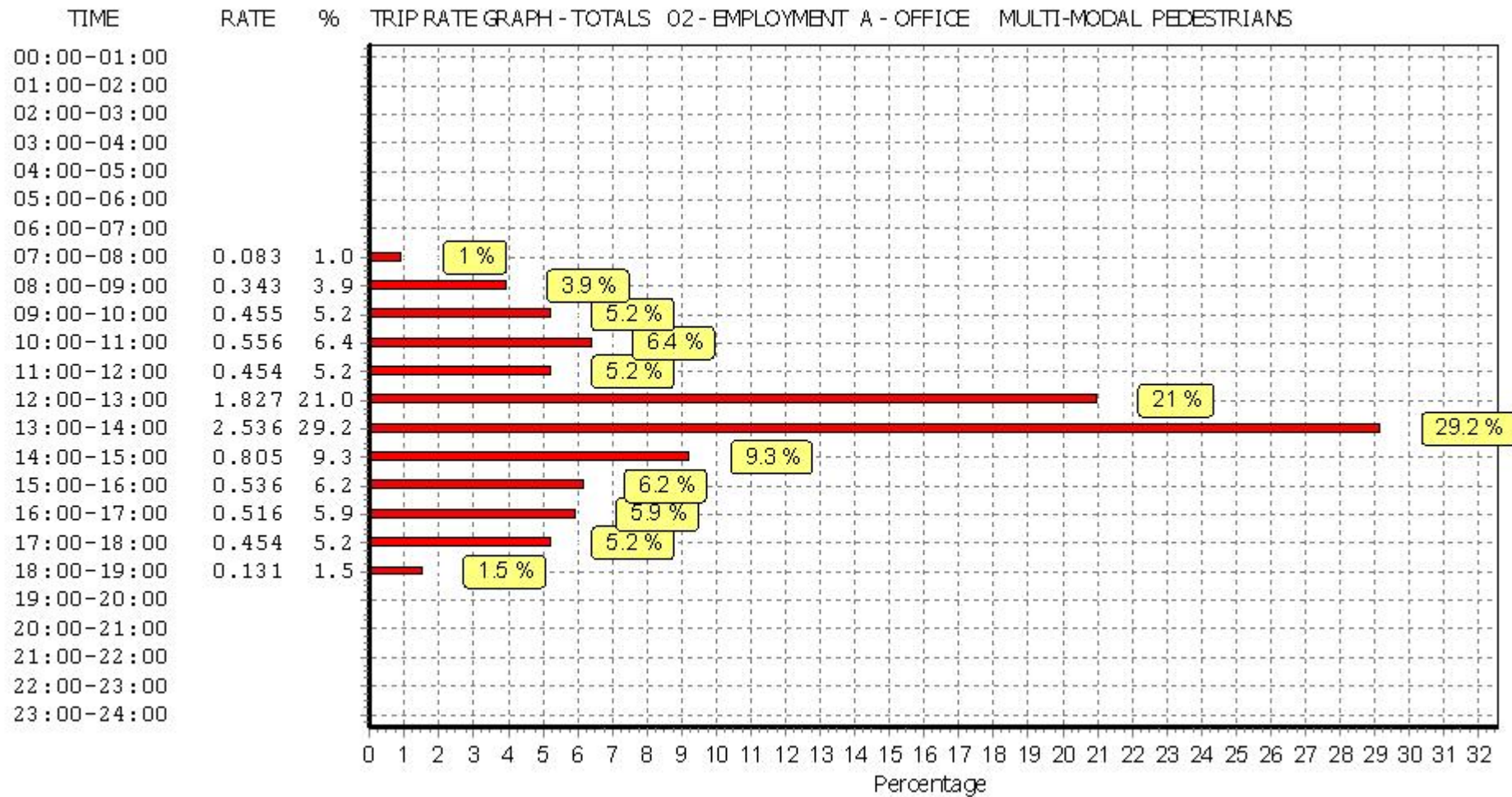


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*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*





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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	7277	0.007	2	7277	0.007	2	7277	0.014
07:30 - 08:00	2	7277	0.034	2	7277	0.000	2	7277	0.034
08:00 - 08:30	2	7277	0.144	2	7277	0.000	2	7277	0.144
08:30 - 09:00	2	7277	0.165	2	7277	0.007	2	7277	0.172
09:00 - 09:30	2	7277	0.165	2	7277	0.014	2	7277	0.179
09:30 - 10:00	2	7277	0.076	2	7277	0.014	2	7277	0.090
10:00 - 10:30	2	7277	0.076	2	7277	0.034	2	7277	0.110
10:30 - 11:00	2	7277	0.117	2	7277	0.048	2	7277	0.165
11:00 - 11:30	2	7277	0.048	2	7277	0.110	2	7277	0.158
11:30 - 12:00	2	7277	0.069	2	7277	0.089	2	7277	0.158
12:00 - 12:30	2	7277	0.048	2	7277	0.103	2	7277	0.151
12:30 - 13:00	2	7277	0.041	2	7277	0.048	2	7277	0.089
13:00 - 13:30	2	7277	0.131	2	7277	0.062	2	7277	0.193
13:30 - 14:00	2	7277	0.069	2	7277	0.055	2	7277	0.124
14:00 - 14:30	2	7277	0.062	2	7277	0.055	2	7277	0.117
14:30 - 15:00	2	7277	0.096	2	7277	0.069	2	7277	0.165
15:00 - 15:30	2	7277	0.027	2	7277	0.048	2	7277	0.075
15:30 - 16:00	2	7277	0.027	2	7277	0.076	2	7277	0.103
16:00 - 16:30	2	7277	0.041	2	7277	0.151	2	7277	0.192
16:30 - 17:00	2	7277	0.014	2	7277	0.151	2	7277	0.165
17:00 - 17:30	2	7277	0.000	2	7277	0.172	2	7277	0.172
17:30 - 18:00	2	7277	0.007	2	7277	0.062	2	7277	0.069
18:00 - 18:30	2	7277	0.000	2	7277	0.041	2	7277	0.041
18:30 - 19:00	2	7277	0.000	2	7277	0.014	2	7277	0.014
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			1.464			1.430			2.894

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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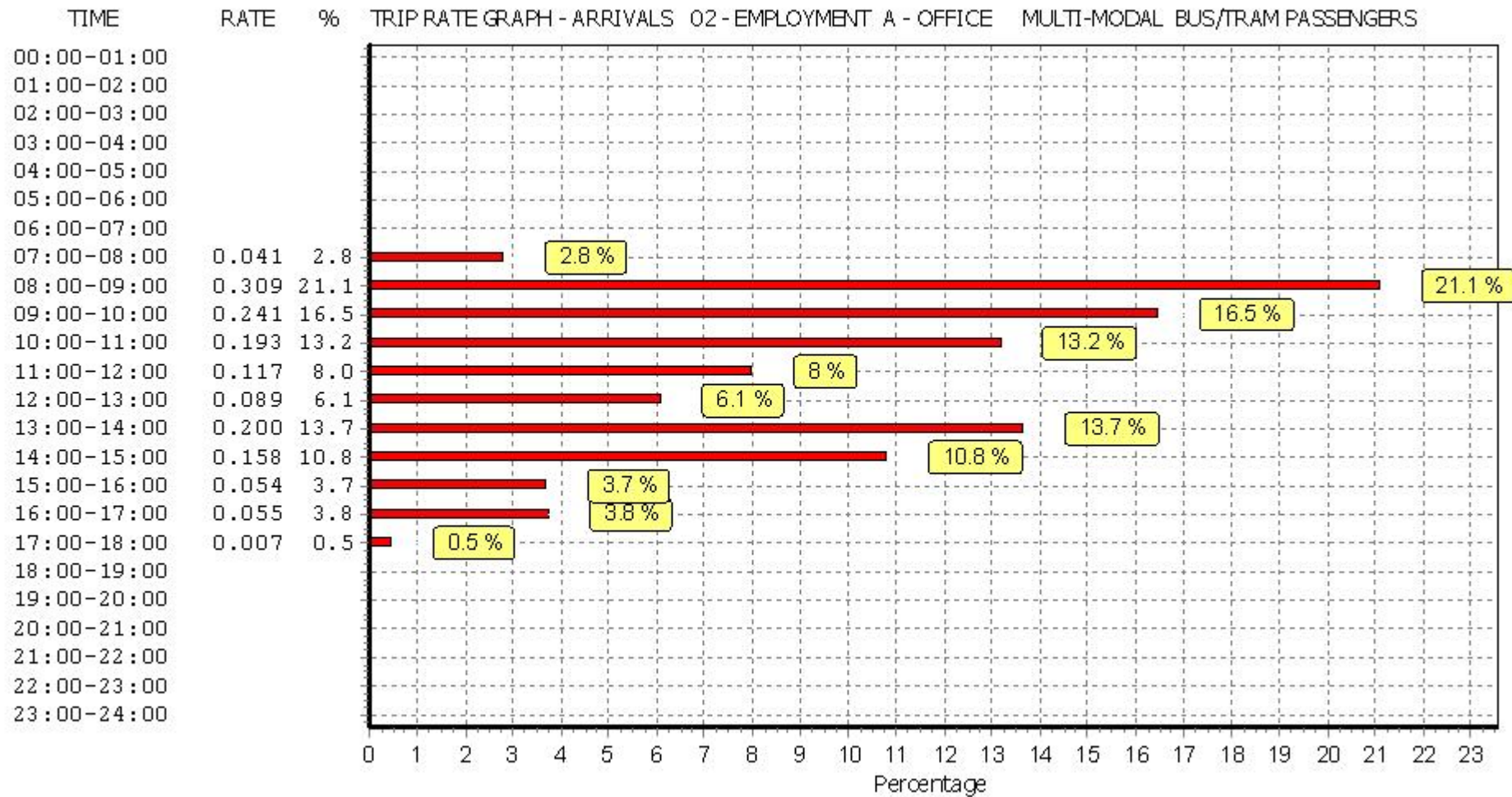
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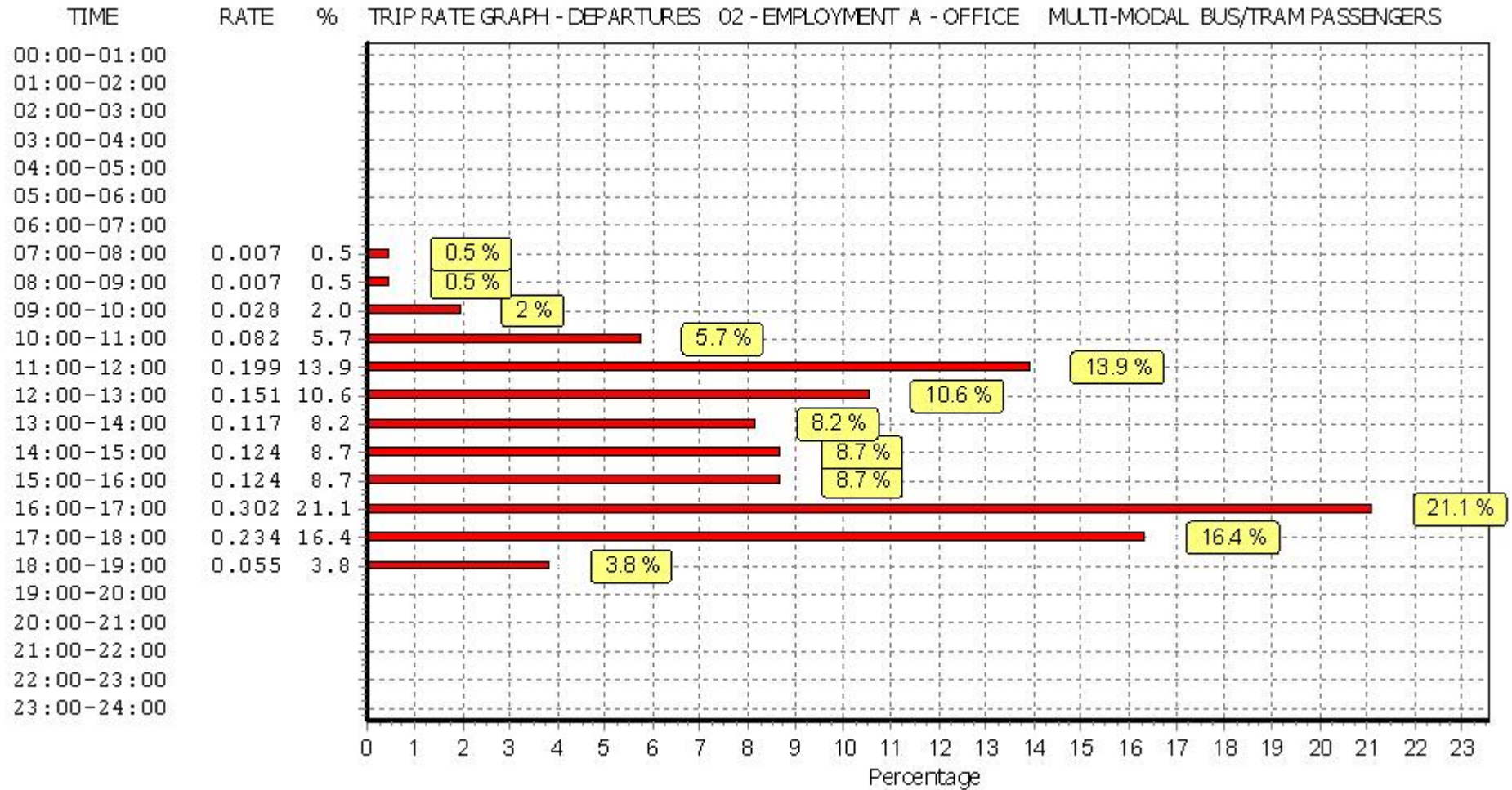
#### Parameter summary

Trip rate parameter range selected:	4750 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

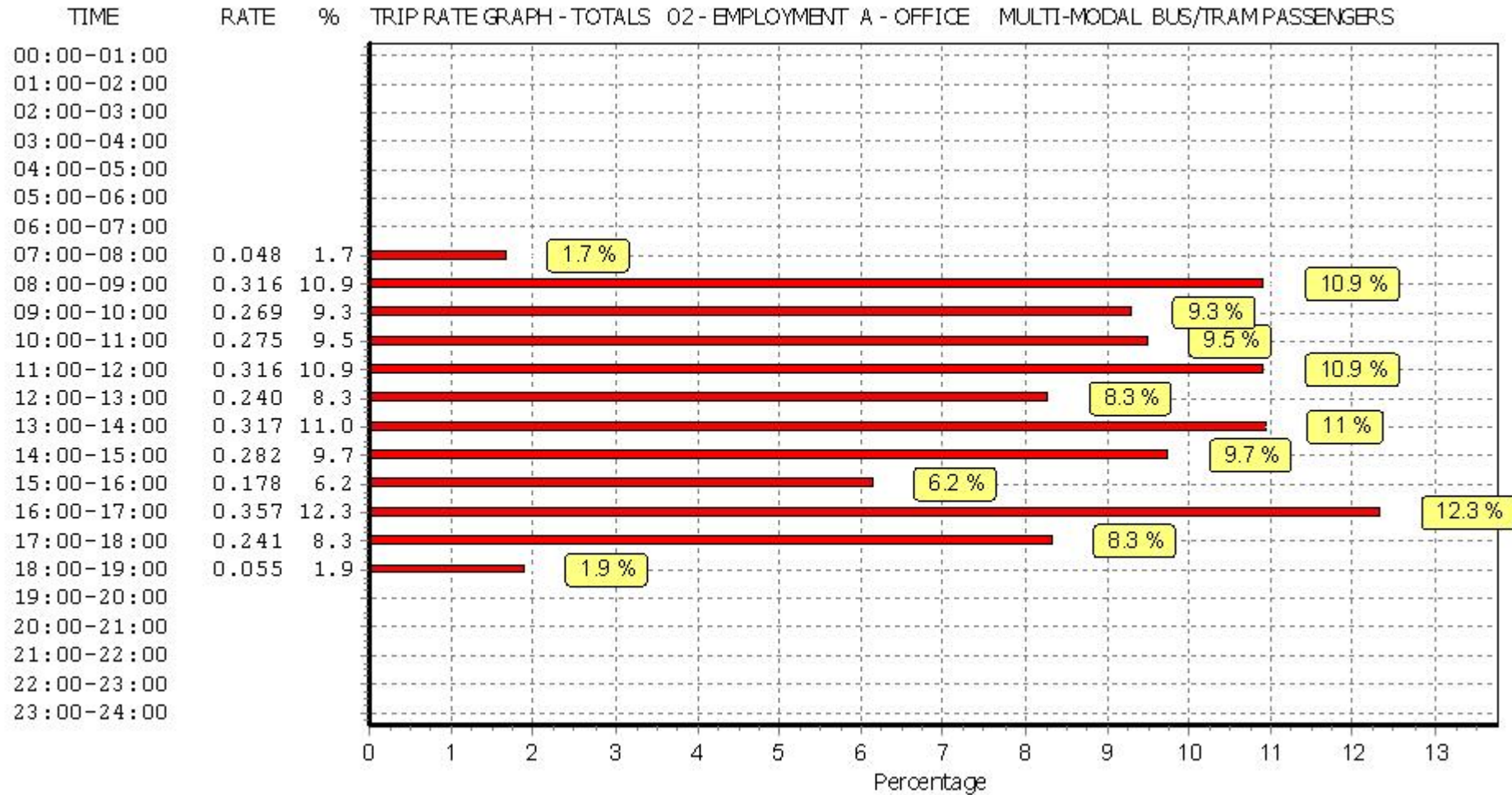
*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	7277	0.014	2	7277	0.014	2	7277	0.028
07:30 - 08:00	2	7277	0.179	2	7277	0.000	2	7277	0.179
08:00 - 08:30	2	7277	0.399	2	7277	0.000	2	7277	0.399
08:30 - 09:00	2	7277	0.790	2	7277	0.000	2	7277	0.790
09:00 - 09:30	2	7277	0.474	2	7277	0.000	2	7277	0.474
09:30 - 10:00	2	7277	0.124	2	7277	0.027	2	7277	0.151
10:00 - 10:30	2	7277	0.069	2	7277	0.034	2	7277	0.103
10:30 - 11:00	2	7277	0.055	2	7277	0.014	2	7277	0.069
11:00 - 11:30	2	7277	0.076	2	7277	0.117	2	7277	0.193
11:30 - 12:00	2	7277	0.062	2	7277	0.144	2	7277	0.206
12:00 - 12:30	2	7277	0.007	2	7277	0.055	2	7277	0.062
12:30 - 13:00	2	7277	0.103	2	7277	0.316	2	7277	0.419
13:00 - 13:30	2	7277	0.069	2	7277	0.151	2	7277	0.220
13:30 - 14:00	2	7277	0.027	2	7277	0.014	2	7277	0.041
14:00 - 14:30	2	7277	0.027	2	7277	0.027	2	7277	0.054
14:30 - 15:00	2	7277	0.082	2	7277	0.069	2	7277	0.151
15:00 - 15:30	2	7277	0.014	2	7277	0.007	2	7277	0.021
15:30 - 16:00	2	7277	0.027	2	7277	0.082	2	7277	0.109
16:00 - 16:30	2	7277	0.096	2	7277	0.137	2	7277	0.233
16:30 - 17:00	2	7277	0.117	2	7277	0.337	2	7277	0.454
17:00 - 17:30	2	7277	0.062	2	7277	0.715	2	7277	0.777
17:30 - 18:00	2	7277	0.000	2	7277	0.316	2	7277	0.316
18:00 - 18:30	2	7277	0.000	2	7277	0.082	2	7277	0.082
18:30 - 19:00	2	7277	0.021	2	7277	0.048	2	7277	0.069
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			2.894			2.706			5.600

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

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

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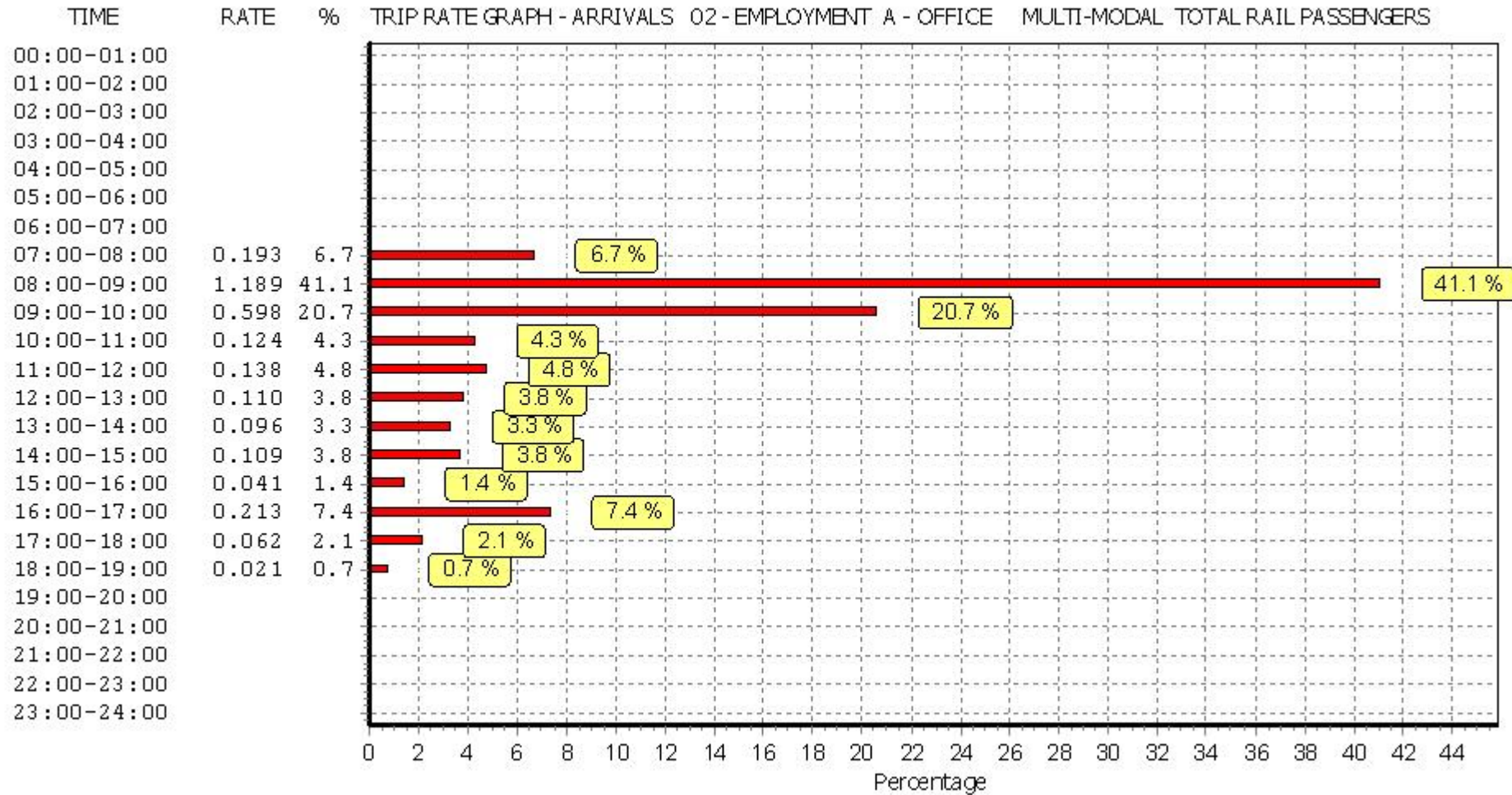
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#### Parameter summary

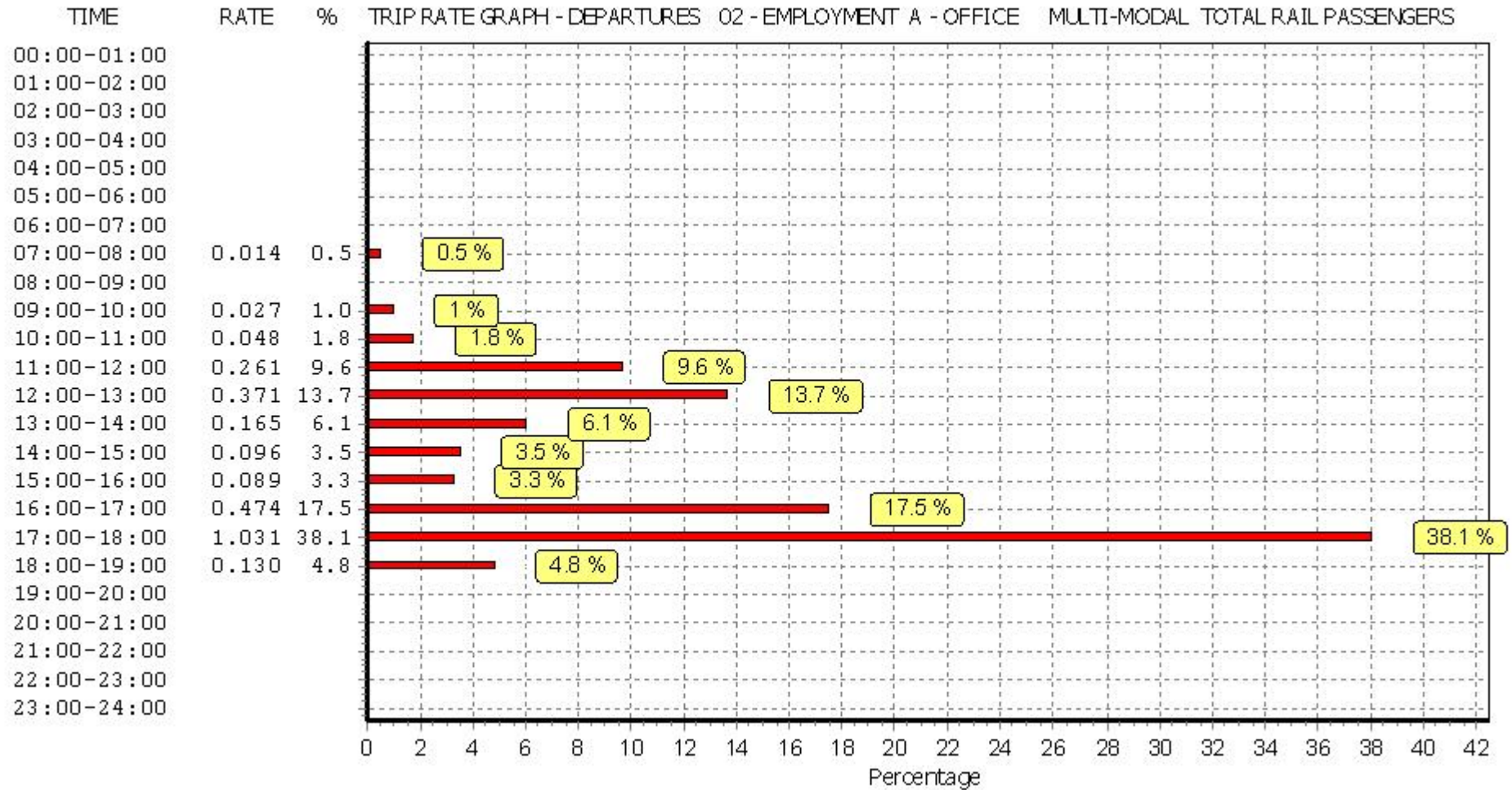
Trip rate parameter range selected:	4750 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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*This section 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.*

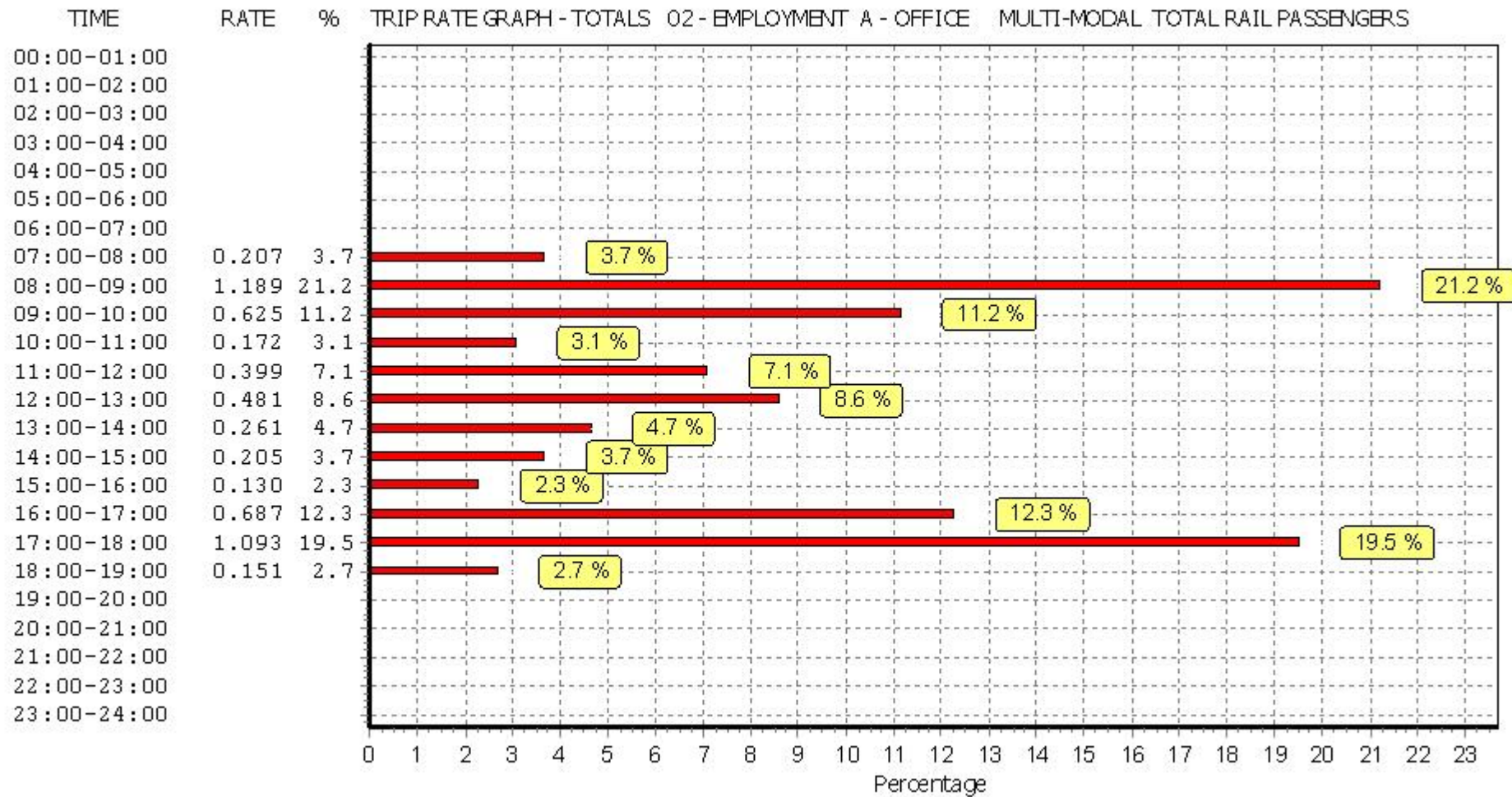




*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*



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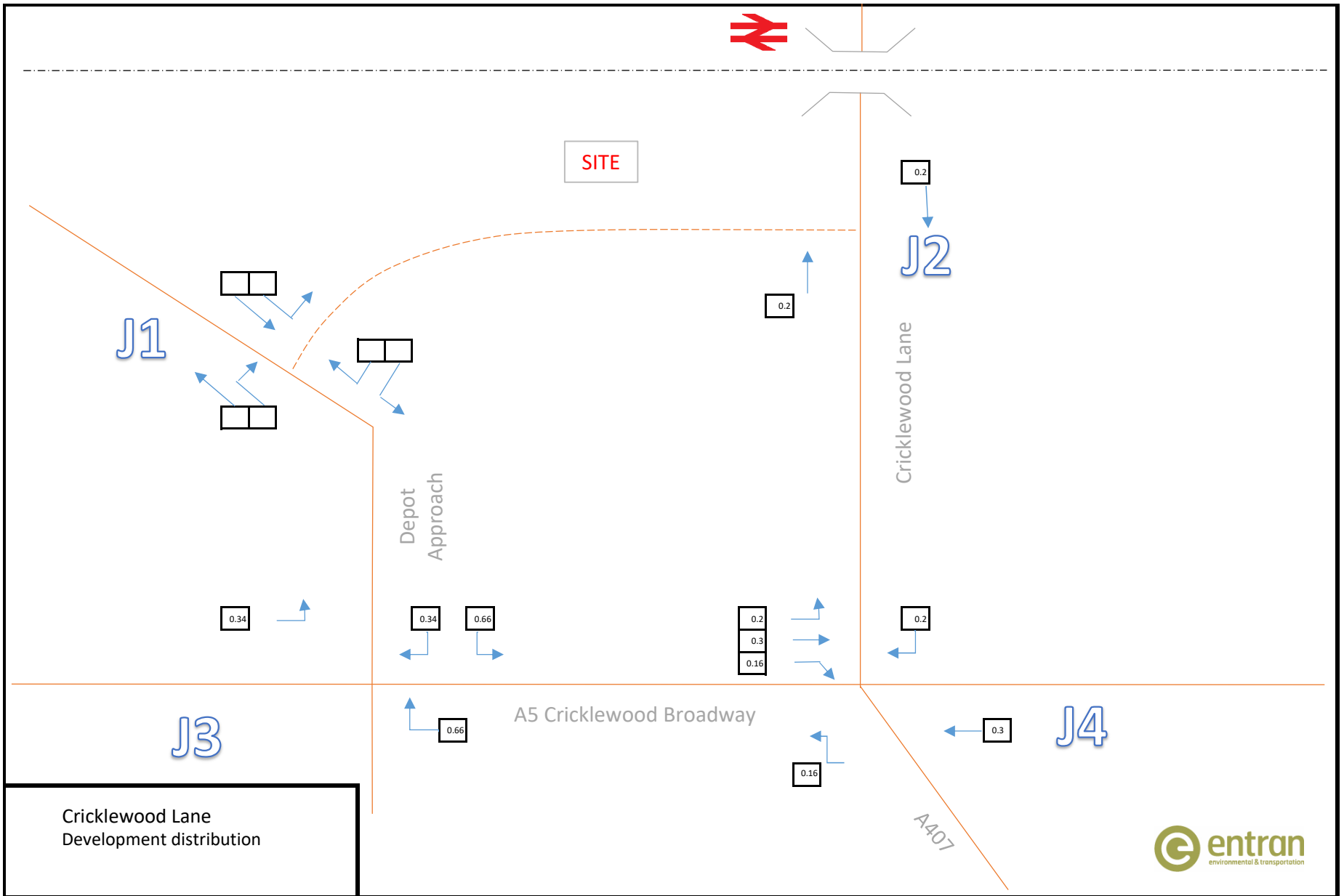
*This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.*

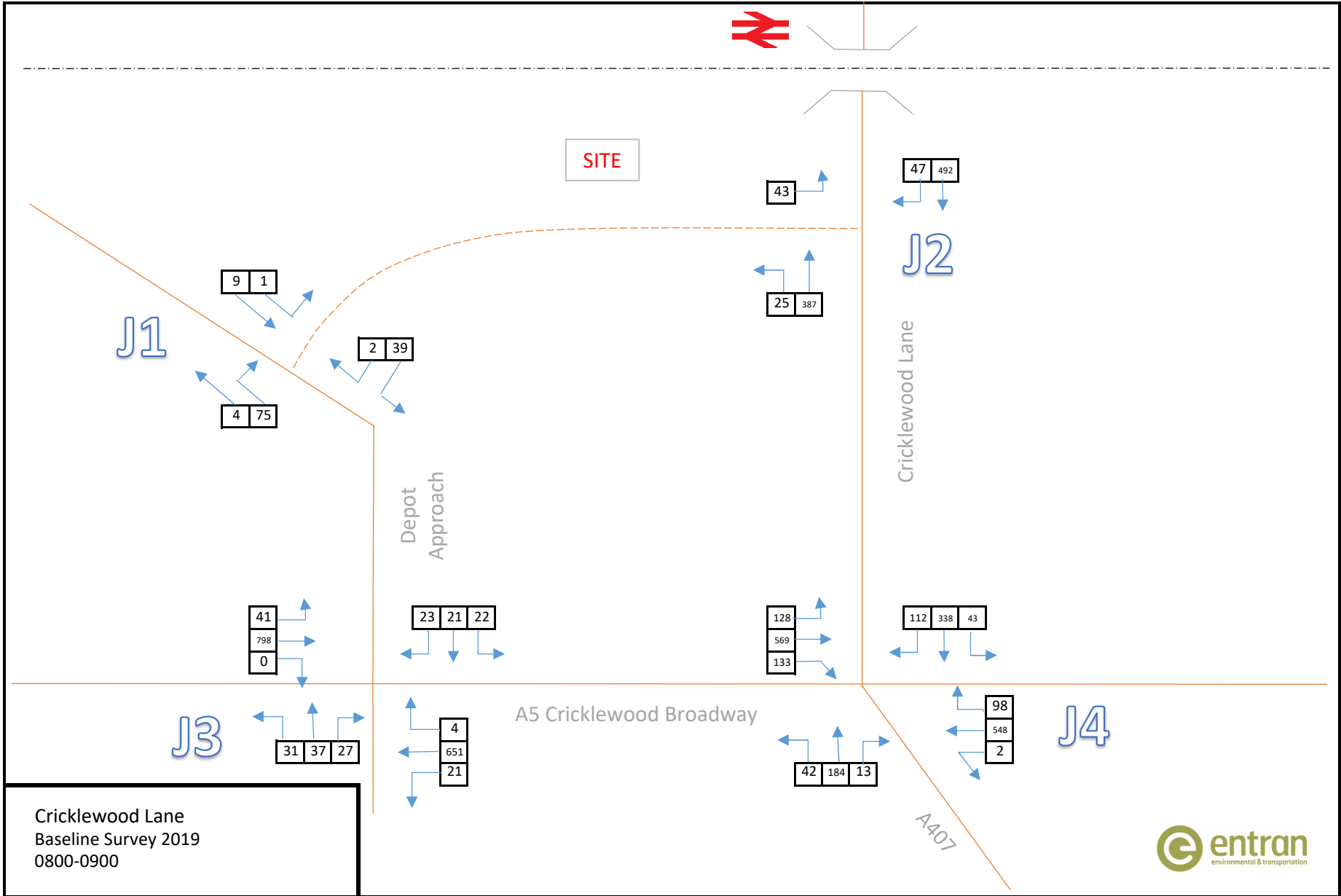


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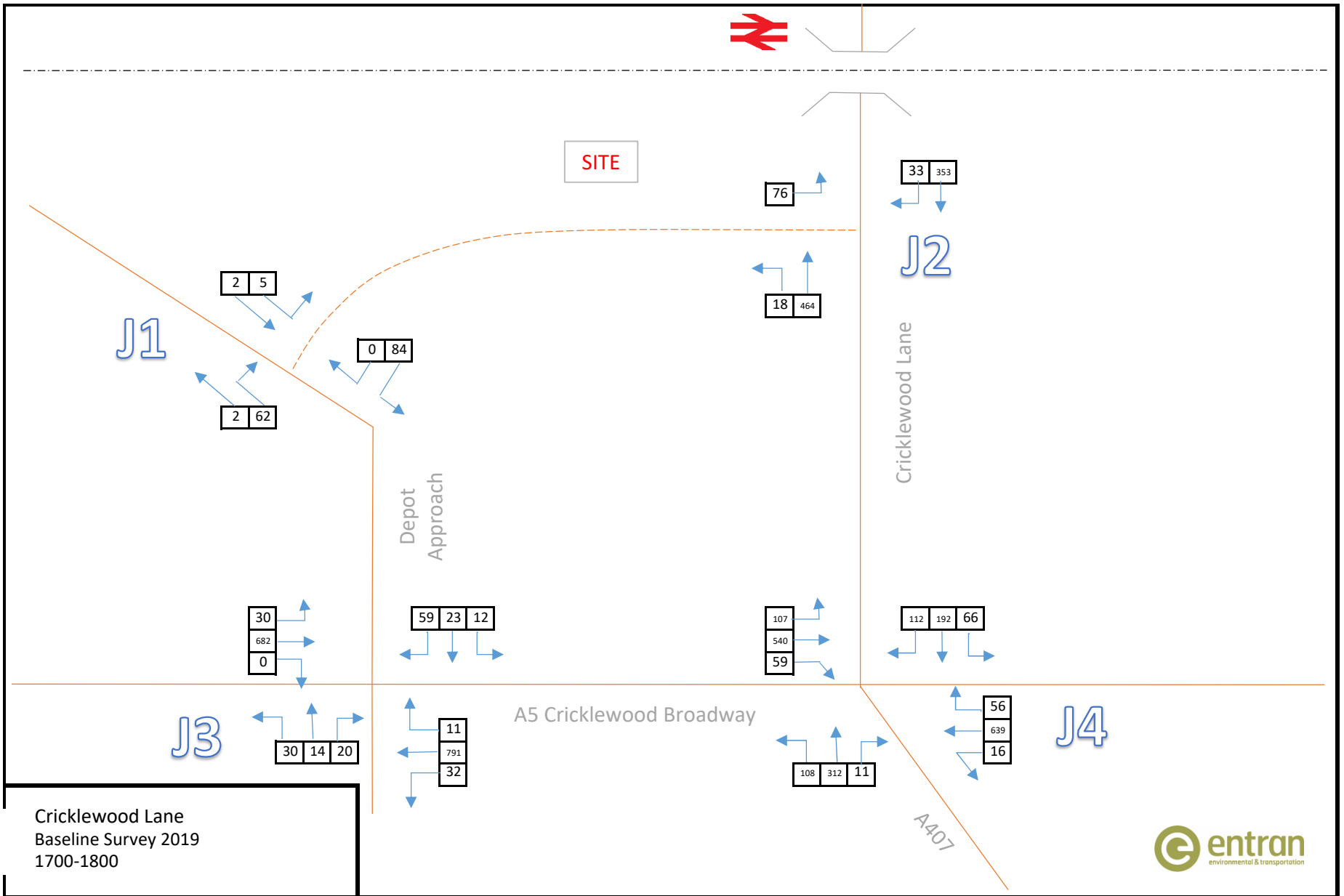
# Appendix I

## Link flow diagrams





Cricklewood Lane  
 Baseline Survey 2019  
 0800-0900



SITE

J1

J2

J3

J4

Depot Approach

Cricklewood Lane

A5 Cricklewood Broadway

A407

2 5

2 62

30

682

0

30 14 20

0 84

59 23 12

11

791

32

76

18 464

107

540

59

108 312 11

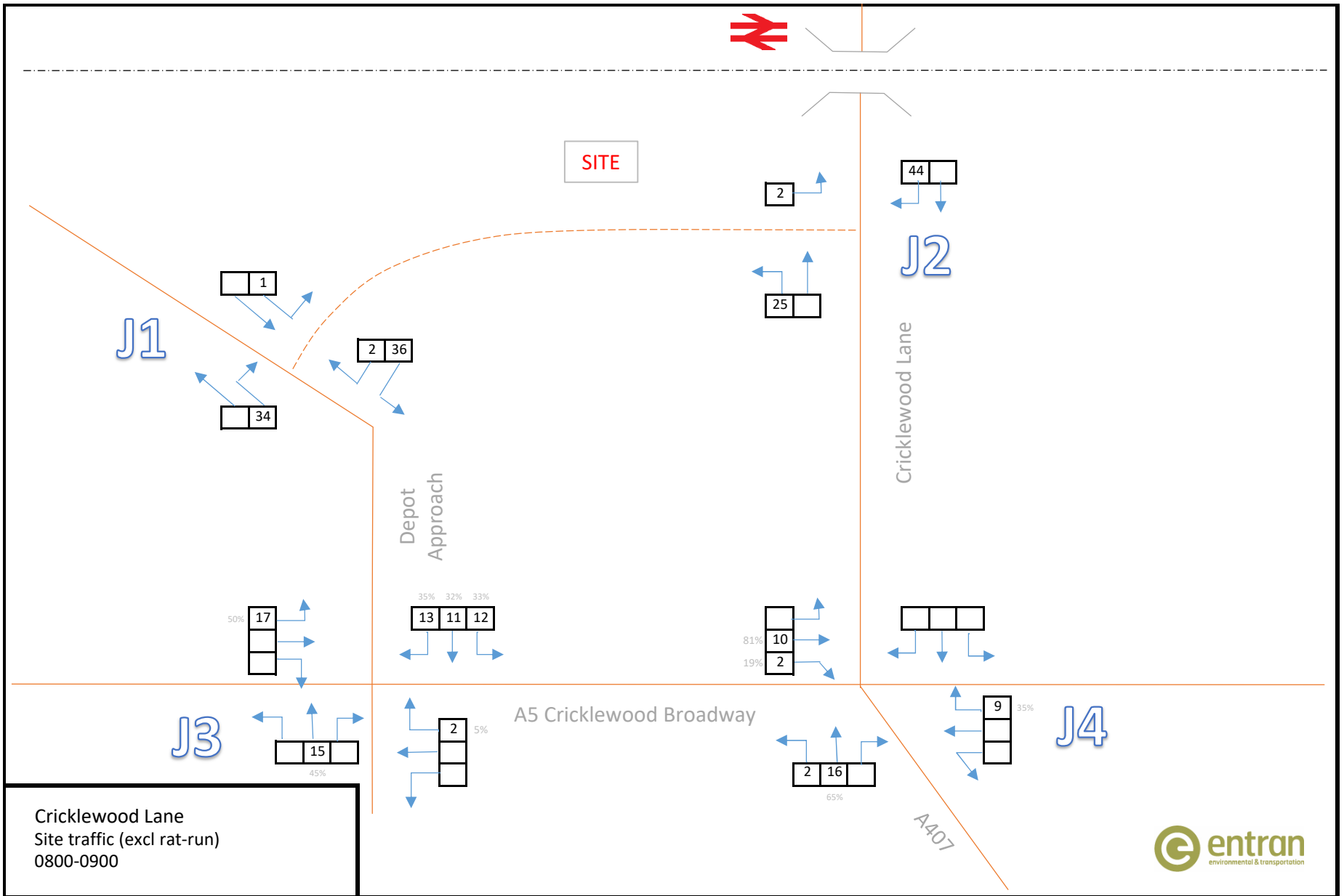
33 353

112 192 66

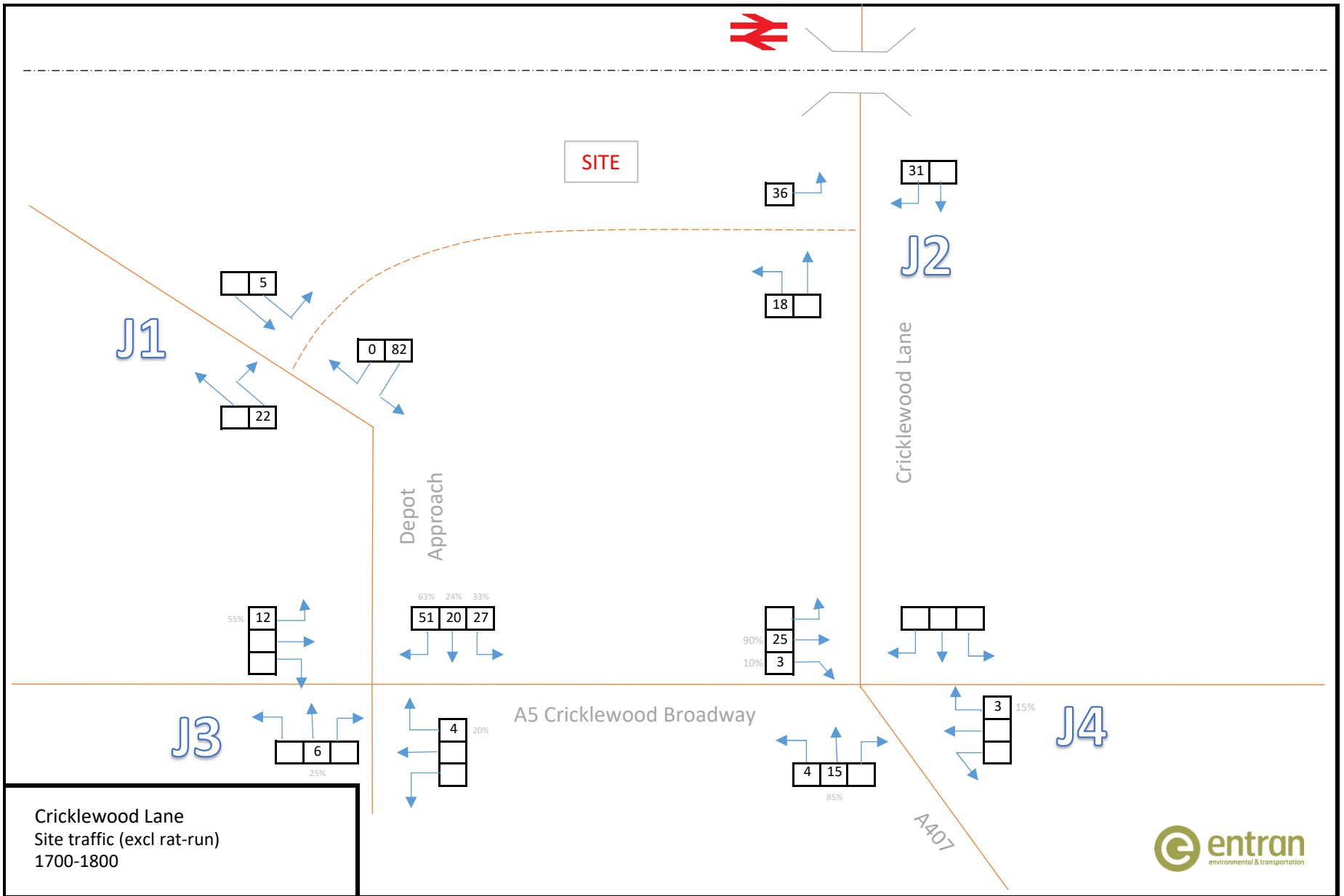
56

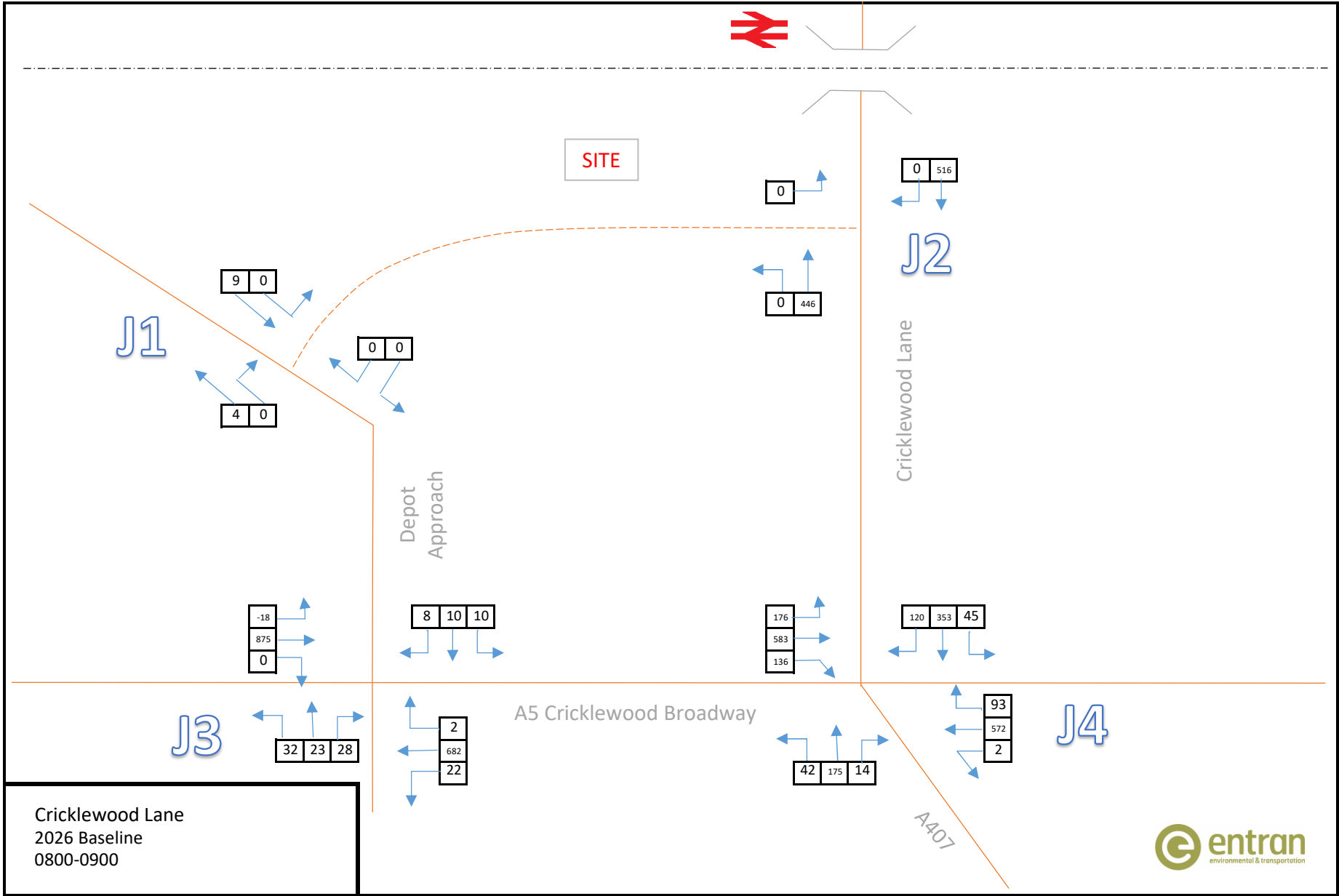
639

16









SITE

J1

J2

J3

J4

Depot Approach

A5 Cricklewood Broadway

A407

entrans  
environmental & transportation

9	0
---	---

4	0
---	---

0	0
---	---

-18
875
0

32	23	28
----	----	----

8	10	10
---	----	----

2
682
22

0
---

0	446
---	-----

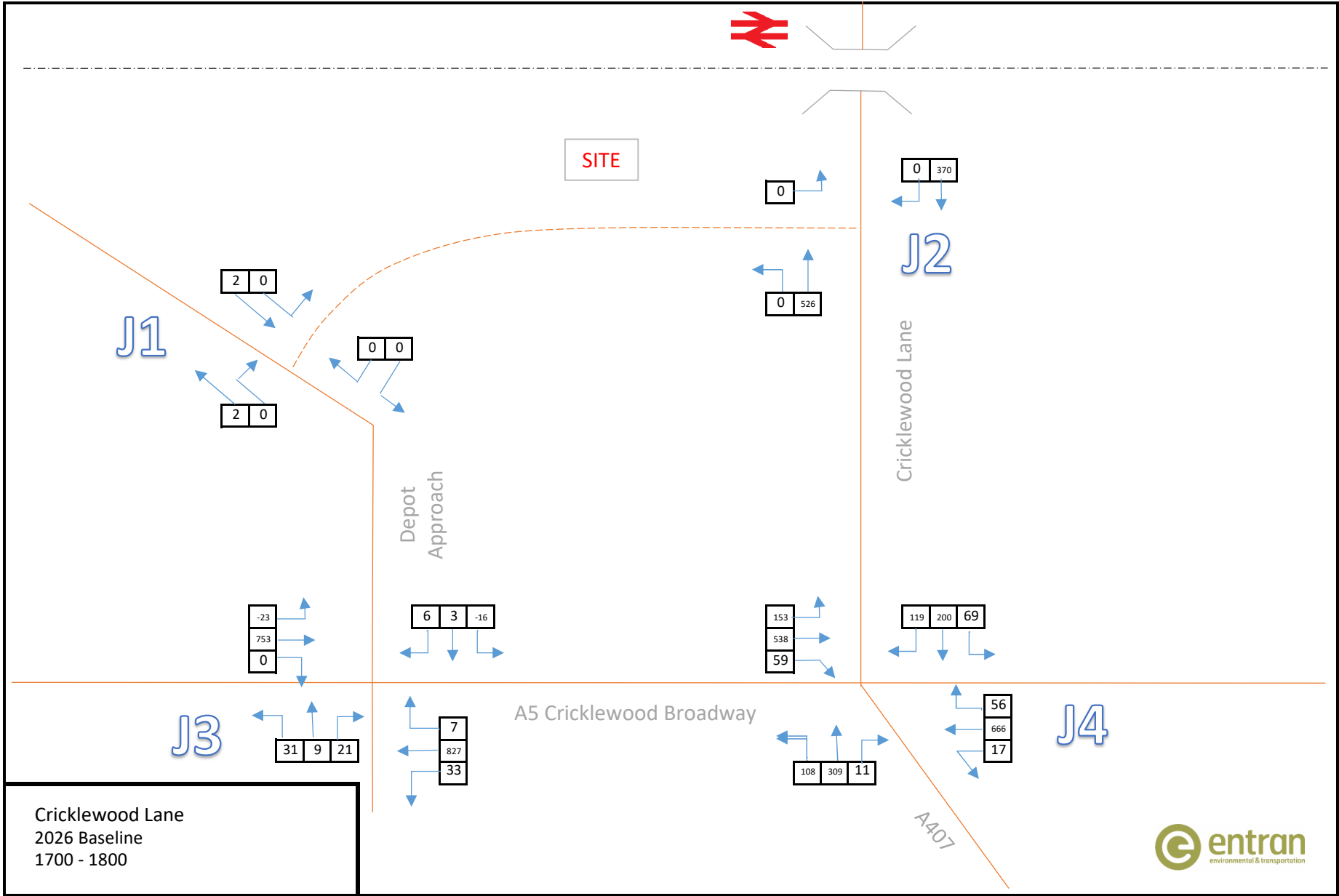
0	516
---	-----

176
583
136

42	175	14
----	-----	----

120	353	45
-----	-----	----

93
572
2



**SITE**

**J1**

**J2**

**J3**

**J4**

Depot Approach

A5 Cricklewood Broadway

A407

Cricklewood Lane

**2026 Baseline**  
1700 - 1800

**entran**  
environmental & transportation

2 0

2 0

0 0

-23  
753  
0

6 3 -16

7  
827  
33

0

0 526

0 370

153  
538  
59

119 200 69

108 309 11

56  
666  
17

