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Appendix 15-1: Transport Assessment

Montreaux Cricklewood Developments Ltd

July 2020

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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B&Q site, Cricklewood Lane, Cricklewood

Proposed residential led development

TRANSPORT ASSESSMENT

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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^2 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^2 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 Entran Ltd in support of an outline planning application for residential led, mixed-use development of up to 1100 new homes and 1200m^2 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

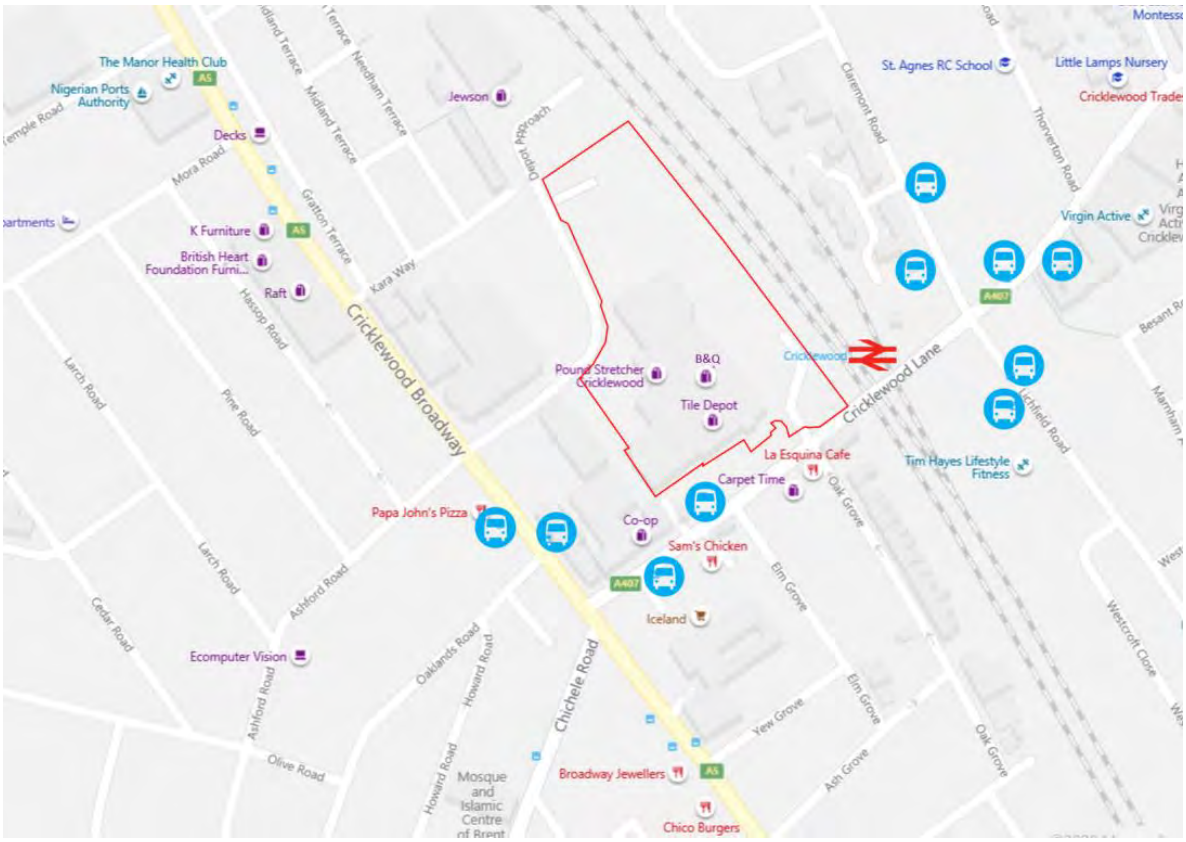
1.11. Section 2 of this report provides a description of the site and its location. Section 3 then describes the local transport network including the road network, bus provision, pedestrian and cycle facilities and rail station locations.

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^2. 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

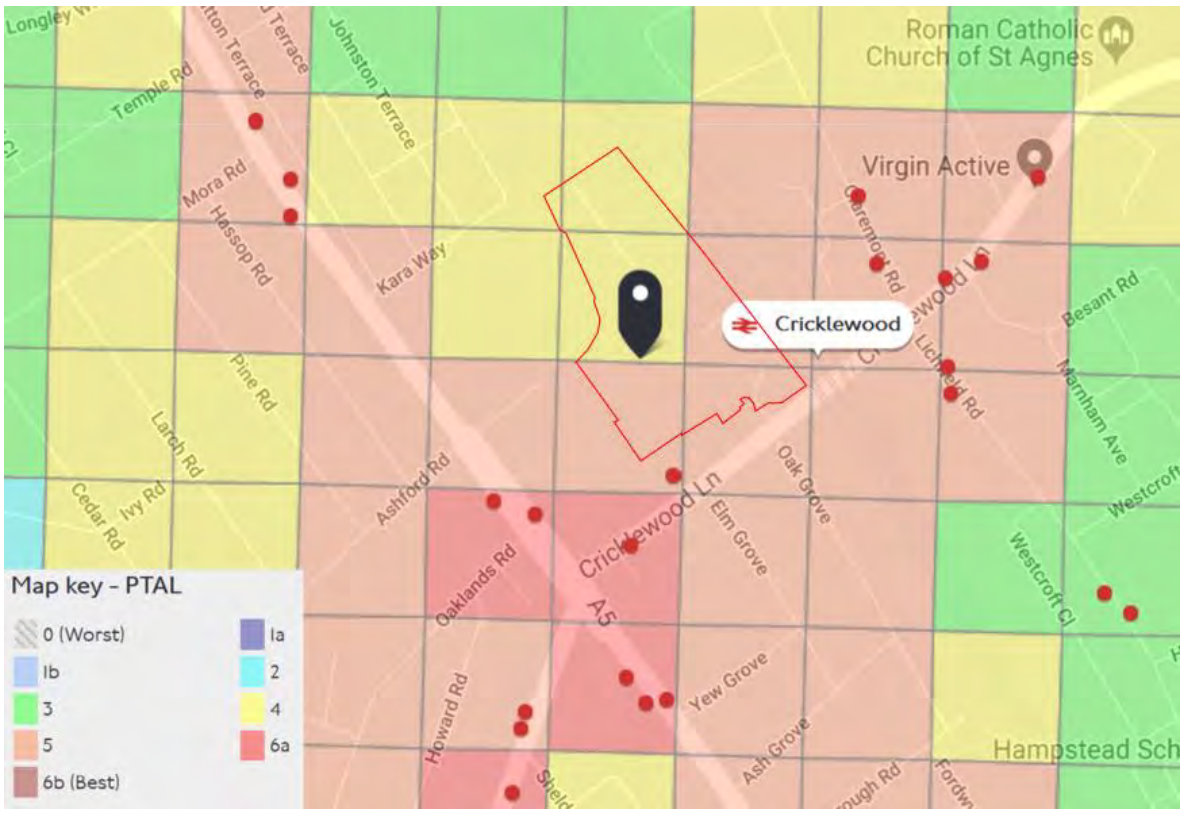
General

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.

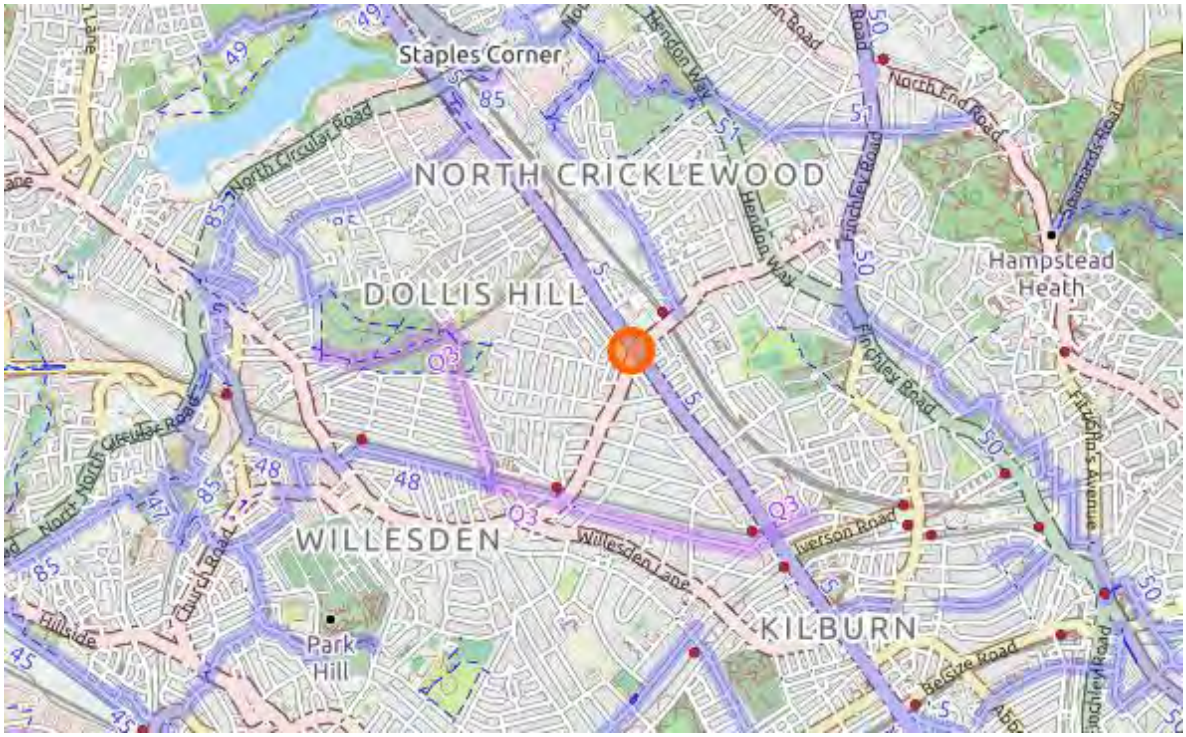
3.19. The Rail line causes a degree of severance for pedestrians wishing to walk north-eastwards from the Site but the route beneath the rail line is lit and the artwork introduced in 2015 makes this a relatively pleasant underpass.

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 or 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.

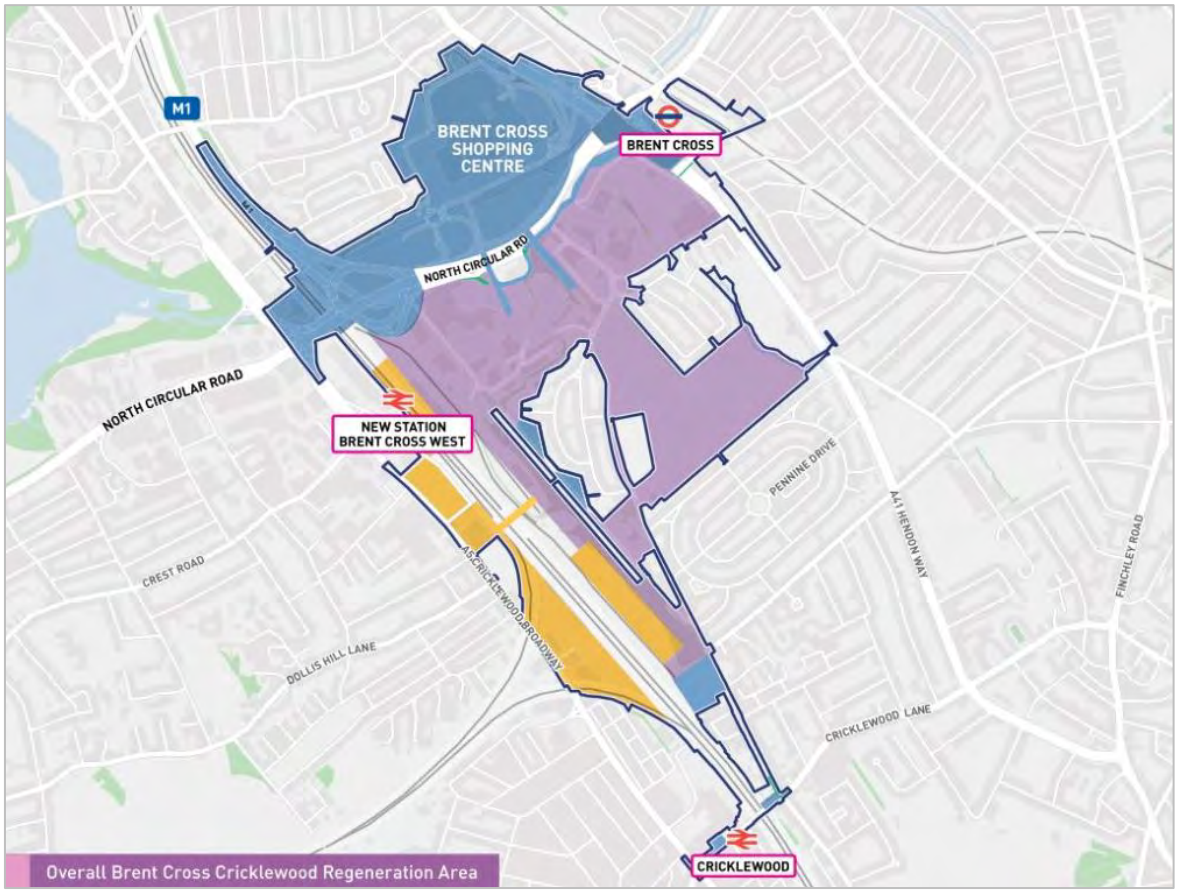
3.31. Access to the ticket hall is gained on foot by means of a wide walkway from Cricklewood Lane. This approach was upgraded in 2015 to include extensive planting and distinctive artwork. The subway beneath the rail lines was upgraded in 2014.

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 committed 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

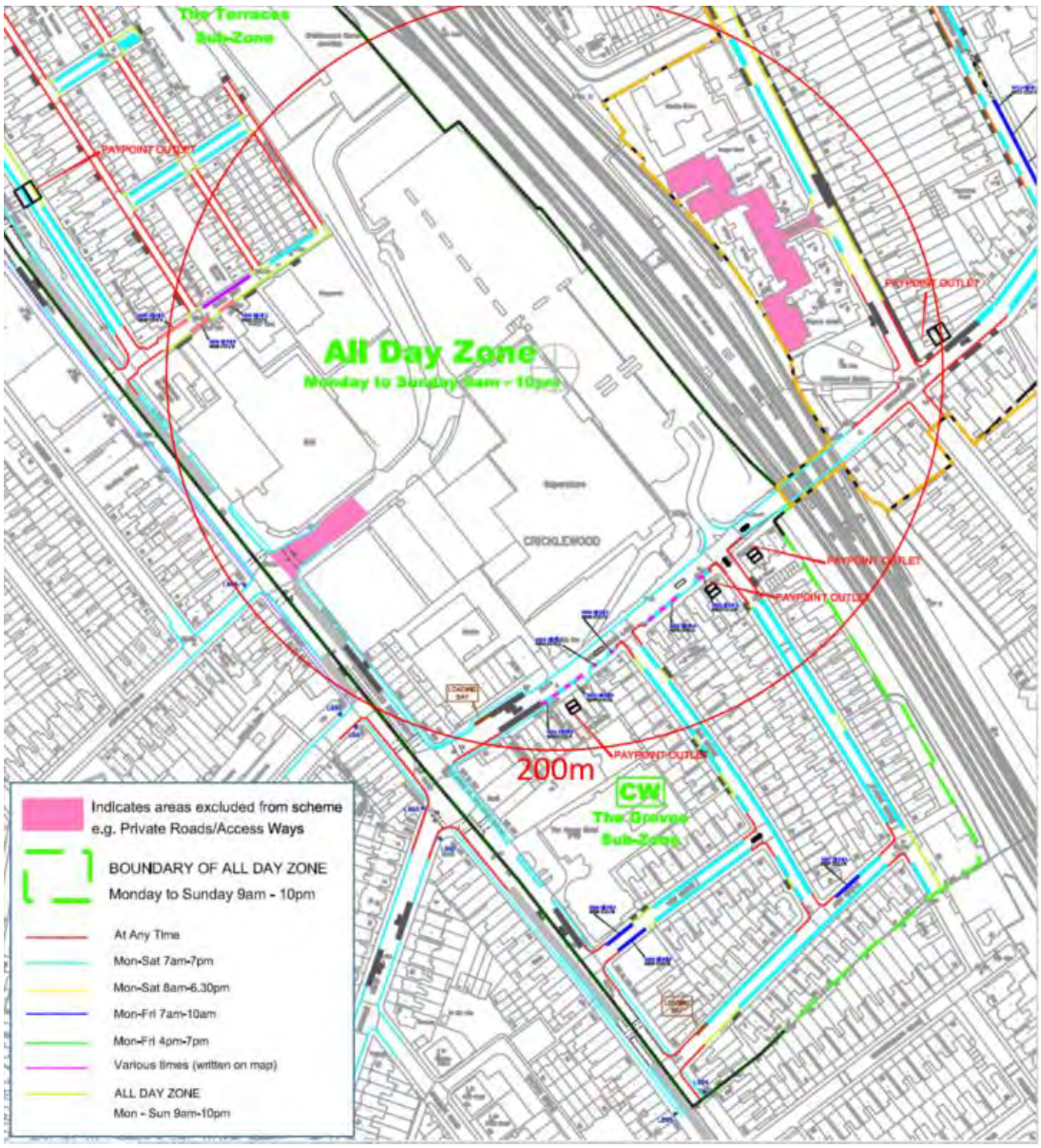
3.36. All roads within 200m of the Site are either private, and therefore subject to private enforcement, or public highway and subject to waiting restrictions or Controlled Parking Zones (CPZ). The Site falls within the All Day Zone which operates seven days a week from 9am to 10pm. To the north of 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:

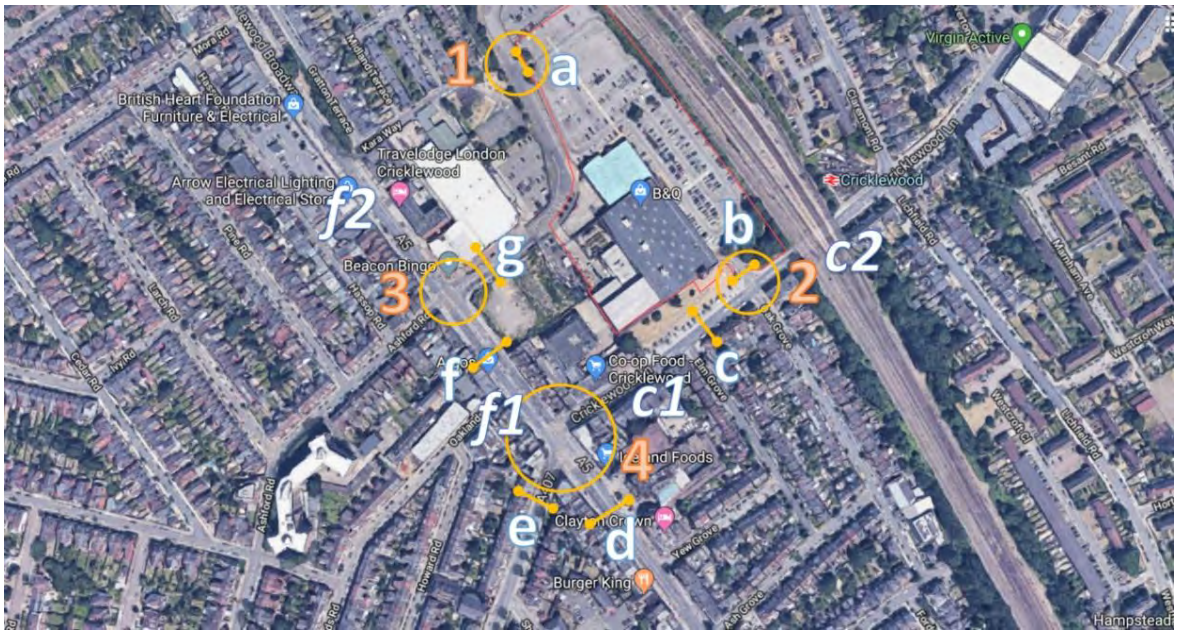
- North car park access (1);
- South car park access (2);
- Cricklewood Broadway (A5) j/w Depot Approach (3); and
- Cricklewood Broadway (A5) j/w Cricklewood Lane and Chichele Road (A407) (4)

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 Westminster 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^2 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^2)	Studio	1 bed	2 bed	3 bed	Total
1	A	480	68	128	152	29	**377**
	B	650	0	51	84	35	**170**
2	C	0	40	131	140	18	**329**
3	D	70	40	103	58	23	**224**
TOTAL		**1200**	**148**	**413**	**434**	**105**	**1100**

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-fee 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^2	1 per 20m^2
B1	Employment	1 per 75m^2	1 per 500m^2
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^2
D2	Health/leisure	1 per 8FTE staff	1 per 100m^2

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^2 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^2 of A3 use and 600m^2 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:

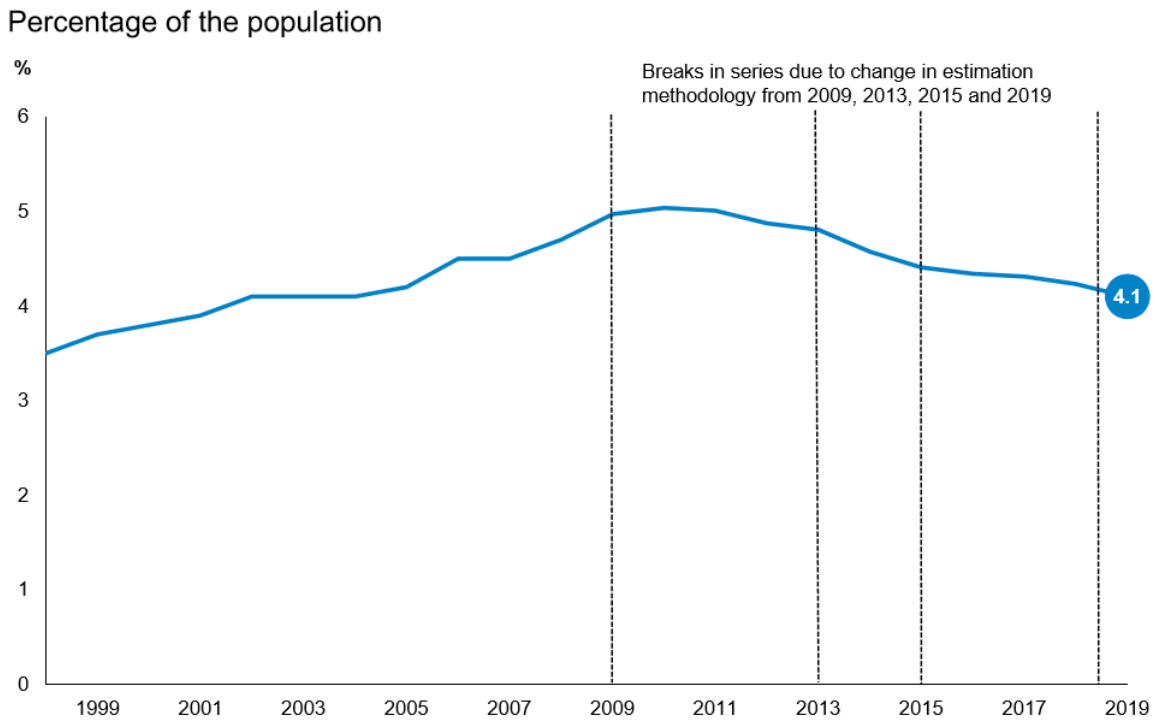
Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset.

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).

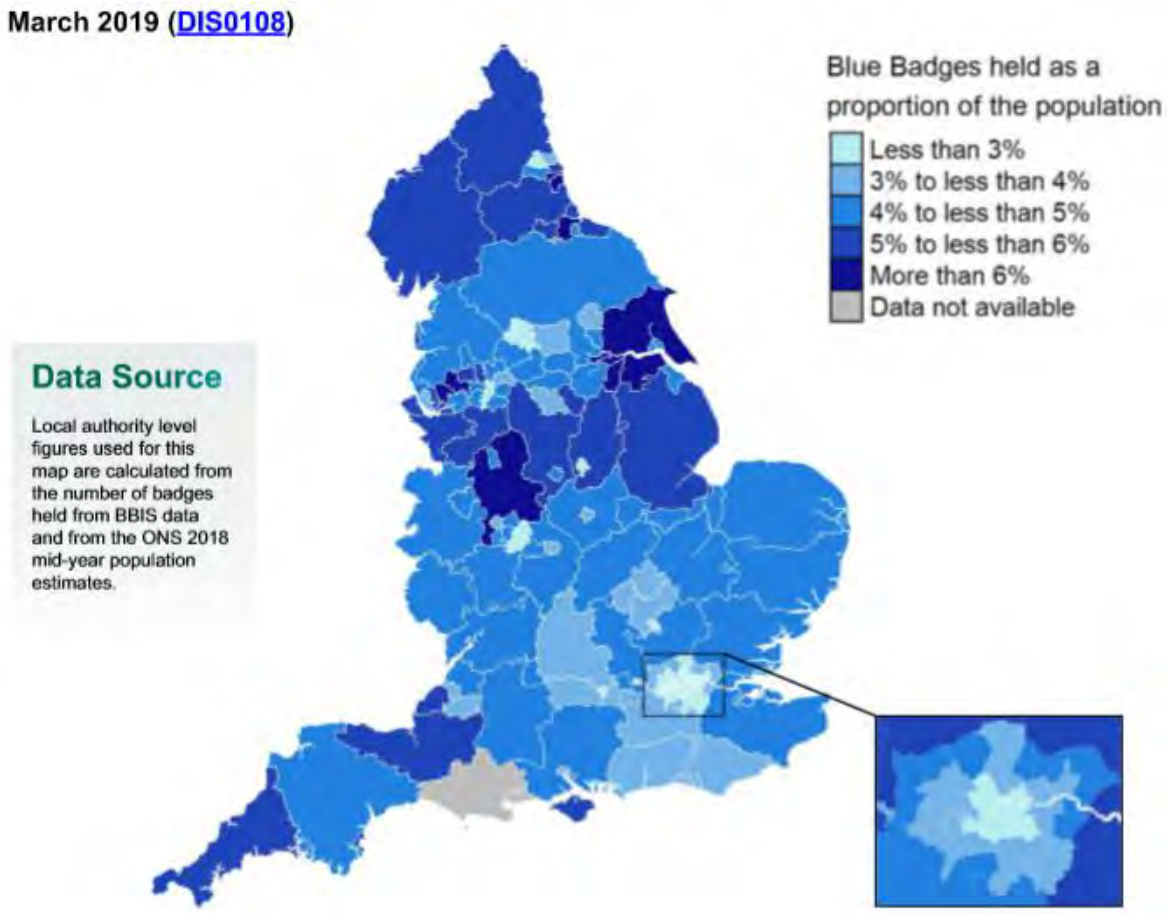
Figure 5.1 – Percentage of population that hold a Blue Badge: England annually since 1998.



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.



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.

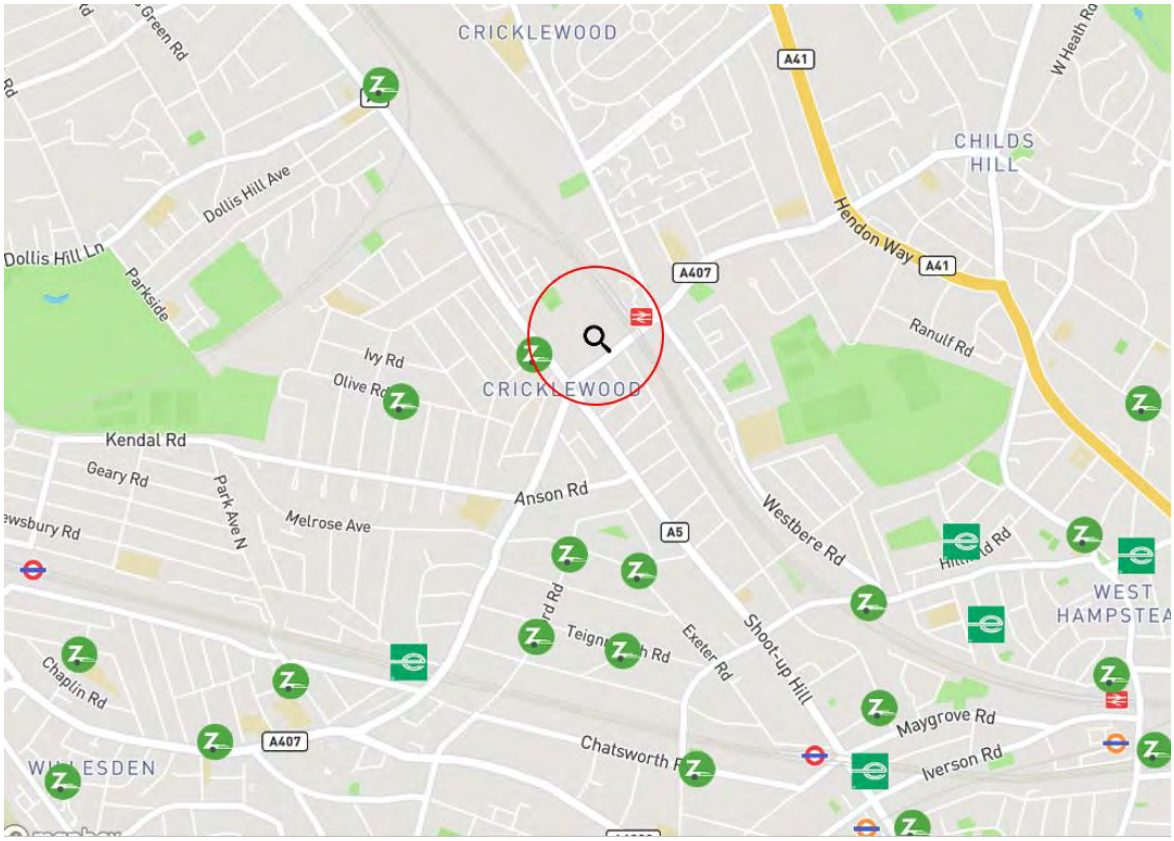
5.17. In most cases, if a development provides insufficient parking then vehicles may be displaced onto the surrounding highway network resulting in *harm* to the free flow of traffic or the amenity of local residents. In this instance, however, all roads within a 200m walking distance of the Site are 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 Ent6erprise 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);
- 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:

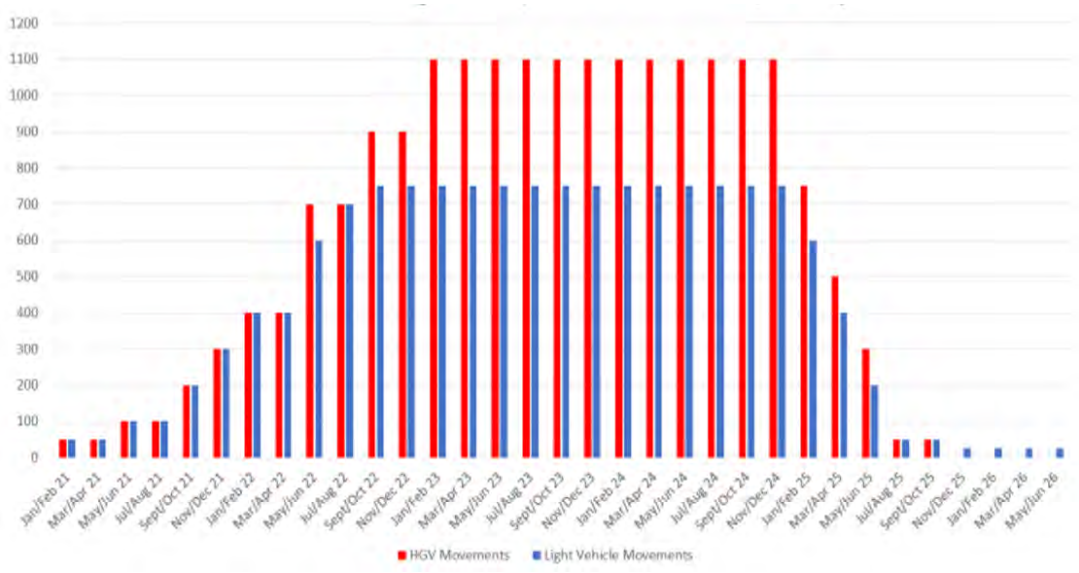
- Help the construction process comply with NPPF and the Traffic Management Act;
- Demonstrate that construction materials can be delivered, and waste removed in a safe, efficient and environmentally friendly way;
- Examine the feasibility and viability of using the Blue-Ribbon Network for the movement 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:

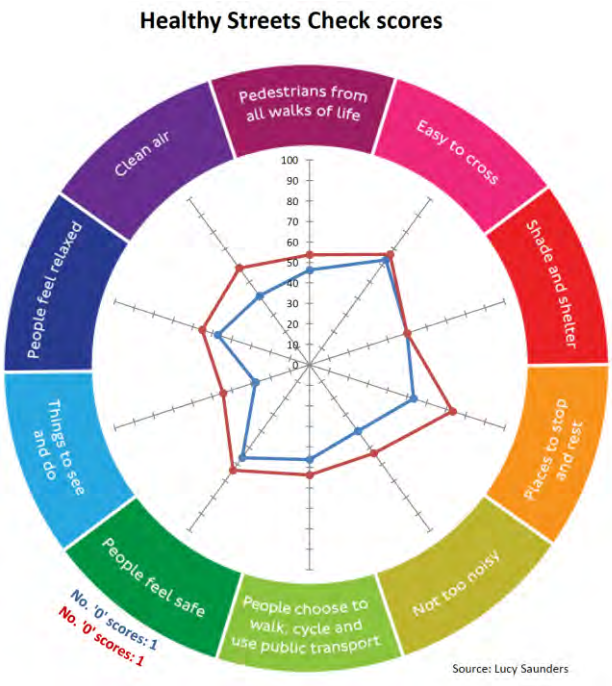
- New pedestrian and cycle routes through the Proposed Development, providing shorter and more direct routes between Cricklewood Lane to Depot Approach;
- New public square and extensive public realm to enhance the environment for pedestrians and cyclists. Enhancing the environment and public realm e.g. 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

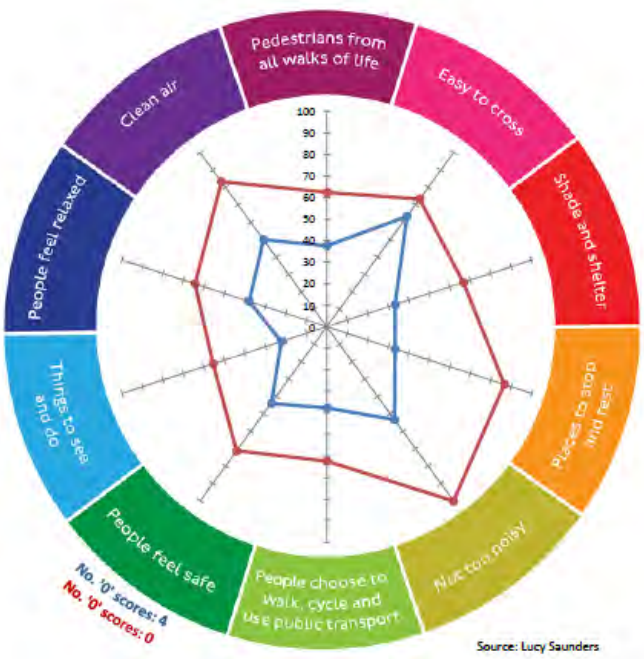


Healthy Streets Indicators' scores (%)

	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
Overall Healthy Streets Check score	48	57
Number of '0' scores	1	1

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

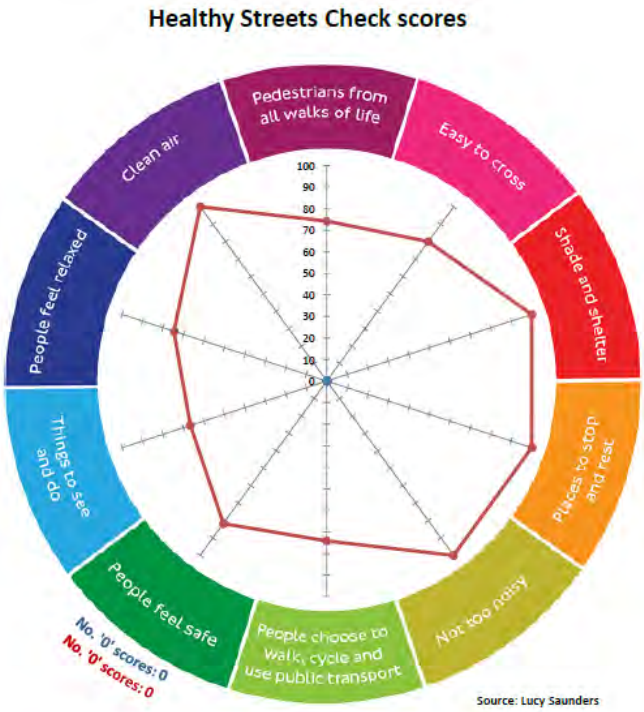


Healthy Streets Indicators' scores (%)

	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^2. 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^2. 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^2 – 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^2 of retail floorspace, the resultant multi-modal trips are as shown below.

Table 11.2 – Retail Parks, multi-modal trips (7990m^2)

	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^2 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	434 766	A3 B1
D	434 766	A3 D1
E	434 766	D2 B1
F	434 766	D2 D1
G	**434** **434** **332**	**A3** **D2** **B1**
H	434 434 332	A3 D2 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 100m² – 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 434m² floor area, the resultant multi-modal trips are as shown below.

Table 11.10 – A3 restaurant, multi-modal trips (434m²)

	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 100m² – 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 332m² floor area, the resultant multi-modal trips are as shown below.

Table 11.12 – B1 office, multi-modal trips (332m²)

	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 100m² – 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 434m² floor area, the resultant multi-modal trips are as shown below.

Table 11.14 – D2 gym, multi-modal trips (434m²)

	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.[1]

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.

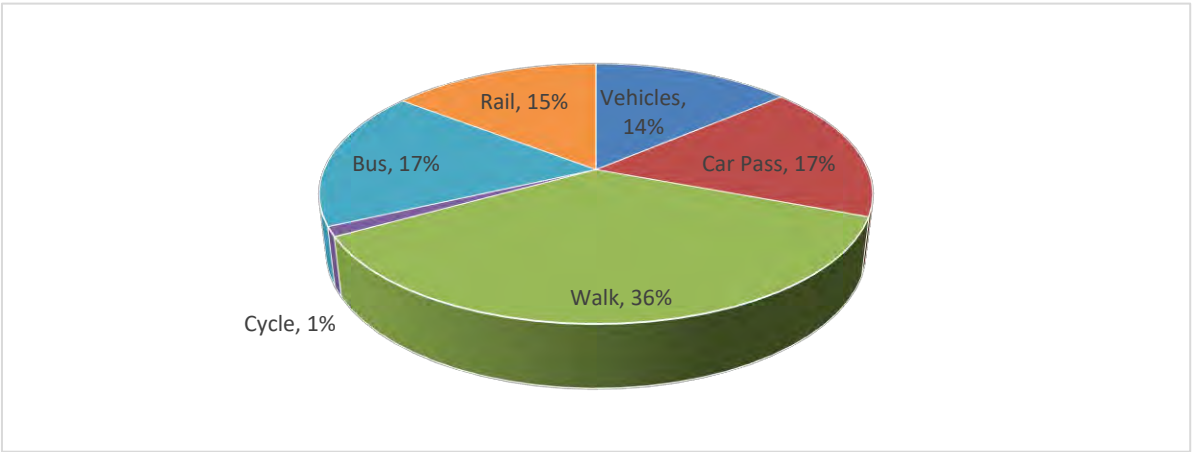
Table 11.16 – Total development multi-modal trips

	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



[1] 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 on 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^2 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.

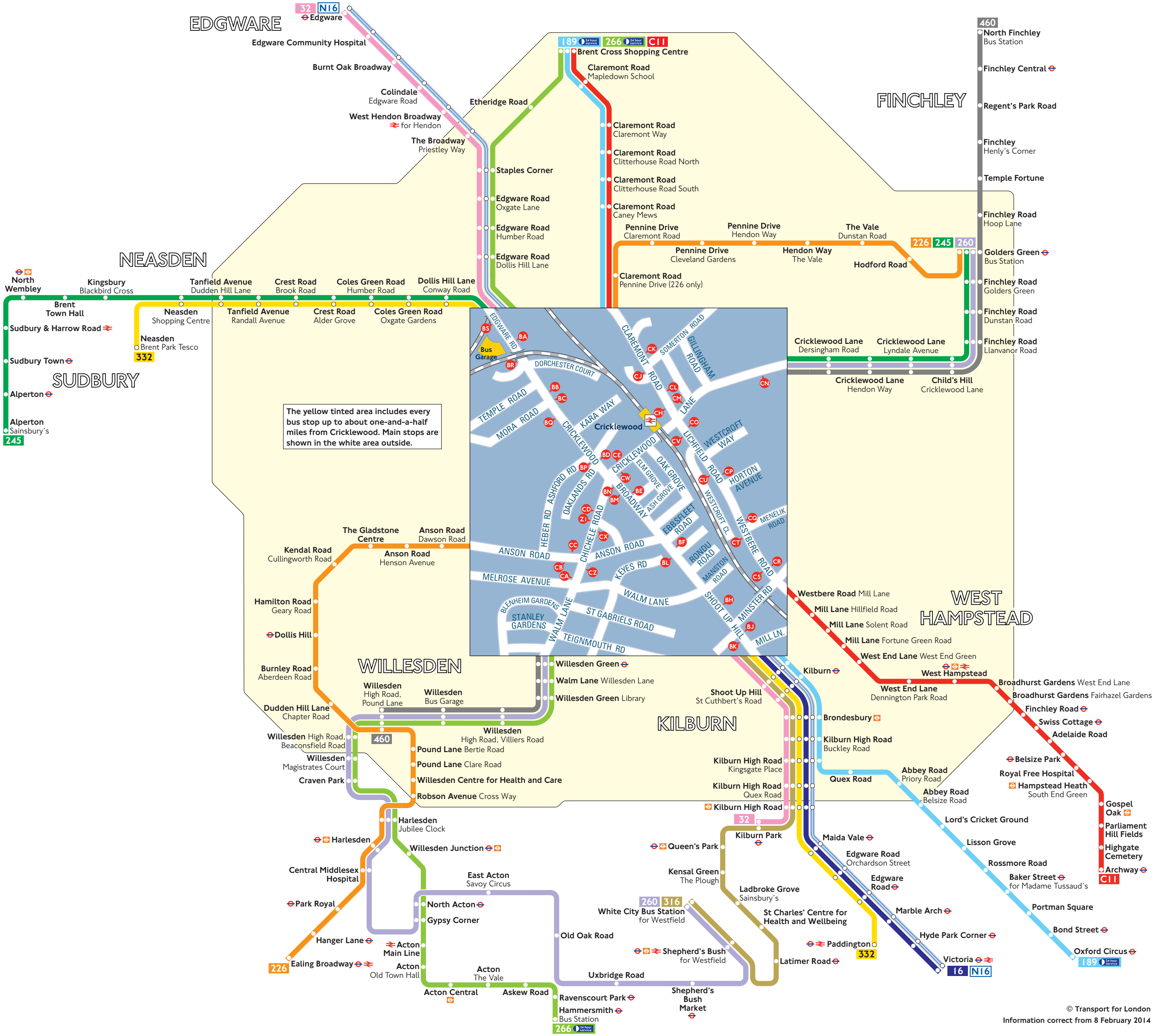
14.12. The development will be supported by a three-part Transport Implementation Strategy comprising the Framework Travel Plan (FTP), Construction Logistics Plan (CLP) and Delivery & Servicing Plan (DSP). Final versions will be prepared (prior to commencement and occupation respectively) in partnership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

Appendix A

Bus routes

Buses from Cricklewood



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Information correct from 8 February 2014

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	BC BD BE BF BH BJ
32		Edgware	BK BL BN BP BQ BR BS
		Kilburn Park	BA BC BD BE BF BH BJ
189	24 hour service	Brent Cross Shopping Centre	BK BL BM CE CH CJ
		Oxford Circus	BE BF BH BJ CK CL CW
226		Ealing Broadway	CB CK CL CW CX
		Golders Green	CC CD CE CH CJ
245		Alperton	BP BQ BR BS CN CW
		Golders Green	BA BB BD CE CM
260		Golders Green	CA CD CE CM
		White City	CN CW CX CZ
266	24 hour service	Brent Cross Shopping Centre	BP BQ BR BS CA CD
		Hammersmith	BA BB BD CX CZ
316		White City	BC BD BE BF BH BJ
332		Neasden	BK BL BN BP BQ BR BS
		Paddington	BA BC BD BE BF BH BJ
460		North Finchley	CA CD CE CM
		Willesden	CN CW CX CZ
C11		Archway	CK CL CO CP CQ CR
		Brent Cross Shopping Centre	CH CJ CS CT CU CV

Night buses

Bus route	Towards	Bus stops
N16	Edgware	BK BL BN BP BQ BR BS
	Victoria	BA BC BD BE BF BH BJ

TFL27672.01.14 (P)

Appendix B

Architects' Parameter Plans and Schedule of Accommodation

Jewsons
Cricklewood Railway Terraces
Kara Way Playground
Beacon Bingo
Depot Approach
Existing B&Q Store
Cricklewood Broadway
Cricklewood Green
Cricklewood Lane
Elm Grove
Oak Grove
Claremont Road
Cricklewood Station Platform
Cricklewood Station
The Crown Pub

Keyplan

North

N

Notes:
1. Do not scale
2. Contractor to Check all dimensions and report omissions and errors to the Architect
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No.	Revision	Date	Initial	Chk'd
1	For Approval	200731	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.

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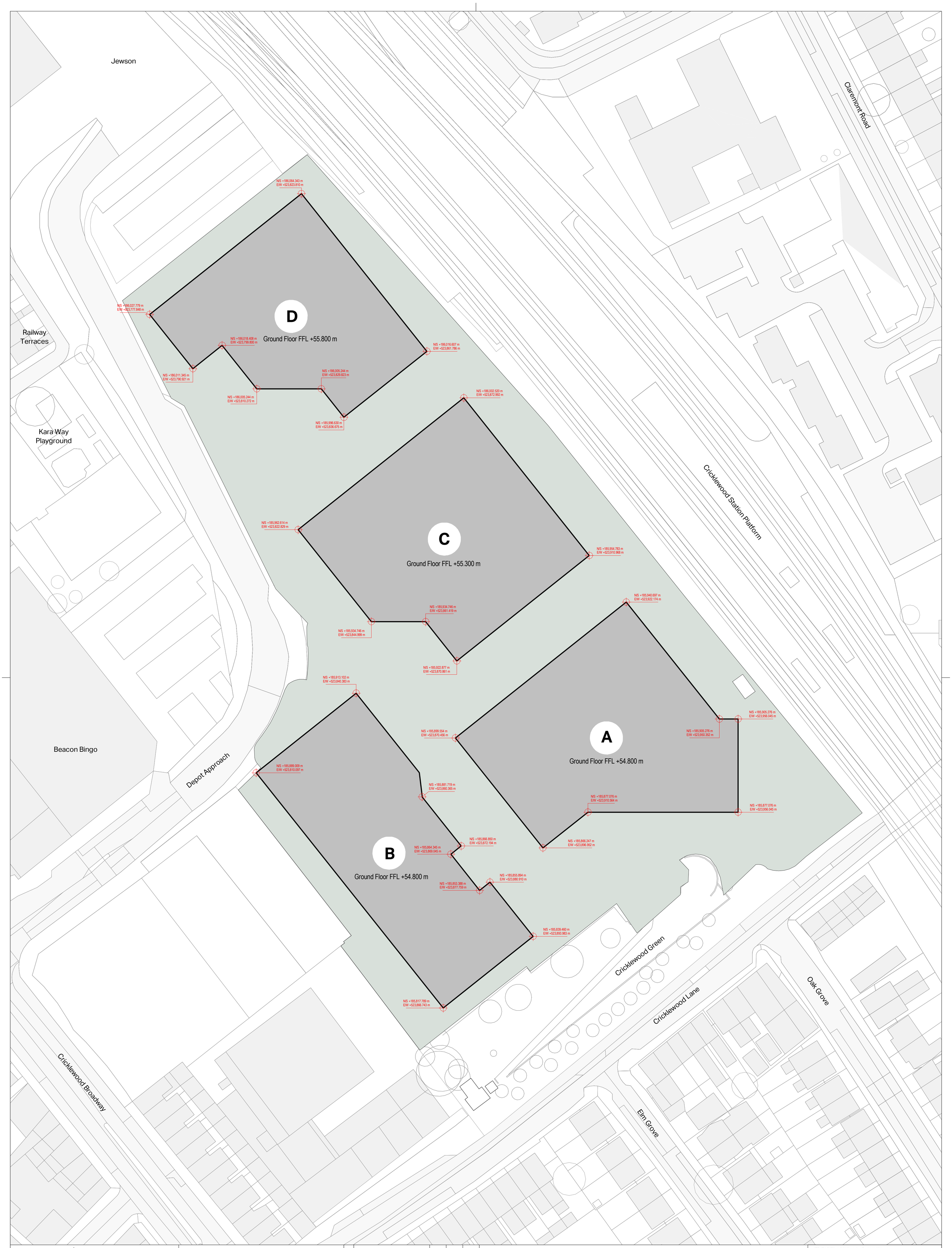
B&Q Cricklewood Lane
NW2 1ES

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



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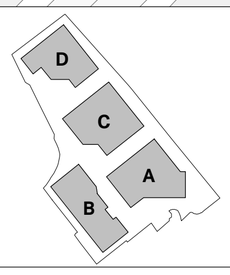

North

N

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No.	Revision	Date	Initial	Chk'd
1	For Approval	200731	SN	JE

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 @A1	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	0102

Jewson

Railway Terraces

Kara Way Playground

Beacon Bingo

Depot Approach

Cricklewood Broadway

Claremont Road

Cricklewood Station Platform

Cricklewood Green

Cricklewood Lane

Oak Grove

Elm Grove

D

C

A

B

Keyplan

North

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No.	Revision	Date	Initial	Chk'd
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- Two way vehicular route
- Two way service route
- Two way emergency route
- Pedestrian / cycle route
- Development Parcels
- Safeguarded zone for future pedestrian link to station
- Turning head for non-service vehicles
- Turning head for service and emergency vehicles

NOTE :
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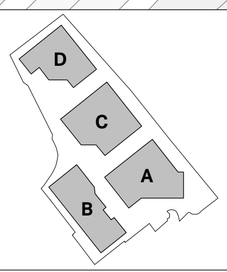
Parameter Plan
Key Points of Access and Circulation

Scale @A1	Status	Suitability	Revision
1:500	For Approval	S4	P1

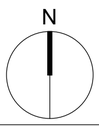
Project Code	Originator	Zone	Level	Type	Role	Class.	Number
10965	EPR	XX	XX	DR	A	TP	0103

Jewson
Railway Terraces
Kara Way Playground
Beacon Bingo
Depot Approach
Cricklewood Broadway
Claremont Road
Cricklewood Station Platform
Cricklewood Green
Cricklewood Lane
Oak Grove
Elm Grove
D
C
A
B

Keyplan



North



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No.	Revision	Date	Initial	Chk'd
1	For Approval	200731	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 :
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Parameter Plan
Phasing

Scale @A1	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	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

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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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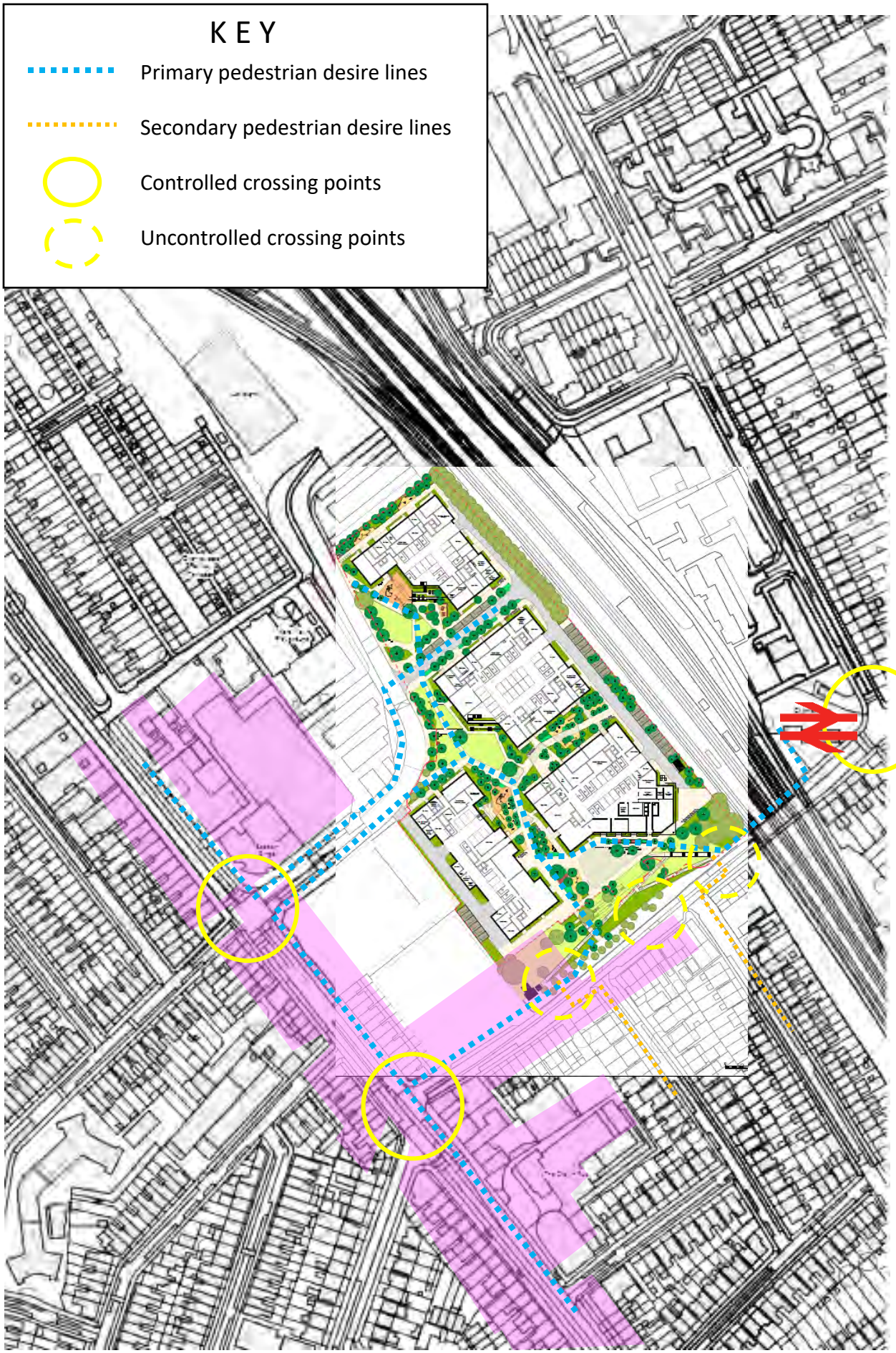
Appendix D

Pedestrian desire lines



Cricklewood Lane
Pedestrian desire lines

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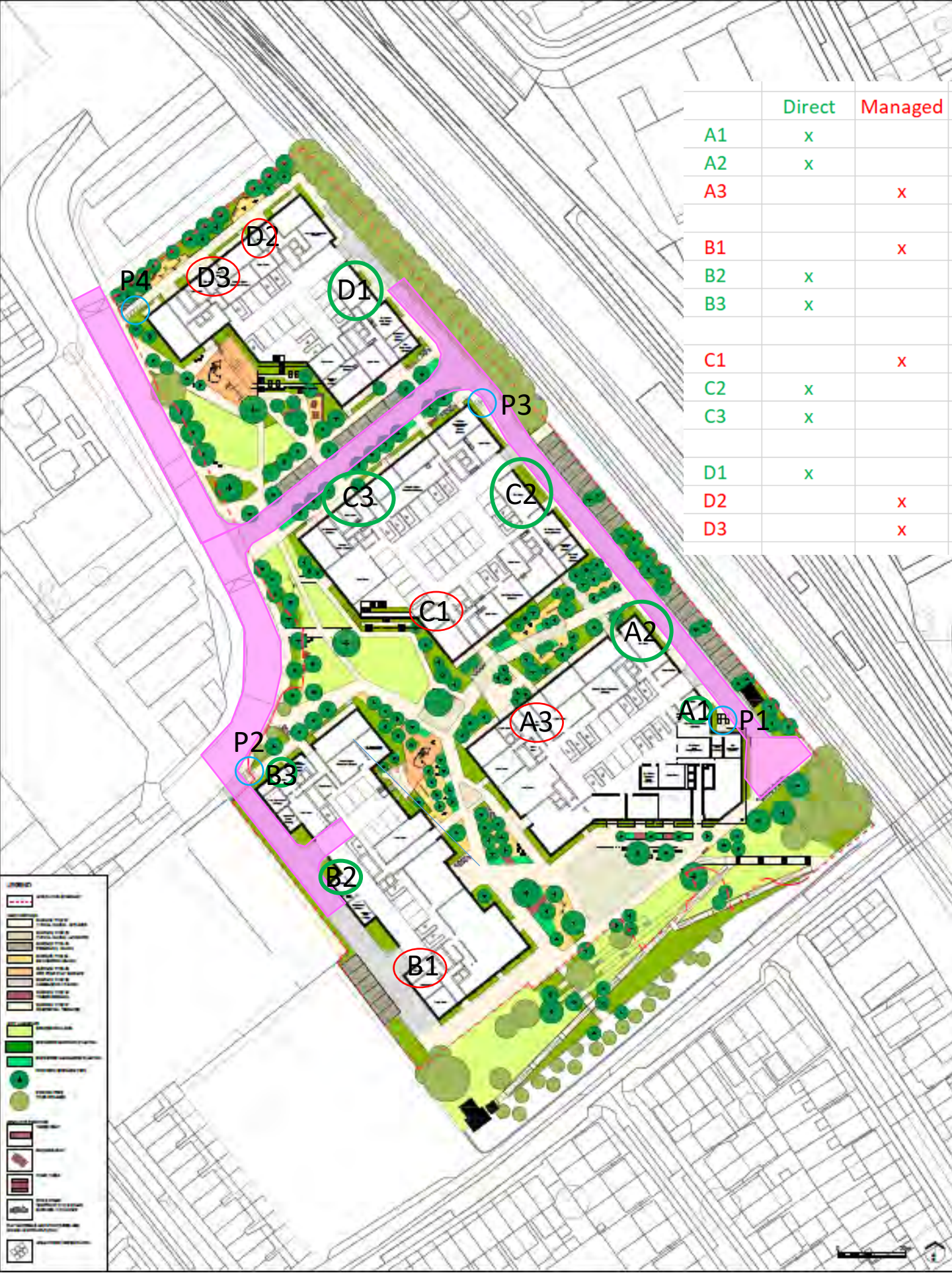
Appendix E

Refuse collection strategy and swept path analyses



	Direct	Managed
A1	x	
A2	x	
A3		x
B1		x
B2	x	
B3	x	
C1		x
C2	x	
C3	x	
D1	x	
D2		x
D3		x

Cricklewood Lane

Refuse collection strategy review – July 2020

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P4

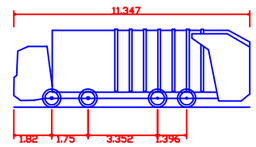
P3

P2

P1

Cricklewood Station Platform

Depot Approach



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

entran
environmental & transportation
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	DRAWN
AT A3	LL
CHECKED	APPROVED
RF	RF

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

Appendix F

Framework Travel Plan

[Separate document]

B&Q site, Cricklewood Lane, Cricklewood

Proposed residential led development

FRAMEWORK TRAVEL PLAN

Prepared by: Entran Ltd

On behalf of: Montreaux Cricklewood Developments Ltd

DATE: July 2020

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B&Q site, Cricklewood Lane, Cricklewood

Proposed residential led development

FRAMEWORK TRAVEL PLAN

Revision	Date	Notes	Author	Checked	Approved
V1	July 2020	Issue	RAF	RLF	RGW

Entran Limited
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London
W1H 1DP

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Framework Travel Plan (FTP) has been prepared on behalf of Montreaux Cricklewood Developments Ltd in support of an outline planning application for a residential-led mixed-use redevelopment of land situated at Cricklewood Lane, Cricklewood in the London Borough of Barnet.

1.1.2 The Illustrative Masterplan is included as **Appendix FTP-A.**

1.1.3 The proposed 1100 residential dwellings comprise 148 studio flats, 413 one-bed flats; 434 two-bed flats and 105 three-bed flats. The commercial and community uses comprise up to 1200^2 of flexible floorspaces (A3/B1/D1/D2).

1.1.4 The proposed development will have provision for ancillary car and cycle parking. The residential parking will comprise of 33 spaces suitable for Blue Badge holders with sufficient area for a further 77 Blue Badge spaces. Operational car parking only would be provided for the commercial and community uses. In accordance with the London Plan, 20% of all parking spaces will be provided with electric vehicle charging points (EVCP) and passive provision will be made available to remaining 80%.

1.1.5 The proposed development will deliver key infrastructure which will enhance walking, cycling and public transport use in the area. A fundamental component of the development is the new public realm comprising a new public square and landscaped pedestrian/cycle route linking Depot Approach and Cricklewood Lane. Further public realm enhancements are proposed as part of the Proposed Development.

1.1.6 The outline planning application is supported by a full Transport Assessment which assesses the transport effects of the proposed development. This FTP should be read in conjunction with that report.

1.1.7 This FTP forms one element of a three-part Transport Implementation Strategy comprising:

- Framework Travel Plan
- Delivery & Servicing Plan
- Demolition and Construction Management Plan

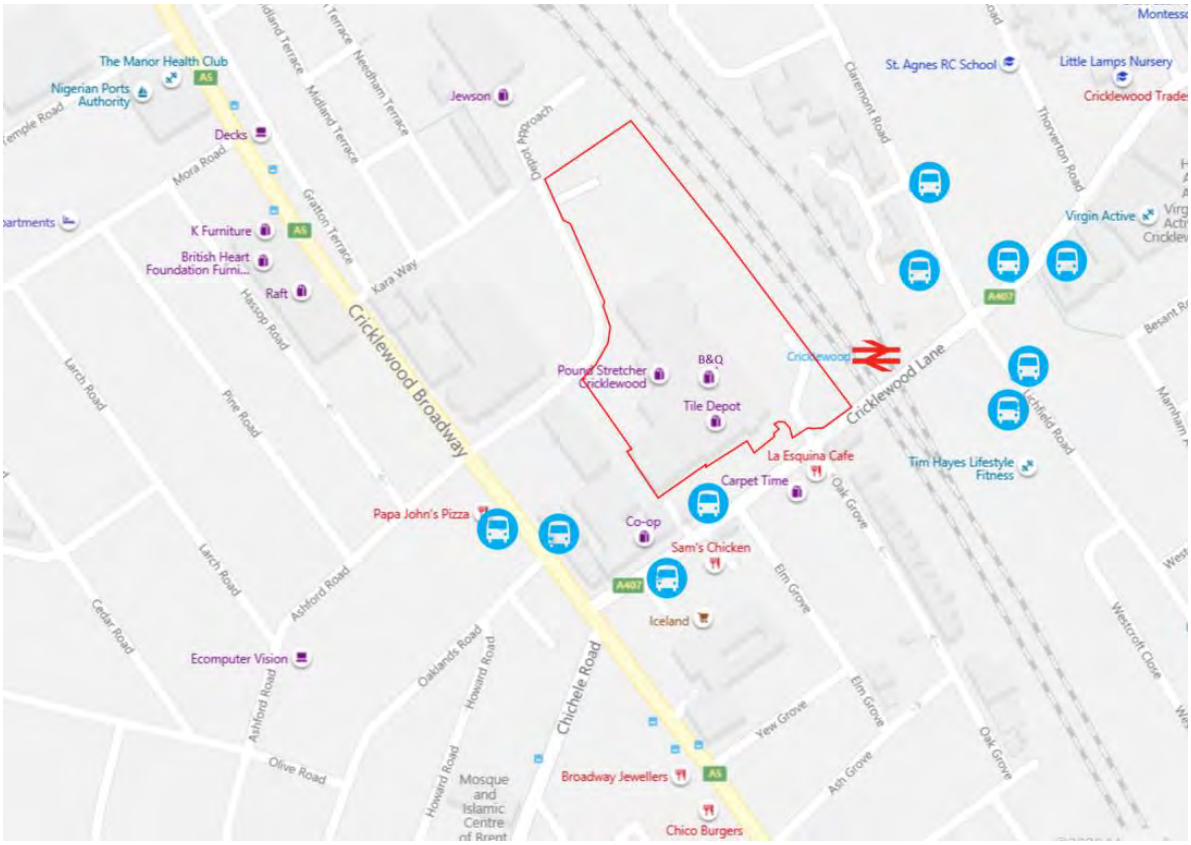
2.0 SITE LOCATION AND DESCRIPTION

2.1 Strategic Site Location

2.1.1 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.

2.1.2 The site location in its wider context is shown below in Figure 2.1.

Figure 2.1 – Location Plan



2.1.3 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^2. 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.

2.1.4 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.

3.0 TRAVEL PLAN OVERVIEW

3.1 Purpose and Scope

3.1.1 This FTP forms part of a Transport Implementation Strategy (TIS) which seeks to influence how people travel rather than simply providing facilities based on current travel habits. This will encourage the use of sustainable travel modes from the outset. The TIS includes a Framework Travel Plan, A Delivery & Servicing Plan and a Construction Logistics Plan. Montreaux Cricklewood Developments Ltd are committed to implementing and sustaining an effective Travel Plan to influence travel behaviour for employees, visitors and residents. This FTP provides a management plan for the movement of people, vehicles and goods.

3.1.2 The approach to this Proposed Development is to plan how people should travel to and from the development and then to provide the appropriate layout and infrastructure for them to do so. By planning the movement of people from the outset the scheme's layout and future management has been designed to influence modes of travel rather than simply reacting to them. The focus of any such plan is to reduce the need to travel, especially by car, and the provision of a mixed-use scheme incorporating employment and residential properties in an area with very good access to public transport is a fundamental element in achieving this objective.

3.1.3 As the outline planning application comprises a mix of uses, this document has been prepared using the principles of a Framework Travel Plan rather than a full TP as the commercial/community occupiers and residents are not known at this stage. This approach will allow the FTP to provide full details of the infrastructure and management processes so that detailed TPs may be prepared for individual occupiers or uses using this main document for guidance.

3.1.4 The primary objective of the FTP will be to effect a change in both attitude to travel and more practically, a reduction in the use of single occupancy private car travel, thereby reducing total car mileage and the resultant impact on the environment. Additional, specific objectives are detailed in this FTP.

3.1.5 This is fully in accordance with the primary objectives of the Mayor's Transport Strategy (2018) and the 2019 National Planning Policy Framework (NPPF). This FTP has been prepared with reference to the Department for Transport guidance document 'The Essential Guide to Travel Planning' March 2008 and Transport for London's Travel Plan guidance (November 2013).

3.1.6 The FTP will be a permanent and ongoing strategy for enabling residents, staff and visitors to travel to the site by more environmentally sustainable modes of transport and also to provide information and incentives to visitors.

3.2 Introduction to Travel Plans

3.2.1 A Travel Plan (TP) is a package of initiatives to tackle different aspects of transport, including commuter journeys, business travel and fleet management. The elements of a TP can vary depending on the nature of the development and local geography and circumstances.

3.2.2 A TP is typically a package of practical measures to encourage staff and residents to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with their work.

3.2.3 The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site, e.g. making best use of public transport; setting up a car sharing scheme; providing cycle facilities; restricting car parking or possibly setting up video conferencing facilities to cut travel to other sites. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to residents and staff.

3.2.4 The key aspect of a TP is that it integrates the various ways an organisation uses transport to ensure that they complement each other. A TP can have real benefits to the development, its staff and residents, and the local community.

3.3 The Benefits of a Travel Plan

3.3.1 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 less reliable causing problems for the economy and stress to drivers.

3.3.2 Even a small modal shift in home-work-home journeys away from the car would result in a considerable reduction in traffic congestion and air quality at peak times.

3.3.3 It is necessary to look at the way staff and residents currently travel and consider ways of reducing the impact on the surrounding highway network of that travel. This means using more sustainable alternatives such as walking, cycling, bus or rail in preference to single occupancy car use. The TP should cause staff, residents and visitors to reconsider how they make regular journeys.

3.3.4 Table 3.1, below, summarises some of the benefits of implementing a TP and indicates who will benefit.

Table 3.1: Who will benefit from the Travel Plan?

Benefit	Workplace	Café / shop	Residents	Community/ Environment
Cost Savings	√	√	√	
Healthier staff/residents and reduced absenteeism	√	√	√	
Improved site access	√	√	√	√
Reduced Congestion	√	√	√	√
Reduced accidents	√	√	√	√
Improved staff morale	√	√		
Improved quality of life	√	√	√	√
Reduced stress	√	√	√	
Improved local air quality	√	√	√	√
Reduced noise				√

3.3.5 TPs can produce indirect but significant benefits, such as improving the punctuality of staff. For example, staff who cycle or walk to work will generally become fitter and by having a TP, the developer demonstrates a more responsible and caring attitude to staff, residents and the local community. Increasingly educational and commercial organisations are incorporating TPs into their environmental strategy. It is an important way of demonstrating their commitment to improving the environment.

3.3.6 In addition, a TP is a good foundation for future business operations. Transport sustainability and costs are issues that will become ever more important. The problems of traffic growth have been recognised from a global perspective, to a national level and down to local level.

3.3.7 TPs are seen to be a key factor in tackling the ever-increasing problems caused by the over reliance upon the motor car and the reluctance to use public transport or walk.

3.3.8 Details of relevant national and local guidance are provided in Section 4 of this report. The NPPF explains the Government's principal policies relating to transport and planning. This places increased emphasis on TPs with recognition given to the role they play in delivering sustainable transport objectives.

3.4 Components of the Travel Plan

3.4.1 As explained earlier, this FTP accompanies the proposal for new residential-led mixed use development at Cricklewood Lane and will set the parameters for future occupiers and residents to develop individual TP measures under the aegis of this main FTP. There are a number of key components required within such a TP to ensure that an effective and successful strategy is implemented. The key components include:

- **Background Information** – the existing travel habits of staff/residents/visitors must be identified and the reasons for them understood, before any attempt can be made to influence transport choices.

- **Objectives and targets** – once the existing conditions are known, realistic, attainable, time-bound objectives can be developed, in the light of operational and budgetary constraints. Objectives and targets may be different. Objectives may be as abstract as explaining the reason for implementing certain measures whereas targets may be measurable outcomes or goals.

- **Measures** – having set the objectives the appropriate measures required to attain them should be identified. This process will be an evolutionary one and the measures adopted may vary over time as new partners are found and the effectiveness of measures are evaluated. Therefore, both long and short term policies and initiatives need to be developed. The measures should be 'worked up' in partnership with the local highway and planning authorities.

  This FTP identifies two types of measure; secured and potential. The secured measures are those which are either already in place or will be delivered as part of the Proposed Development. These may include both infrastructure and management practices. The potential measures area those which may be considered appropriate at some stage in the future but which will need to be reviewed following each survey and review session.

- **Raising awareness and Marketing** – it is essential, if the plan is to succeed, for the operators to "take ownership" of the plan. A wave of awareness and involvement must be created and the strategy to achieve this must be flexible, but an outline approach is set out within this FTP.

- **Monitoring and Review** – The range of success achieved, and the need to adopt new tactics or focus on new sub-groups, can only be recognised if attitudes to transport and the measures adopted are monitored from the beginning. This TP therefore sets a programme for surveys and reviews.

3.4.2 It should be noted that a TP is a document that will evolve over time as additional information becomes available and the travel habits of staff, residents and visitors change. To consider any document to be the definitive TP for the development will lead to an ineffective, and ultimately, obsolete initiative. The plan needs to set out the policy objectives and initiatives, but allow them to develop and evolve over time.

3.4.3 All of the above issues are discussed in greater detail in the following sections.

4.0 POLICY AND BEST PRACTICE

4.1 National Policy

4.1.1 Travel plans play an important role in ensuring that national, regional and local transport policy objectives are achieved, and the planning process encourages more sustainable development. The **National Planning Policy Framework (NPPF)** emphasises the need for sustainable travel to be at the heart of any planning permission. The NPPF states that travel plans are a tool for the planning system to deliver sustainable transport objectives, including:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling.
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

4.2 Regional Policy

4.2.1 The London Plan and The Mayor's Transport Strategy (MTS), put emphasis on the role of transport in achieving a sustainable city.

4.2.2 **The Intend to Publish London Plan (2019)** addresses transport at Chapter 10. The transport policies support the integration of transport and development by encouraging forms of development that reduce the need to travel and by seeking to improve public transport, walking and cycling opportunities. They state that high trip generating development will be supported only at locations with high levels of public transport accessibility and capacity, and that parking provision should reflect levels of public transport accessibility. The draft new London Plan sets out the requirement for developments with significant transport implications to include a Transport Assessment and Travel Plan as part of planning applications.

4.2.3 In 2017 TfL published the Mayor's **Healthy Streets Approach**, prioritising walking, cycling and public transport to create a healthy city.

4.3 Local Policy

4.3.1 London Borough of Barnet (LBB) requires Transport Assessments to be submitted as part of any major planning application and any planning application where the proposed development has significant transport implications. In addition, LBB requires either a Draft Travel Plan or Framework Travel Plan to be submitted in support of planning applications which are likely to have significant transport implications. This may include major commercial and residential developments, or minor change of use which would result in an increase in travel demand.

4.4 Best Practice Guidance

4.4.1 In recent years, guidance on best practice in travel planning has been issued at national, regional and local levels. In 2008, the Department for Transport published Guidance on securing travel plans through the planning system. This document provided guidance on the role and benefits of travel plans in the planning process, the way to secure them, their interrelationship with Transport Assessments. It also discusses the requirements and elements of an effective travel plan.

4.4.2 Transport for London's guidance on Travel Plans (November 2013) constitutes the relevant regional guidance for London boroughs. The guidance offers the most appropriate advice in preparing and implementing development related travel plans as part of the planning process. It sets out the thresholds, processes for securing a travel plan through the planning process as well as requirements for the travel plans. The guidance supports the achievement of transport objectives in the London Plan and the Mayor's Transport Strategy.

4.4.3 *NOTE: At the time of preparing this FTP, 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.*

5.0 SITE ASSESSMENT

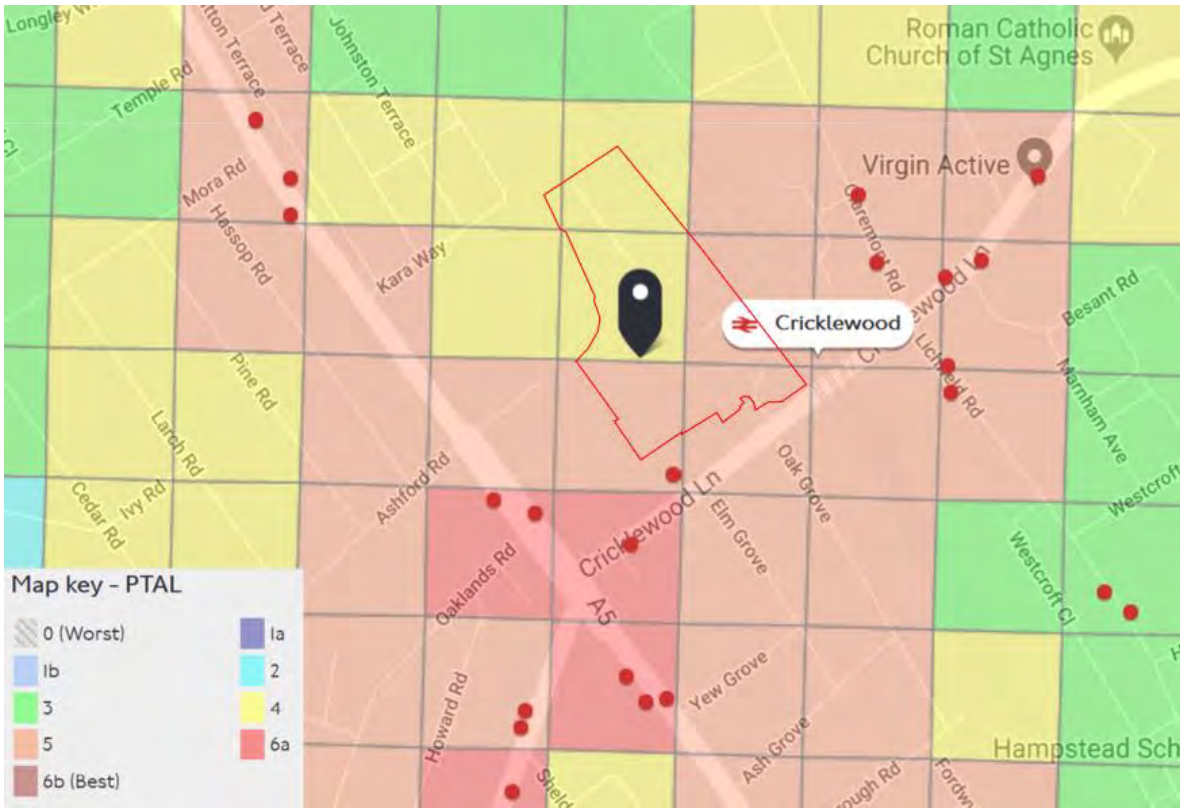
5.1 Site Description

5.1.1 The 2011 TfL mapping data shows the site to be located in an area with a 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

5.1.2 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 5.1.

Figure 5.1 – PTAL grid plan



5.1.3 Figure 5.1 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.

5.1.4 TfL 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.

5.1.5 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.

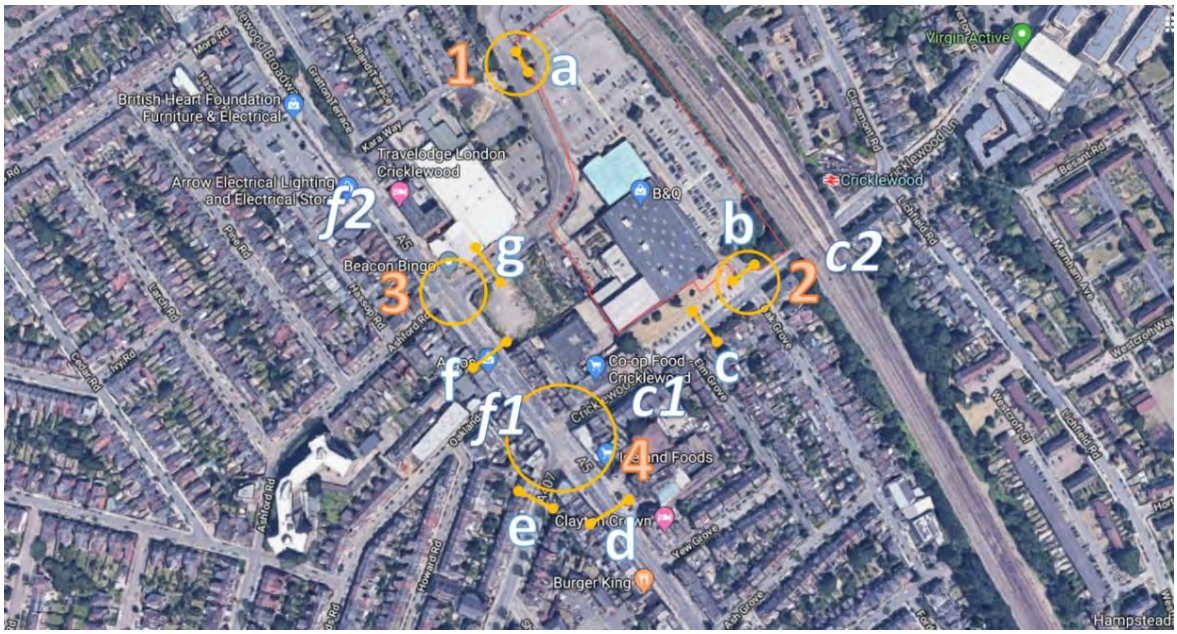
5.1.6 Depot Approach is a private cul-de-sac serving a range of commercial premises including the Site, Beacon Bingo (premises and two car parks), Jewson building supplies, hand car wash, tyre supply and fitting business and a vacant development plot. Each of these businesses attract vehicular traffic in the form of customer cars and large service vehicles.

5.1.7 Depot approach takes access from Cricklewood Broadway (A5) by means of a four-arm signal-controlled junction with yellow hatched box-junction markings.

5.1.8 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.

5.1.9 A detailed traffic survey was carried out in June 2019 as shown in Figure 5.2 below.

Figure 5.2 – Traffic survey locations



5.1.10 The observed 2019 traffic flows are shown in Table 5.1 below.

Table 5.1 – Existing daily 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

5.1.11 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.

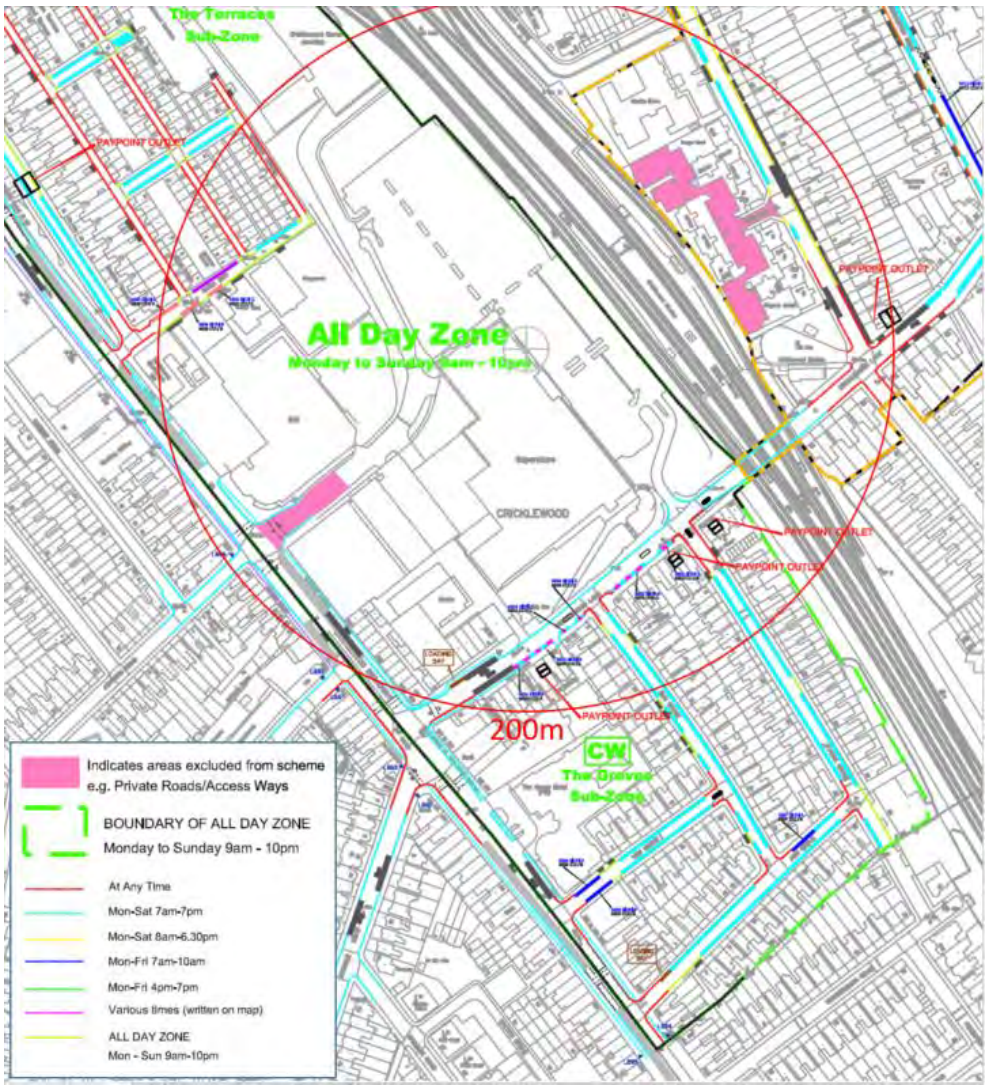
5.1.12 All roads within 200m of the Site are either private, and therefore subject to private enforcement, or public highway and subject to waiting restrictions or Controlled Parking Zones (CPZ). The Site falls within the All Day Zone which operates seven days a week from 9am to 10pm. To the north of 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.

5.1.13 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.

5.1.14 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.

5.1.15 The existing waiting restrictions are illustrated on Figure 5.3 below.

Figure 5.3 – Existing waiting restrictions.



5.2 Audit Process

5.2.1 Initial pedestrian, cycle and public transport audits have been carried out for the Active Travel Zone surrounding the development site.

5.3 Pedestrian Movement

5.3.1 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.

5.3.2 Figure 5.4 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 5.4 – Pedestrian isochrones

5.3.4. An audit of pedestrian facilities around the site shows that the 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.

5.3.5. 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.

5.3.6. 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.

5.3.7. An audit of pedestrian facilities within the identified Active Travel Zone shows that on the primary pedestrian desire lines are wide and well lit.

5.3.8. 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.

5.3.9. 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.

5.3.10. 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.

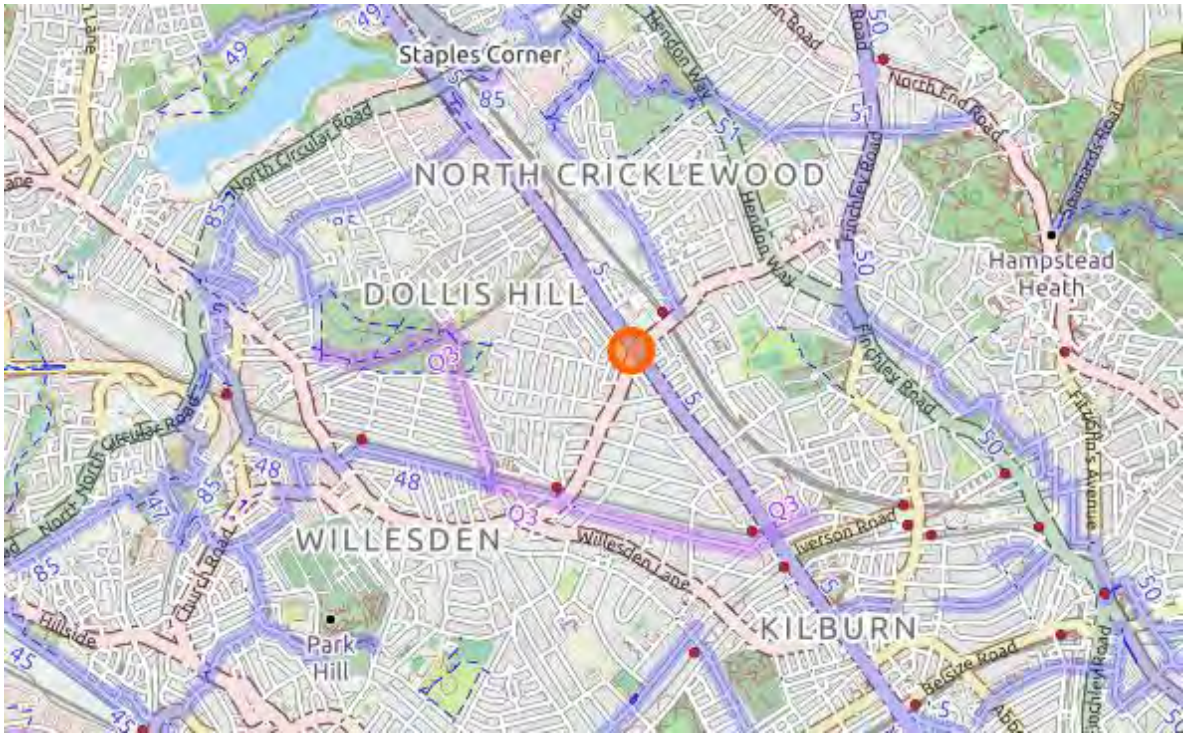
5.3.11. The rail line causes a degree of severance for pedestrians wishing to walk north-eastwards from the Site but the route beneath the rail line is lit and the artwork introduced in 2015 makes this a relatively pleasant underpass.

5.3.12. The site is well placed to promote journeys on foot with very few barriers to deter walking as a primary mode of travel.

5.4 Cycle Movement

5.4.1 Specific cycle infrastructure is limited in Cricklewood, but many local roads are suitable for travel by bike. Figure 5.5 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 5.5 – Local cycle routes



5.4.2 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 5.6.

Figure 5.6 – Cycle isochrones

5.4.3 It is evident that this location is well placed to promote travel by bike.

5.5 Bus Provision

5.5.1 The Proposed Development 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 5.2 summarises the routes available from Cricklewood Lane, Stop BP to the west of the Site and Cricklewood Broadway, Stop CW south of site.

5.5.2 The services which are available within easy walking distance of the site are summarised below. Full bus timetables can be found at www.londonbusroutes.net or www.tfl.gov.uk/bus/timetable.

Table 5.2 – Bus route summary

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

5.5.3 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.

5.5.4 A detailed map of buses from Cricklewood is included as **Appendix FTP-B**. It shows the wide network of routes to locations including Edgware, Finchley, West Hampstead, Kilburn, Willesden, Sudbury and Neasden.

5.6 Rail

5.6.1 The Proposed Development'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 5.3 summarises the services from Cricklewood station.

Table 5.3 – 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

5.6.2 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).

5.6.3 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.

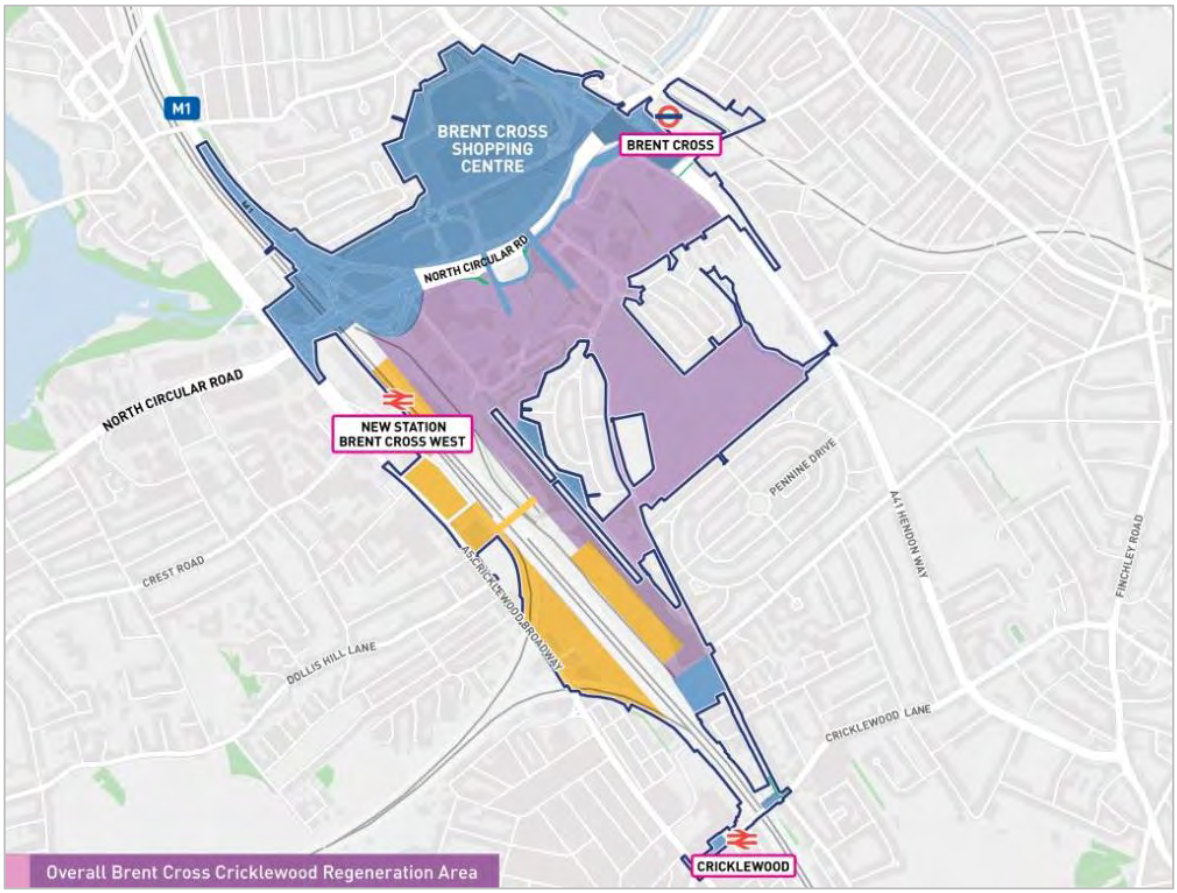
5.6.4 Access Station originally comprised a series of red-brick Victorian buildings with associated forecourt and grounds; however the wider grounds are now used for a separate commercial business (Station House Reclamation) and the ticket hall comprises the westernmost portion of the former station 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 2014.

5.6.5 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.

5.6.6 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 committed granted planning permission for the new station in May 2020.

5.6.7 The new £40 million station will be located approximately half way between Hendon and Cricklewood stations as shown in Figure 5.7 below.

Figure 5.7 – Proposed Brent Cross West rail station



5.6.8 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.

5.7 Multi-modal travel times

5.7.1 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 Southall site are shown in Figure 5.8 below.

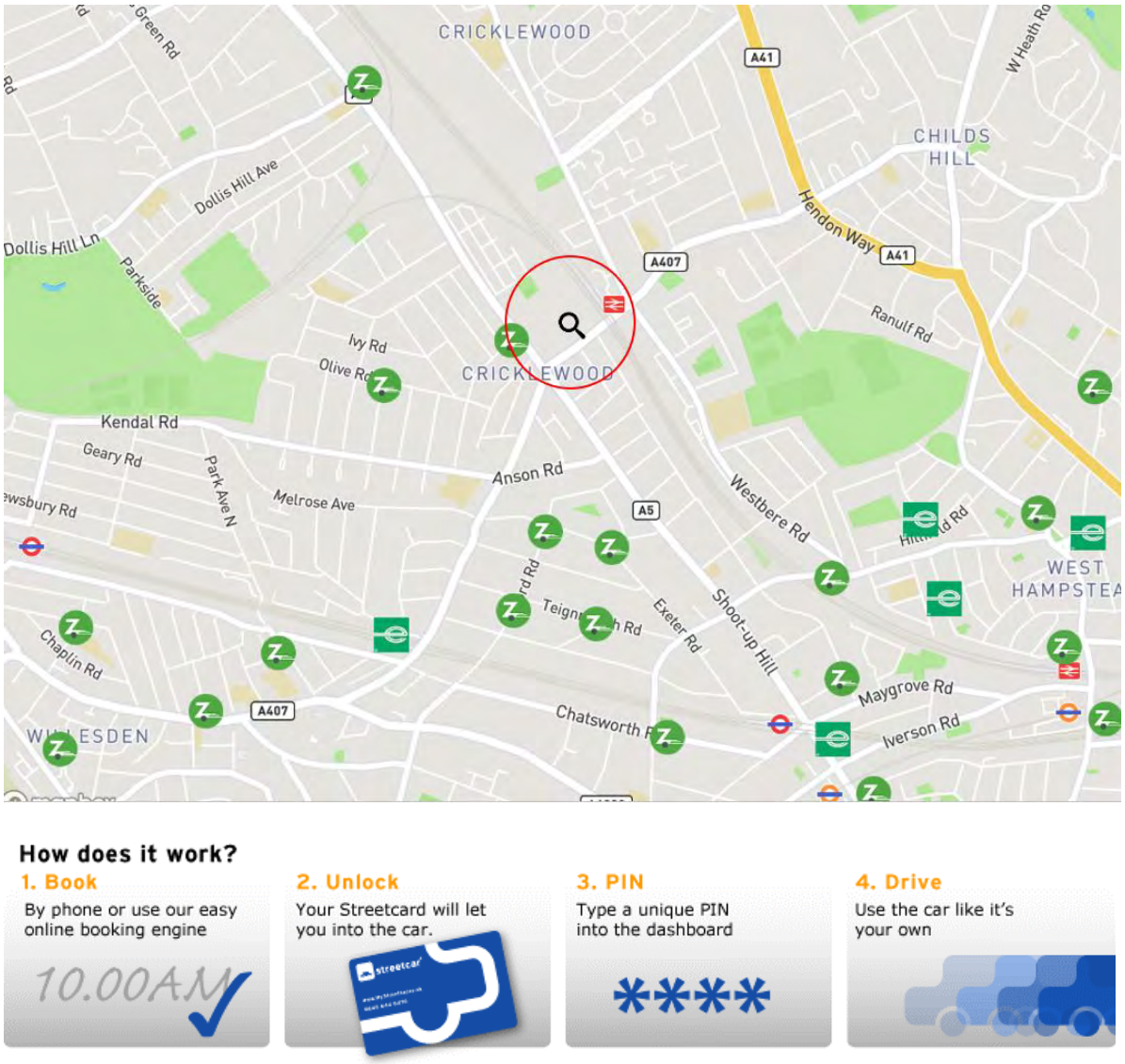
Figure 5.8 – Multi-modal travel times (TfL 2021 forecast)

5.7.2 Figure 5.6 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 Westminster in the south.

5.8 Car Clubs

5.8.1 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 5.9 below.

Figure 5.9 – Existing Car Club locations



5.9 Accessibility Audit Summary

5.9.1 It is clear that the site is accessible by foot, by bike, by bus or using rail services. A range of retail, leisure, employment and education facilities are located within easy reach of the site without the need for a private car. The site is clearly well placed to promote travel by sustainable modes of transport and reduce reliance on the private car.

6.0 DEVELOPMENT OF THE TRAVEL PLAN

6.1 Approach to the Development of the Travel Plan

6.1.1 This FTP is provided as a starting point from which the operational Travel Plans will be periodically "worked up" in partnership with the local highway and planning authorities.

6.1.2 The TPs will be secured by planning condition which requires the documents to be submitted to the planning authority prior to commencement on site.

6.2 Objective of the Plans

6.2.1 In line with Central Government, GLA and LBB policies and guidance, the primary objectives of the FTP are to:

- Remove travel as a barrier to social inclusion;
- Reduce the need to travel;
- Discourage the use of unsustainable modes of transport and enable staff, customers and residents to make travel choices that benefit themselves and their community; and
- Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes.

Travel Plan Management

6.2.2 Each element of the Proposed Development will require a different structure in terms of administration and responsibilities as set out below.

6.2.3 Marketing is an important element of travel planning as it is important for potential occupiers and residents to be informed about the travel choices the site offers and that it is appropriate for households with one car or fewer.

6.2.4 A Travel Plan Co-ordinator (TPC) will be appointed for the whole site. At this stage it is not possible to specify who this person will be; however, as the non-residential units and flats will either be rented or leasehold there will always be a management body responsible for the residential element of the development who will take on responsibility for appointing the residential TPC. The TPC will be a named person whose contact details will be provided to all residents and staff. The TPC will not be a full-time position but the named TPC will be available full-time. The TPC will have responsibility for provision of information to residents and staff and for carrying out travel surveys and reporting their results to the planning authority.

6.2.5 Until such time as a TPC is appointed the role will be fulfilled by Richard Fitter of Entran Ltd (www.entranltd.com).

6.2.6 Each occupier (residential management company, non-residential unit occupier) will be responsible for developing their own travel plan under the aegis of this framework within three months of occupation. The site TPC will co-ordinate those plans and be responsible for reporting and liaising with the LBB.

7.0 TARGETS

7.1 Travel Plan Targets

7.1.1 Targets must be SMART (specific, measurable, attainable, realistic, and time-bound). For this reason targets here are for a five year time frame following first occupation, with interim targets at three years.

7.1.2 The Transport Assessment (TA) which accompanies the outline planning application, includes predicted mode share for the combined development, but this is further refined here in the FTP into Residential and Non-Residential. For this reason, mode share targets can be set for the residential TP as follows:

Table 7.1 - Residential mode share targets

	Driver	Car pass'	Walk	Cycle	Bus	Rail
Baseline	15%	19%	34%	1%	16%	15%
3 years	12%	15%	34%	4%	18%	17%
5 years	10%	12%	35%	5%	20%	18%

** Car passenger includes taxis*

7.1.3 The baseline mode share already shows a very sustainable profile, reflecting the choice of modes of travel and the proposed parking restraint. Notwithstanding this, these targets would result in a five percentage point reduction in single car occupancy and a twelve percentage point reduction in car travel overall, matched by a commensurate increase in travel by sustainable modes.

7.1.4 The non-residential mode share as set out in the TA was based on an assumed 'reasonable worst case' mix of uses. The flexible nature of the planning application means that the mix of uses may differ from that assessed in the TA. Indeed, the mix of non-residential uses may change over time. The targets below are therefore a starting point and will be updated following the first survey.

Table 7.2 - Non-residential mode share targets

	Driver	Car pass'	Walk	Cycle	Bus	Rail
Baseline	8%	8%	47%	2%	22%	12%
3 years	6%	6%	48%	3%	24%	13%
5 years	5%	5%	48%	4%	24%	14%

7.1.1 The TPC will need to identify modal shifts for each of the uses by co-ordinating with the non-residential and residential occupiers in order to measure the combined mode share of the site.

8.0 MEASURES

8.1 Measures

8.1.1 The Proposed Development will deliver a series of infrastructure improvements and management measures to influence travel behaviour. The programme of surveys and monitoring therefore not only needs to identify travel behaviour but also attitudes to travel and key motivators for change.

8.1.2 Notwithstanding this, the TP measures are divided into sub-categories:

- **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 TPC to be chosen according to survey feedback so that resources can be targeted towards those measures found to be most effective.

8.1.3 Travel planning must be realistic and should not expect to remove car usage altogether. Instead, an effective TP will maximise the use of sustainable travel to achieve more sensible and appropriate use of the private car. If every regular 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 a highly accessible location such as Cricklewood, low-car and car-free housing is a realistic prospect.

8.1.4 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 and information rather than the imposition of management procedures. It is important that the proposed development capitalises on its excellent links to public transport and close proximity to retail, employment and education facilities.

8.1.5 Based on available empirical evidence Colin Buchanan and Partners published a document commissioned by the Scottish Executive Development Department. This contains a table (Table 1, "*Planning for Mode Share in New Development*" July 2001) which illustrates the relative effectiveness of various trip reduction measures.

8.1.6 The table, part of which is reproduced below as Table 8.1, indicates that restrictive parking measures are the most effective way of discouraging single occupancy car use. The next most effective measures are new public transport infrastructure and a reduction in the prices of public transport services by 30% or more.

Table 8.1 - Trip Reduction Measures

Measure	Score
Major new public transport infrastructure	3
Minor new infrastructure e.g. bus stops, cycle racks	1
1-2 new or enhanced public transport services	2
More than 2 new or enhanced public transport services	2
Reduction in prices of public transport services by 30% or more	3
Restrictions on effective parking availability	5
Promotional activities e.g. Green Transport Week	1
Consultation with Staff	2
Public transport information	1
Car Sharing scheme	1-2

8.2 General Considerations for the Identifications of Measures

8.2.1 The following general points are based on previous experience and are included to highlight potential issues.

8.2.2 **Walking:** Many staff or residents may be prepared (or possibly have no other option) to walk more than a mile and walking may be an area which can be further encouraged. Potential modal shift "gains" could be made if those who occasionally walk were persuaded to make walking their normal transport mode. However, it is also clear that many people who normally walk are occasionally "lost" to car or bus use. The principal reasons are likely to be convenience, lateness, things to carry and inclement weather.

8.2.3 **Cycling:** Cycling can be unpopular for reasons other than distance, possibly due to the topography of the surrounding area; the risks associated with cycling in traffic; and perhaps some residents do not own cycles. London Borough of Barnet are improving their cycle network in the Cricklewood and Brent Cross areas and the Proposed Development has good links to the Cycle Networks and quiets ways suitable for cyclist.

8.2.4 **Car Club:** Car clubs offer a convenient alternative to owning a car in areas with good accessibility to sustainable modes of transport.

8.2.5 **Taxis** relieve parking demand and could be used on a "car share" basis by those who would like to share, but do not always have access to a shared car. However, for the purposes of this section of the report they will be considered as public transport, despite the fact that they are often used to transport a single person. It should be noted that taxis can provide a valuable link to bus and train stations, allowing the greater part of a journey to be undertaken by bus or train.

8.2.6 One of the key practical factors controlling modal choice is the distance to be travelled. The other principal limiting factor is the time taken to make the trip. As a rough guide we should consider 30 minutes to be a reasonable length of time to commute. Depending on the local conditions this could represent:-

- Walking up to 2km (taking 3mph or 1.4m/s as a typical walking speed implies a journey of up to 24 minutes);
- Cycling up to 5km (taking 10mph or 4.7m/s as a typical cycling speed implies a journey of up to 18 minutes);
- Taking a bus up to five miles or 8.3km (assuming an average bus speed of 20mph or 9.3m/s and a five minute walk at each end of the journey as well as a five minute wait for the bus implies a journey of 30 minutes); and
- Driving up to ten miles (assuming car speeds around town are similar to bus speeds, implies a journey time of 30 minutes).

8.2.7 The Proposed Development will deliver a range of measures designed to encourage travel by sustainable modes of transport. Other potential measures are identified below; these are not intended to be exhaustive or prescriptive but will inform the development process.

8.3 Infrastructure

8.3.1 The transport effects of the proposed development do not require any form of mitigation. However, the proposed development will deliver significant infrastructure improvements to improve facilities for pedestrians and cyclists.

8.3.2 A key element of the proposed development is the introduction of appropriate infrastructure to encourage sustainable travel. This comes under the headings of slow mode (walk/cycle) and public transport.

Slow mode

8.3.3 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.

8.3.4 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.

8.3.5 The Proposed Development will deliver improvements to the existing public realm, including Cricklewood Green, to be secured by S106 agreement.

8.3.6 Artists impressions of the extensive new public realm, and the proposed improvements to existing public realm, are shown in Figure 8.1 below.

8.3.7 The development will potentially make a financial contribution to upgrade an existing uncontrolled pedestrian crossing on Cricklewood Lane to a controlled (Puffin) crossing.

8.3.8 Secure covered cycle parking will be provided for all residents and their visitors in the form of a number of secure communal parking areas for the flats within the curtilage of the site.

8.3.9 Additional short-stay cycle parking will be incorporated into the landscaping, close to the building entrances.

Public Transport

8.3.10 The site already benefits from very good public transport provision with high frequency bus services and Cricklewood Station within easy walking distance of the site.

8.3.11 An area of the Site will be safeguarded so as not to preclude a future southern access into Cricklewood Station;

8.3.12 A new Car Club space will be provided on-site for the benefit of the new residents and the wider local community.

8.3.13 The development will potentially make a financial contribution to upgrade the route beneath the rail bridge for pedestrians.

Figure 8.1 – Proposed public realm improvements (artists impression)

8.4 Resident and Employee Welcome Pack

8.4.1 It will be the responsibility of the developer to ensure that residents and occupiers are provided with an information pack containing details of public transport timetables and maps, as well cycling and pedestrian infrastructure when they move into the flats and units.

8.4.2 The welcome pack will include information and incentives for all purchasers and occupiers. The information will enable the new residents and employees 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.

8.4.3 The likely content of the 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);
- 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.

8.4.4 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 LBE.

8.5 Marketing

8.5.1 The proposed development will have limited on-site residential parking; the low level of car parking will mean that the majority of residential dwellings will not have access to a parking space.

8.5.2 Therefore, the majority of the dwellings will be sold on the basis that they are suitable for those who do not own a car. The on-site parking will be available in the basis of parking permits and the developer is expected to enter into an agreement with LBB that residents will not be eligible for on-street parking permits.

8.5.3 The Proposed Development will be marketed in such a way that prospective purchasers will be made aware of the level of parking provision as well as the viable alternative travel opportunities.

8.5.4 The marketing will not seek to 'target' people without a car but will explain to all prospective purchasers that the new dwellings are suitable for households with one vehicle (where eligible) or no vehicles. For this reason some people who choose not to own a car may be attracted to this development because of the various alternative travel opportunities.

8.5.5 Travel plan coordinators who have run vigorous marketing campaigns have shown that strong promotion translates into greater uptake of sustainable travel. The hallmarks of successful travel plan marketing are lively presentation, persistence and a readiness to use a variety of marketing tools and techniques. These include branding the travel plan and building brand recognition, promotional events, incentives, special offers and prizes. Maximum visibility can be achieved through electronic media, leaflets, posters, displays, give-away freebies or messages on pay slips.

8.5.6 Plenty of strong facts and figures are readily available to support the TPC's campaigns. For example:

- One-quarter of all car journeys are less than 2 miles and over half are less than 5 miles
- Half an hour of daily exercise, such as a walk or cycle ride to work, can halve your risk of heart disease.

8.5.7 Special promotions will be needed for individual initiatives. Commitment to a long term communication effort is necessary to bring about the cultural change and behaviour shift that the travel plan aims for. New campaigns will be needed every so often to refresh and revitalise the TP.

8.5.8 Appropriate information will need to be provided at point of first contact (i.e. sales and marketing material; staff website etc.) as well as continued, on-going marketing.

8.5.9 The TPC will also need to actively market the TP rather than assume staff will find the information themselves. This can include one-off events, regular events (e.g. walkers' and cyclists' breakfast first Wednesday of the month) and competitions.

8.6 Branding

8.6.1 The term 'Travel Plan' can turn people off the idea so it may be that the residents or staff can produce a **Cricklewood** brand more relevant to themselves. The development can take advantage of a strong brand identity for its travel plan communications. The travel plan communications can be fully branded so that the staff and residents can see that all the initiatives, information and messages are linked to the travel plan, which has its own style but is also recognisably part of the site's sustainable image.

8.6.2 The TPC can then use e-shots to keep staff and residents informed of news, timetable changes, or new items on the travel plan notice boards.

8.7 Future Success

8.7.1 The nature of the development will mean that a management company will be responsible for the maintenance of the communal areas. This management company will also be given a brief to ensure that upon the re-sale of any of the dwellings any new purchasers will be provided with an up to date Welcome Pack.

8.7.2 The non-residential unit occupier(s) will manage their premises including communicating with staff and visitors.

8.7.3 This co-ordinating body will ensure the future success of the parking and travel strategy through the promotion of the readily accessible alternative modes of transport.

8.8 Action Plan

8.8.1 Those measures specified as *Secured* will be delivered by the developer prior to first occupation as part of the capital expenditure of the development. Those measures referred to as *Potential* are available for the TPC to consider as part of the year 1 and year 3 review process. The Potential measures are available to the TPC if the mode share targets have not been met. These additional measures must be carefully matched against the 'key motivators' identified in the staff and resident surveys. Potential measures will be funded by the management company through a levy charged to residents and commercial tenants as part of their normal service charge. The action plan is therefore as illustrated in Table 8.2 below:

Table 8.2 - Action Plan

Timescale	Measures	Delivery
Development	Secured	Developer
Year 3	Potential (as required)	Management company
Year 5	Potential (as required)	Management company

8.8.2 Tables 8.3 to 8.6 below summarise those measures secured as part of the development as well as potential future measures at the disposal of the TPC:

Table 8.3 - Measures to Encourage Walking

Hard measures	
Secured	**Potential**
• Strategic pedestrian routes through the Proposed Development • New high-quality pedestrian realm within the development. • Improved pedestrian realm on Cricklewood Green and Cricklewood Lane • S106 contribution to deliver controlled crossing over Cricklewood lane (provisional). • S106 contribution to deliver improvements to route under rail bridge (provisional).	• Additional pedestrian signage • CIL contribution may contribute towards strategic pedestrian infrastructure improvements in Cricklewood
Soft measures	
Secured	**Potential**
• Employee and Resident Welcome Pack • Marketing – promotional material to publicise the benefits to health of walking.	• Financial incentives for walkers; • Free or subsidised wet weather/high vis clothing; • Walking clubs; • Events to encourage walking (walkers' breakfast first Wednesday of the month etc); • Personalised travel planning.

Table 8.4 - Measures to Encourage Cycling

Hard measures	
Secured	**Potential**
• Secure, covered, lit cycle parking for every residential dwelling; • Secure, supervised, Sheffield loop stands close to entrances. • Strategic cycle route through Proposed Development; • Strategic cycle links to Cricklewood Lane.	• Additional cycle signage. • CIL contribution may contribute towards strategic cycle improvements in Cricklewood.
Soft measures	
Secured	**Potential**
• Welcome Pack; • Marketing – promoting cycling in all written and electronic material.	• Financial incentives for cyclists (e.g. mileage rate for work related journeys); • Free or subsidised wet weather/high vis clothing; • Bicycle user group (BUG); • Training for those who are not confident cyclists; • Provision of, or payment for, bike maintenance (possibly on site as part of course); • Negotiated discount with local bike shop – additional special rate for folding bikes; • Salary sacrifice tax-free cycle purchase scheme for staff; • Interest free bike loan for staff

Table 8.5 - Measures to Encourage Public Transport Use

Hard measures	
Secured	**Potential**
• S106 contribution to deliver improvements to walking route to station (provisional).	• CIL contribution may contribute towards strategic public transport improvements in London.
Soft measures	
Secured	**Potential**
• Land safeguarded so as not to preclude future southern access into Cricklewood Station • (Non-residential) Policy to state that all staff are expected to use public transport for work related journeys where this is a realistic option; • Marketing – promoting the use of public transport in all written and electronic material.	• Travel Pack (including bus routes and bus/train timetable info); • Personalised travel planning.

Table 8.6 - Measures to reduce use of vehicles to core activity

Hard measures	
Secured	**Potential**
• Low level of residential car parking provision (10%) • Low level of non-residential car parking (operational only) • Electric vehicle charging points • Car Club parking space	• Motorcycle parking provision.
Soft measures	
Secured	**Potential**
• (non-residential) Promote car sharing; • (non-residential) Policy to state that all staff are expected to use public transport for work related journeys where this is a realistic option; • Marketing – promoting the use of sustainable transport in all written and electronic material. • S106 clause stating new residents not eligible for on-street parking permits	• Personalised travel planning; • 'Smarter Travel' page on staff intranet site (if appropriate).

9.0 MONITORING AND REVIEW

9.1 Overview

9.1.1 The effectiveness of the Travel Plan and the measures proposed will need to be monitored and reviewed in partnership with LBB. This review process will identify the most effective measures and key motivators influencing people's travel choices. A sample questionnaire, obtained from iBase Systems Ltd and compatible with iTrace, is included as **Appendix FTP-C** to this report. A bespoke questionnaire will be prepared in advance of the first survey.

9.1.2 Identifying these 'key motivators' is very important as it will allow the TPC to focus funds and resources on those areas most likely to affect people's travel choices. For example, there is no benefit in providing excessive cycle storage or discounted bus travel if the early surveys show that such very expensive measures would have little or no influence on occupiers' desire to cycle. Instead, the measures should be tailored to the findings of the surveys and needs of residents and staff. DfT and TfL guidance is clear that Travel Plans and their measures must not be based on a 'one size fits all' approach. Of course, if such measures score highly in future surveys then they will need to be included in the TPC's regular reviews of targets and measures as set out below.

9.2 Travel Survey

9.2.1 It will be the responsibility of the Travel Plan Co-ordinator to conduct surveys of staff, visitors and residents' travel patterns. The surveys will aim to establish:

- Current modal split
- Modes used occasionally
- Reasons for modal choice
- Attitudes to more sustainable modes
- What measures would persuade people to change to more sustainable modes

9.2.2 A number of suggestions for improvements could be included within the travel survey. The list need not be exhaustive, but should provide an insight into the type of measures that would be required to cause worthwhile modal shift towards each of the more sustainable modes of transport.

9.2.3 In addition to annual surveys the TPC can carry out interim spot counts to monitor progress if necessary. The first surveys will take place once 75% of the dwellings are occupied, or 6 months after the first occupation of any part of the site – whichever is first. Residents, staff and visitors will be surveyed for the residential and non-residential uses.

9.2.4 The schedule of monitoring and review will be as follows:

Table 9.1 - Schedule of surveys

Survey	Review / report
1. Occupation of 75% of residential dwellings (or 6 months, whichever is first).	• Include questions about current travel and intended travel to new site; • Review survey findings and report to local authority within 1 month of survey; • Feedback findings to residents within 1 month of local authority review; • TPC to implement review outcomes prior to Survey 2.
2. One year after survey 1.	• Identify actions from Review 1; • Review survey 2 findings, and report to local authority within 1 month of survey; • Feedback findings to staff and residents within 1 month of local authority review; • TPC to implement review outcomes prior to Survey 3.
3. Three years after survey 1.	• Identify actions from Review 2; • Review survey 3 findings, and report to local authority within 1 month of survey; • Feedback findings to staff and residents within 1 month of local authority review; • TPC to implement review outcomes.

9.2.5 The schedule of monitoring and review should be augmented by interim spot counts to review progress throughout the year.

10.0 SECURING AND ENFORCEMENT

10.1 General

10.1.1 This FTP will be secured by planning condition which requires the document to be submitted to the planning authority prior to commencement on site.

10.1.2 The schedule of monitoring and review will be the responsibility of the TPC and will ensure an on-going partnership between the Council and the site occupiers. Any enforcement of the planning condition will fall within the jurisdiction of the local planning authority.

11.0 SUMMARY AND CONCLUSIONS

11.1 Overview

11.1.1 This Framework Travel Plan (FTP) has been prepared on behalf of Montreaux Cricklewood Developments Ltd in support of an outline planning application for a residential led mixed-use development on land B&Q Cricklewood Lane, Cricklewood.

11.1.2 A partnering approach will be adopted with the relevant authorities and service providers, and whenever possible with other stake holders, in order to promote sustainable travel choices.

11.1.3 This FTP forms part of a Transport Implementation Strategy (TIS) which seeks to influence how people travel rather than simply providing facilities based on current travel habits. This will encourage the use of sustainable travel modes from the outset.

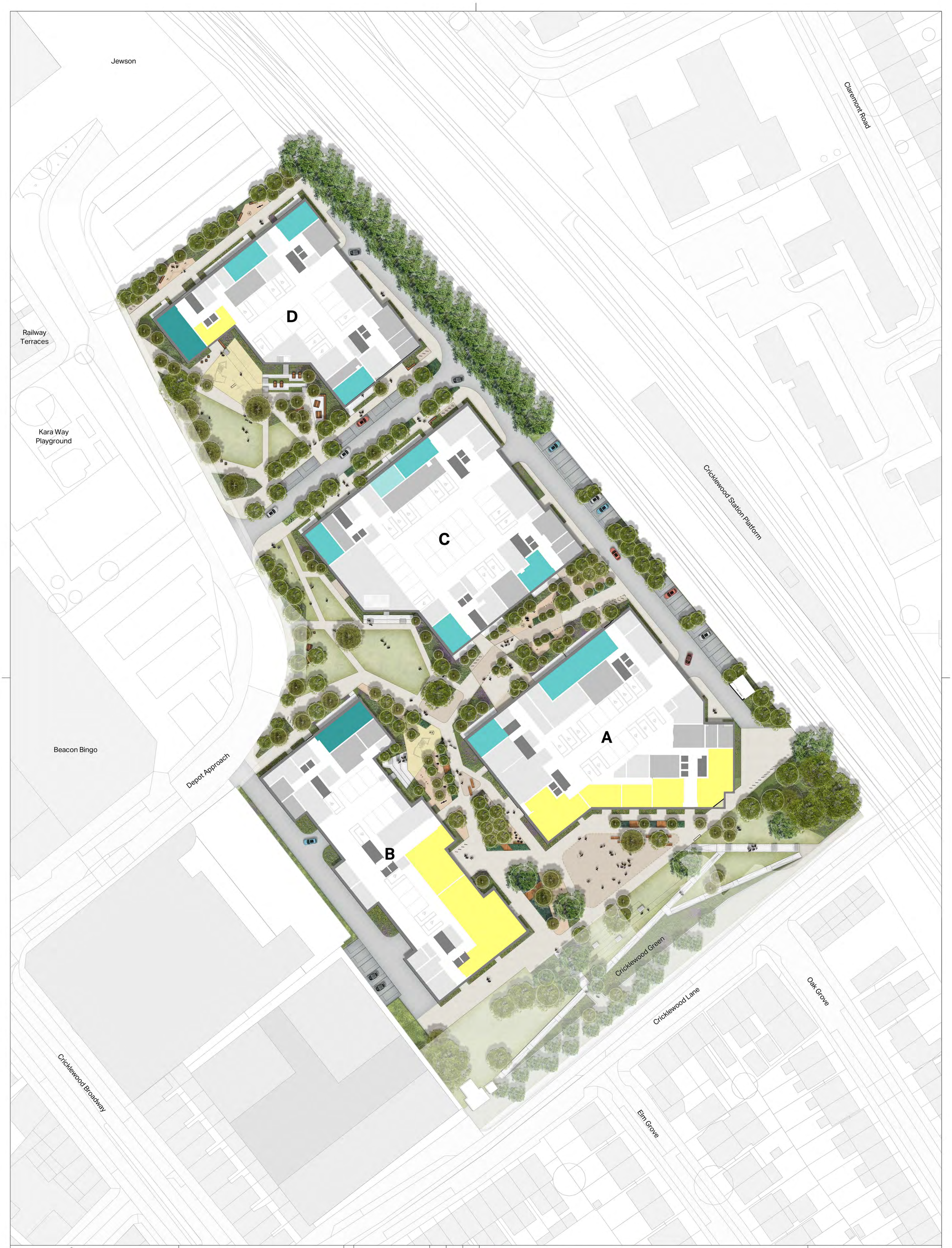
11.1.4 One objective of the FTP is to reduce the number of car trips and increase the predicted proportion of walking and cycling journeys.

11.1.5 This FTP sets out the basis upon which specific measures will be developed by the occupiers so that the preliminary survey and administrative matters will be undertaken as soon as all the units have been occupied. In addition, where practicable, employees will be advised of travel alternatives prior to commencement of their employment at the site. This will encourage the use of sustainable travel modes from the outset.

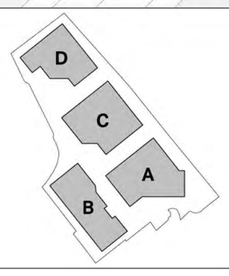
11.1.6 This FTP has been prepared in such a way that it can be used as a management 'toolkit' for the new development occupiers. This FTP supports the TA which accompanies the planning application. By this method, the travel planning process will seek to influence how people travel in and around Cricklewood rather than simply reacting to how they have travelled in the past.

Appendix FTP-A

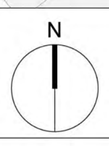
Illustrative Masterplan



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 dwg/dgn 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 Information	200731	SN	JE

- Residential - C3 - 1B1P Studio
- Residential - C3 - 1B2P
- Residential - C3 - 2B4P
- Residential - C3 - 3B5P
- Flexible commercial - A3, B1, D1, D2
- Ancillary (Cycle store, BOH)
- Ancillary (Plant, MEP)
- Core (Lift, Stairs)

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

Illustrative Masterplan
Ground Floor

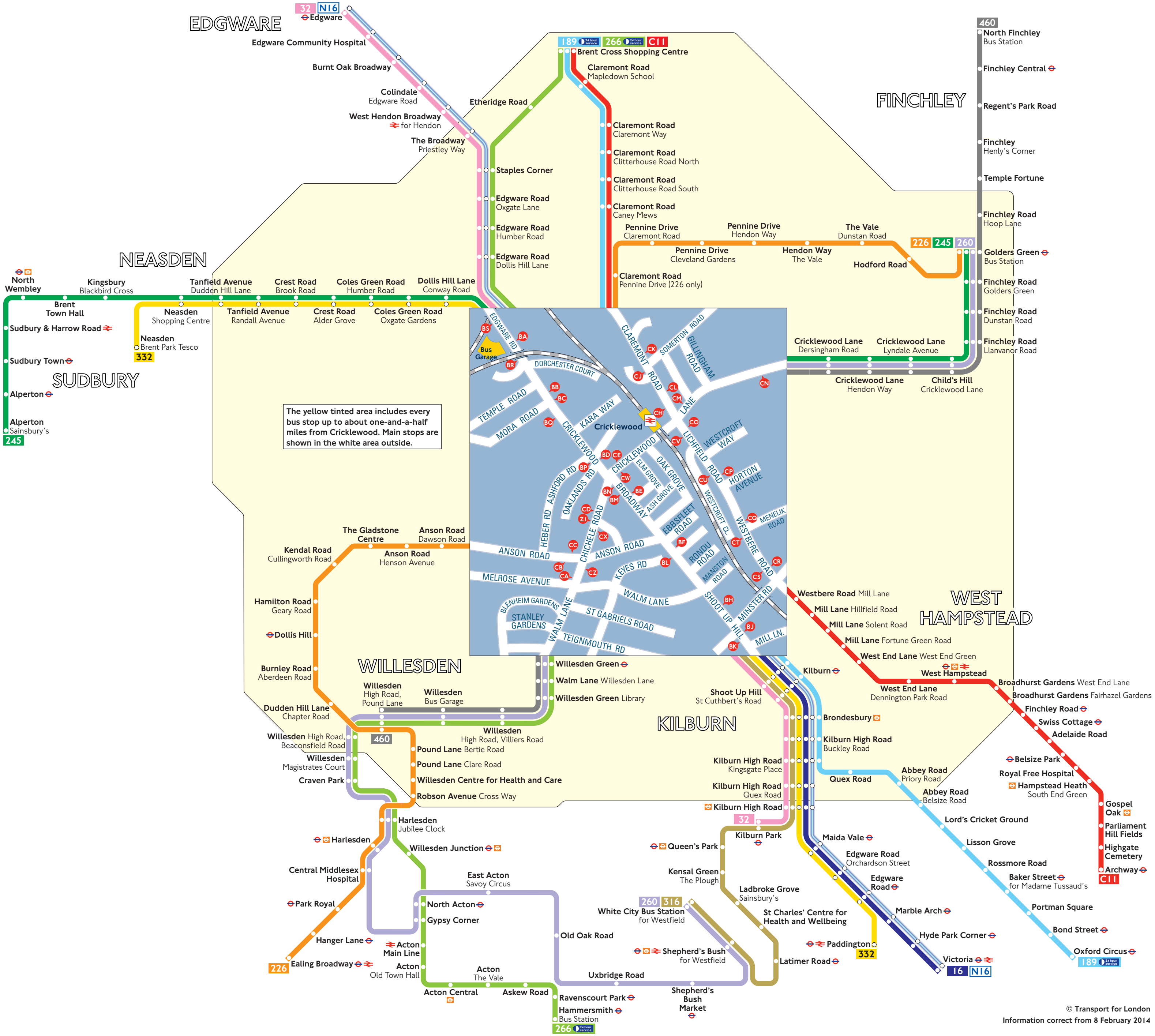
Scale @A1	Status	Suitability	Revision
1:500	For Information	S2	P1

Project Code	Originator	Zone	Level	Type	Role	Class.	Number
10965	EPR	XX	GF	DR	A		TP-0200

Appendix FTP-B

Bus routes

Buses from Cricklewood



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Information correct from 8 February 2014

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 A 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	BC BD BE BF BH BJ
32	Edgware	BK BL BN BP BQ BR BS
	Kilburn Park	BA BC BD BE BF BH BJ
189 (24 hour service)	Brent Cross Shopping Centre	BK BL BM CE CH CJ
	Oxford Circus	BE BF BH BJ CK CL CW
226	Ealing Broadway	CB CK CL CW CX
	Golders Green	CC CD CE CH CJ
245	Alperton	BP BQ BR BS CN CW
	Golders Green	BA BB BD CE CM
260	Golders Green	CA CD CE CM
	White City	CN CW CX CZ
266 (24 hour service)	Brent Cross Shopping Centre	BP BQ BR BS CA CD
	Hammersmith	BA BB BD CX CZ
316	White City	BC BD BE BF BH BJ
332	Neasden	BK BL BN BP BQ BR BS
	Paddington	BA BC BD BE BF BH BJ
460	North Finchley	CA CD CE CM
	Willesden	CN CW CX CZ
C11	Archway	CK CL CO CP CQ CR
	Brent Cross Shopping Centre	CH CJ CS CT CU CV

Night buses

Bus route	Towards	Bus stops
N16	Edgware	BK BL BN BP BQ BR BS
	Victoria	BA BC BD BE BF BH BJ

TFL27672.01.14 (P)

Appendix FTP-C

iBase travel questionnaire

STAFF TRAVEL SURVEY

All staff are being surveyed on the way that they travel to work. The data will be used exclusively to develop and promote measures to improve the journey to work for all employees and visitors.

Please take five minutes to complete the questionnaire and return it to the main office in the envelope provided.

Company Name : …….. Location/Site : ……

Journey to Work Details

1. Home Postcode (required for mapping purposes only) | | | | | | | | |

2. How do you normally travel to work? *(Please tick appropriate box)*

- Car (Driver) ☐
- Car (Passenger) ☐
- Bus ☐
- Train ☐
- Motorcycle ☐
- Cycle ☐
- Walk ☐
- Other ☐

3. If you normally travel to work by car do you ever use public transport? *(Please tick one box)*

Yes ☐ No ☐

If yes, how often do you use public transport to travel to work? *(Please tick one box)*

- One or two times a week ☐
- Once a week ☐
- Once a fortnight ☐
- Less frequently ☐

4. Does your journey to or from work include a school (or other) drop off or pick up? *(Please tick one box)*

Yes ☐ No ☐

5. How far do you travel to work? ☐☐☐ Km's ☐☐☐ miles

6. How long does it normally take you to travel to work, door to door? ☐☐☐ mins

7. Where do you usually park if you drive to work? *(Please tick appropriate box)*

- Company car park ☐
- Public Car Park ☐
- On-Street paid parking ☐
- On-street free ☐

8. Do you usually pay to park? *(Please tick one box)*

Yes ☐ No ☐

If you usually pay to park, how much do you normally pay?

Cost(pence) ☐☐☐

9. Do you currently give a colleague a lift to or from work? *(Please tick one box)*

Most Days ☐ Occasionally ☐ Never ☐

Personal Transport Options

10. How often is a car available to you for commuting to work? *(Please tick one box)*

- Most days ☐
- Occasionally ☐
- Never ☐

11. How often is a bicycle available to you for commuting to work? *(Please tick one box)*

- Most days ☐
- Occasionally ☐
- Never ☐

12. If you drive to work is the car that you use a company car? *(Please tick one box)* Yes ☐ No ☐

13. Why do you normally travel to work the way you do? *(Please tick up to three boxes)*

- No alternative ☐
- No public transport nearby ☐
- Cheapest way ☐
- Quickest way ☐
- Gives me flexibility ☐
- Reliable ☐
- Health reasons ☐
- Need car for work in the day ☐
- Other ☐

14. Which of the following would encourage you to use the bus or train more for your journey to work? *(Please tick up to three boxes)*

- More direct bus routes ☐
- More frequent bus services ☐
- Better facilities at bus shelters ☐
- Discount tickets/passes from work ☐
- More convenient bus drop-off points ☐
- More frequent rail services ☐
- Better connections from work to rail ☐
- Better bus/rail information at work ☐
- Nothing ☐
- Other ☐

15. Which of the following changes would encourage you to cycle to work more? *(Please tick up to three boxes)*

- Improved cycle paths ☐
- Improved cycle parking at work ☐
- Improved changing/showering facilities ☐
- More lockers at work ☐
- Arrangements to buy bicycles at a discount ☐
- Nothing ☐
- Other ☐

16. Have your patterns of travel to work changed in the last twelve months? *(Please tick one box)* Yes ☐ No ☐

If yes which of the following is applicable? *(Please tick one box)*

- Drive more ☐
- Use public transport more ☐
- Walk/cycle more ☐
- Drive less ☐
- Use public transport less ☐
- Walk/cycle less ☐

17. Would you be prepared to car share? *(Please tick one box)* Yes ☐ No ☐

If yes then what would be most likely to encourage you to car share? *(Please tick more than one box)*

- Help in finding sharers ☐
- Free taxi travel home if let down by sharer ☐
- Reserved parking for car sharers ☐
- Reduced parking charges for car sharers ☐
- Other ☐

Work Details

18. Job Title :

19. What hours do you normally work? Start time ☐☐☐☐ Finish time ☐☐☐☐

20. Do you work flexi-time? *(Please tick one box)* Yes ☐ No ☐

21. Do you use a vehicle in the course of your work? *(Please tick one box)* Yes ☐ No ☐

Personal Details

Male ☐ Female ☐

Age *(Please tick relevant box)*

Under 24 ☐ 25 - 34 ☐ 35 - 44 ☐ 45 - 54 ☐ Over 55 ☐

Miscellaneous

Do you have any general comments about your journey to work that you would like to make, or are there any particular issues that you feel could be addressed in the development of the company travel plan.

Thank You for your cooperation.
We would like to ensure you that all of your answers will remain confidential and will only be used to assist in the development of a company travel plan.
Please return your completed form to the main office.

Appendix G

Healthy Streets Assessment

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

	Metrics (Click on ⓘ for more guidance on scoring or open the '*Scoring guidance tab* ')	Scoring system 3	2	1	0	Enter score here: Existing layout	Enter score here: Proposed layout	Notes	How each metric contributes to the Healthy Streets Indicators' scores: 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	**Total volume of two way motorised traffic** ⓘ	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	**Interaction between large vehicles and people cycling** ⓘ	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	Possibly slight reduction as a result of the B&Q closure but not enough to increase score.	✓	–	–	–	–	✓	✓	–	✓	–
3	**Speed of motorised traffic** ⓘ	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 proposed change.	✓	✓	–	–	–	✓	✓	–	✓	–
4	**Traffic noise based on peak hour motorised traffic volumes** ⓘ	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	**Noise from large vehicles** ⓘ	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	**NO2 concentration** (from London Atmospheric Emission Inventory) ⓘ	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** 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.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** 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	**If assessing existing:** The NO2 concentration is greater than 40µg/m3 (legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	1	1	No proposed change.	✓	–	–	–	–	✓	–	–	–	✓
7	**Reducing private car use** ⓘ	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	**Comfort of crossing side roads for people walking** ⓘ	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	Proposed scheme does not include changes to the Southern side of the road where the side roads are.	✓	✓	–	–	–	✓	✓	–	✓	–
9	**Mid-link crossings, to meet desire lines** ⓘ	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	**Opportunity to cross the street away from junctions** ⓘ	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 proposed change.	✓	✓	–	–	–	✓	✓	–	✓	–
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic) ⓘ	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	**Level of support for people using controlled crossings** ⓘ	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	**Width of clear continuous walking space**	There is 2.5m or more clear width for walking in busy locations. **or** There is 2m or more in moderately busy locations. **or** There is 1.5m or more in quiet locations.	There is 2m to 2.5m clear width for walking in busy locations. **or** 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	**Sharing of footway with people cycling**	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 **or** Part or all of a footway less than 3m wide is designated as shared use.	–	**3**	**3**	No proposed change.	✓	✓	–	–	–	✓	✓	–	✓	–
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised **and** 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. **and** 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. **and** 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	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** 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.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** 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.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** 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	**Impact of parking and loading on cycling**	There is no kerbside activity. **or** 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	**Quality of cycling surface**	The surface for cycling is even and smooth, with sufficient skid resistance. **or** 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	**Quality of walking surface**	There is an even and smooth surface for walking. **or** 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	**Surveillance of public spaces**	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	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** 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	**Provision of cycle parking**	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	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes. **or** All existing trees are to be retained, with substantial planting of new trees.	**If assessing existing:** There are multiple trees, with canopies spaced more than 15m apart on average. **If assessing proposal:** Most existing trees are to be retained, with the overall number of trees maintained or increased.	**If assessing existing:** There are no trees, or only one tree. **If assessing proposal:** There are no trees. **or** 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**		✓	_	✓	_	_	✓	_	✓	✓	_
				Are there any bus services running on this street? (Y/N) **If not, do not complete metrics 29-30**		**Y**	**Y**	**<<< please select Y or N**	**<<<<Please enter Y or N for both existing and proposed.**									
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**		✓	_	_	_	_	✓	✓	_	✓	_
				Are there any rail/underground/bus station accessible from this street? (Y/N) **If not, do not complete metrics 31-33**		**N**	**N**	**<<< please select Y or N**	**<<<<Please enter Y or N for both existing and proposed.**									
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.	_				✓	_	_	_	_	✓	_	_	✓	_

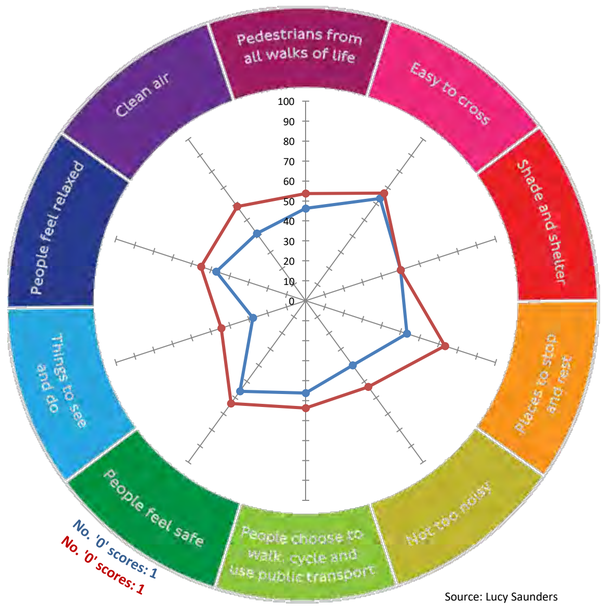
31	10	2	5	5	31	22	6	29	4

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

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been

	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
Overall Healthy Streets Check score	48	57
Number of '0' scores	1	1

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

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 incease 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.

Segment 2: Cricklewood Broadway from Cricklewood Ln to Depot Approach

	Metrics (Click on ⓘ for more guidance on scoring or open the '*Scoring guidance tab* ')	Scoring system 3	2	1	0	Enter score here: Existing layout	Enter score here: Proposed layout	Notes	How each metric contributes to the Healthy Streets Indicators' scores: 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	**Total volume of two way motorised traffic**	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	**Interaction between large vehicles and people cycling**	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%. Prehaps this score would improve if a bike lane is proposed.	✓	–	–	–	–	✓	✓	–	✓	–
3	**Speed of motorised traffic**	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	**Traffic noise based on peak hour motorised traffic volumes**	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	**Noise from large vehicles**	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	**NO2 concentration** (from London Atmospheric Emission Inventory)	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** 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.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** 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	**If assessing existing:** The NO2 concentration is greater than 40µg/m3 (legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	1	1	No change.	✓	–	–	–	–	✓	–	–	–	✓
7	**Reducing private car use**	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	**Comfort of crossing side roads for people walking**	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	**Mid-link crossings, to meet desire lines**	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	**Opportunity to cross the street away from junctions**	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	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	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	**Level of support for people using controlled crossings**	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	**Width of clear continuous walking space**	There is 2.5m or more clear width for walking in busy locations. **or** There is 2m or more in moderately busy locations. **or** There is 1.5m or more in quiet locations.	There is 2m to 2.5m clear width for walking in busy locations. **or** 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	**Sharing of footway with people cycling**	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 **or** Part or all of a footway less than 3m wide is designated as shared use.	–	**3**	**3**	No change	✓	✓	–	–	–	✓	✓	–	✓	–
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised **and** 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. **and** 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. **and** 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	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** 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.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** 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.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** 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	**Impact of parking and loading on cycling**	There is no kerbside activity. **or** 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	**Quality of cycling surface**	The surface for cycling is even and smooth, with sufficient skid resistance. **or** 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	**Quality of walking surface**	There is an even and smooth surface for walking. **or** 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	**Surveillance of public spaces**	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	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** 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	**Provision of cycle parking**	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	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes. **or** All existing trees are to be retained, with substantial planting of new trees.	**If assessing existing:** There are multiple trees, with canopies spaced more than 15m apart on average. **If assessing proposal:** Most existing trees are to be retained, with the overall number of trees maintained or increased.	**If assessing existing:** There are no trees, or only one tree. **If assessing proposal:** There are no trees. **or** The number of trees has been reduced.	–	**1**	**1**	No change	✓	–	✓	✓	✓	✓	✓	✓	✓	✓

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**	**1**	No change	✓	_	_	✓	✓	✓	✓	✓	✓	✓
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**	**1**	No change	✓	_	_	✓	_	✓	_	✓	✓	_
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 change	✓	_	✓	_	_	✓	_	✓	✓	_
				Are there any bus services running on this street? (Y/N) **If not, do not complete metrics 29-30**		**Y**	**Y**	**<<< please select Y or N**	**<<<<Please enter Y or N for both existing and proposed.**									
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	_	**2**	**2**	No change	✓	_	_	_	_	✓	_	_	✓	_
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.	_	**2**	**2**	No change	✓	_	_	_	_	✓	✓	_	✓	_
				Are there any rail/underground/bus station accessible from this street? (Y/N) **If not, do not complete metrics 31-33**		**N**	**N**	**<<< please select Y or N**	**<<<<Please enter Y or N for both existing and proposed.**									
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.	_				✓	_	_	_	_	✓	_	_	✓	_

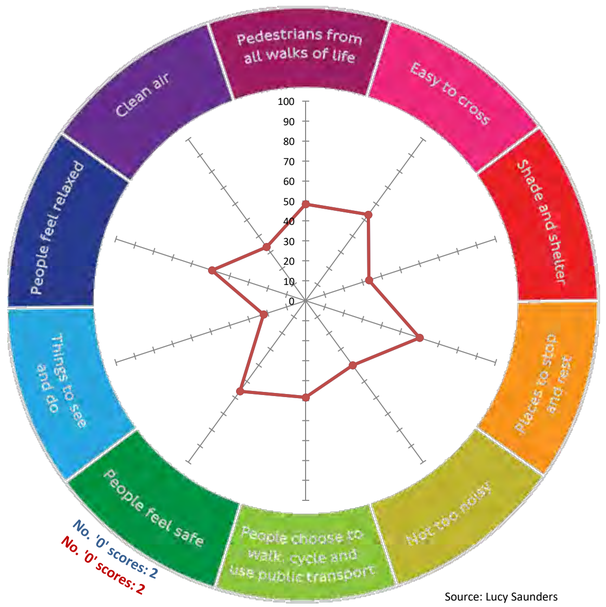
31	10	2	5	5	31	22	6	29	4

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

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been

	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
Overall Healthy Streets Check score	49	49
Number of '0' scores	2	2

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

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 incease 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.

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

	Metrics (Click on ⓘ for more guidance on scoring or open the '*Scoring guidance tab* ')	Scoring system 3	2	1	0	Enter score here: Existing layout	Enter score here: Proposed layout	Notes	How each metric contributes to the Healthy Streets Indicators' scores: 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	**Total volume of two way motorised traffic**	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	**Interaction between large vehicles and people cycling**	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	1	13.3% existing, Although unclear of exact number of large vehicles enterring/ exiting the site it is unlikely to be above 5%. A score of 1 has been chosen as a conservative estimate.	✓	–	–	–	–	✓	✓	–	✓	–
3	**Speed of motorised traffic**	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	3	21mph existing Although not clear as yet it is likely that Depot Approach will have a new 20 mph speed restriction.	✓	✓	–	–	–	✓	✓	–	✓	–
4	**Traffic noise based on peak hour motorised traffic volumes**	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	**Noise from large vehicles**	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	**NO2 concentration** (from London Atmospheric Emission Inventory)	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** 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.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** 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	**If assessing existing:** The NO2 concentration is greater than 40µg/m3 (legal limit value). **If assessing proposal:** 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	**Reducing private car use**	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	**Comfort of crossing side roads for people walking**	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.	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	**Mid-link crossings, to meet desire lines**	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	**Opportunity to cross the street away from junctions**	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	1	Uncontrolled crossings but low volume of traffic	✓	✓	–	–	–	✓	✓	–	✓	–
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	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	**Level of support for people using controlled crossings**	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	**Width of clear continuous walking space**	There is 2.5m or more clear width for walking in busy locations. **or** There is 2m or more in moderately busy locations. **or** There is 1.5m or more in quiet locations.	There is 2m to 2.5m clear width for walking in busy locations. **or** 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	**Sharing of footway with people cycling**	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 **or** 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	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised **and** 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. **and** 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. **and** 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	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** 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.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** 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.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** 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	**Impact of parking and loading on cycling**	There is no kerbside activity. **or** 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	**Quality of cycling surface**	The surface for cycling is even and smooth, with sufficient skid resistance. **or** 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	**Quality of walking surface**	There is an even and smooth surface for walking. **or** 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	**Surveillance of public spaces**	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 surveilance	✓	–	–	✓	–	✓	✓	–	✓	–
21	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** 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	**Provision of cycle parking**	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	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes. **or** All existing trees are to be retained, with substantial planting of new trees.	**If assessing existing:** There are multiple trees, with canopies spaced more than 15m apart on average. **If assessing proposal:** Most existing trees are to be retained, with the overall number of trees maintained or increased.	**If assessing existing:** There are no trees, or only one tree. **If assessing proposal:** There are no trees. **or** The number of trees has been reduced.	–	**1**	**3**	No existing trees. From indicitive scheme there will be good tree planting coverage the 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.	**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**	**3**	No existing planting. From indicitive 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.	✓	_	✓	_	_	✓	_	✓	✓	_
				Are there any bus services running on this street? (Y/N) **If not, do not complete metrics 29-30**		**N**	**N**	**<<< please select Y or N**	**<<<<Please enter Y or N for both existing and proposed.**										
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.	_				✓	_	_	_	_	✓	✓	_	✓	_
				Are there any rail/underground/bus station accessible from this street? (Y/N) **If not, do not complete metrics 31-33**		**N**	**N**	**<<< please select Y or N**	**<<<<Please enter Y or N for both existing and proposed.**										
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.	_				✓	_	_	_	_	✓	_	_	✓	_

31 10 2 5 5 31 22 6 29 4

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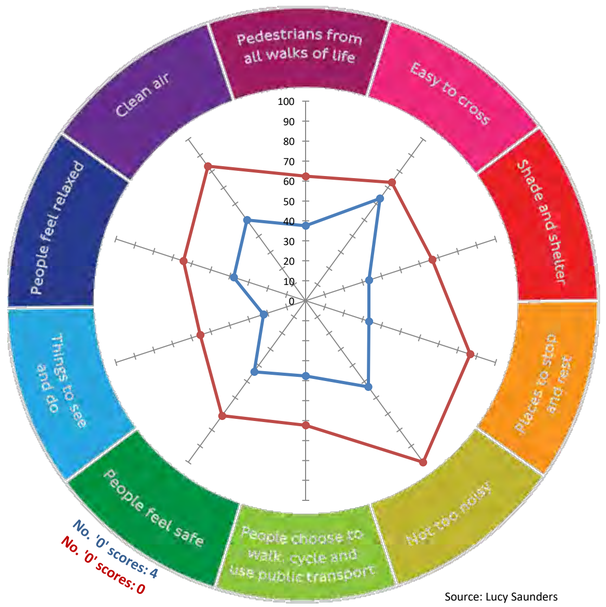
Should the assessment reveal one or more '0' scores the design should be reviewed to consider whether the score can be improved. In some cases this will not be possible, if so justify your

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	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

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

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 incease 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 (Click on ⓘ for more guidance on scoring or open the '*Scoring guidance tab* ')	Scoring system 3	2	1	0	Enter score here: Existing layout	Enter score here: Proposed layout	Notes	How each metric contributes to the Healthy Streets Indicators' scores: 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	**Total volume of two way motorised traffic**	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	**Interaction between large vehicles and people cycling**	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.		3		✓	–	–	–	–	✓	✓	–	✓	–
3	**Speed of motorised traffic**	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.		3		✓	✓	–	–	–	✓	✓	–	✓	–
4	**Traffic noise based on peak hour motorised traffic volumes**	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	**Noise from large vehicles**	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	**NO2 concentration** (from London Atmospheric Emission Inventory)	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** 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.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** 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	**If assessing existing:** The NO2 concentration is greater than 40µg/m3 (legal limit value). **If assessing proposal:** 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	**Reducing private car use**	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	**Comfort of crossing side roads for people walking**	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.		3	No side roads	✓	✓	–	–	–	✓	✓	–	✓	–
9	**Mid-link crossings, to meet desire lines**	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	**Opportunity to cross the street away from junctions**	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.	–		3	No need for controlled crossing conflicting traffic volume is low	✓	✓	–	–	–	✓	✓	–	✓	–
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	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	**Level of support for people using controlled crossings**	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	**Width of clear continuous walking space**	There is 2.5m or more clear width for walking in busy locations. **or** There is 2m or more in moderately busy locations. **or** There is 1.5m or more in quiet locations.	There is 2m to 2.5m clear width for walking in busy locations. **or** 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**	Walkways appear narrow in some locations but walking on the grass is encouraged.	✓	–	–	✓	–	✓	✓	–	✓	–
14	**Sharing of footway with people cycling**	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 **or** Part or all of a footway less than 3m wide is designated as shared use.	–		**1**	Assuming at this stage all walkways can be cycled on?	✓	✓	–	–	–	✓	✓	–	✓	–
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised **and** 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. **and** 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. **and** 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.		**3**	The only way cyclists might meet vehicle	✓	–	–	–	–	✓	✓	–	✓	–
16	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** 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.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** 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.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** 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**	If the footway is shared, it is quite narrow.	✓	–	–	–	–	✓	✓	–	✓	–
17	**Impact of parking and loading on cycling**	There is no kerbside activity. **or** 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.		**3**	No kerbside activity	✓	–	–	–	–	✓	✓	–	✓	–
18	**Quality of cycling surface**	The surface for cycling is even and smooth, with sufficient skid resistance. **or** 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**	New path	✓	–	–	–	–	✓	✓	–	✓	–
19	**Quality of walking surface**	There is an even and smooth surface for walking. **or** 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.		**3**	New path	✓	✓	–	–	–	✓	✓	–	✓	–
20	**Surveillance of public spaces**	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**	High volume of other users Mixed use surrounding Residential onlookers	✓	–	–	✓	–	✓	✓	–	✓	–
21	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** 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**	New dev so assumed that the street lighting complies to standard	✓	–	–	–	–	✓	✓	–	✓	–
22	**Provision of cycle parking**	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.	–		**2**	Some cycle parking is shown on concept images but most parking	✓	–	–	–	–	✓	✓	–	✓	–
23	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes. **or** All existing trees are to be retained, with substantial planting of new trees.	**If assessing existing:** There are multiple trees, with canopies spaced more than 15m apart on average. **If assessing proposal:** Most existing trees are to be retained, with the overall number of trees maintained or increased.	**If assessing existing:** There are no trees, or only one tree. **If assessing proposal:** There are no trees. **or** The number of trees has been reduced.	–		**3**	Concept images show high level of landscaping.	✓	–	✓	✓	✓	✓	✓	✓	✓	✓

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.	–		**3**	As above	✓	–	–	✓	✓	✓	✓	✓	✓	✓	✓
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.	–		**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	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.	✓	–	✓	–	–	✓	–	✓	✓	–
				Are there any bus services running on this street? (Y/N) **If not, do not complete metrics 29-30**			**N**	**<<< please select Y or N**	**<<<<Please enter Y or N for both existing and proposed.**										
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.	–				✓	–	–	–	–	✓	✓	–	✓	–
				Are there any rail/underground/bus station accessible from this street? (Y/N) **If not, do not complete metrics 31-33**			**N**	**<<< please select Y or N**	**<<<<Please enter Y or N for both existing and proposed.**										
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.	–				✓	–	–	–	–	✓	–	–	✓	–

31	10	2	5	5	31	22	6	29	4

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.

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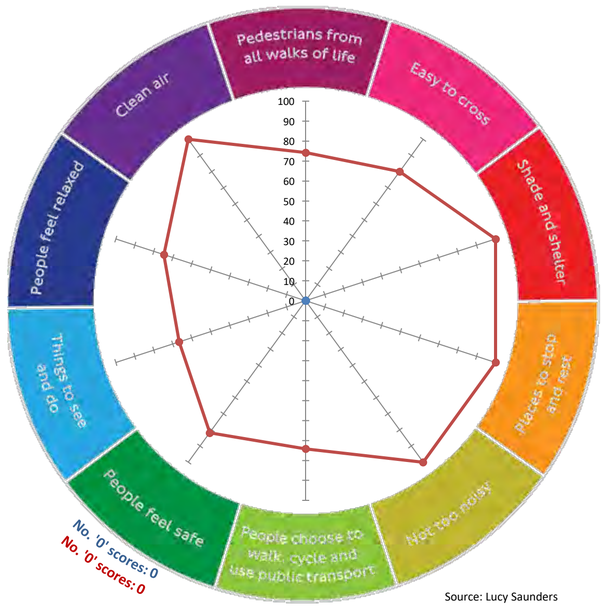
Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	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
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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 undertaking 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

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

LIST OF SITES relevant to selection parameters

1 EX-01-K-02 RETAIL PARK ESSEX
CHELMER ROAD
CHELMER VILLAGE
CHELMSFORD
Edge of Town
Residential Zone
Total Gross floor area: 16150 sqm
Survey date: SATURDAY *19/10/13* *Survey Type: MANUAL*

2 GS-01-K-02 RETAIL PARK GLOUCESTERSHIRE
EASTERN AVENUE
BARNWOOD
GLOUCESTER
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 8687 sqm
Survey date: THURSDAY *28/11/13* *Survey Type: MANUAL*

3 NE-01-K-01 RETAIL PARK NORTH EAST LINCOLNSHIRE
VICTORIA STREET NORTH

GRIMSBY
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 4243 sqm
Survey date: SATURDAY *07/06/14* *Survey Type: MANUAL*

4 WM-01-K-05 RETAIL PARK WEST MIDLANDS
HARBORNE LANE
SELLY OAK
BIRMINGHAM
Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 11599 sqm
Survey date: SATURDAY *10/11/12* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	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									
Total Rates:			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.*

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.

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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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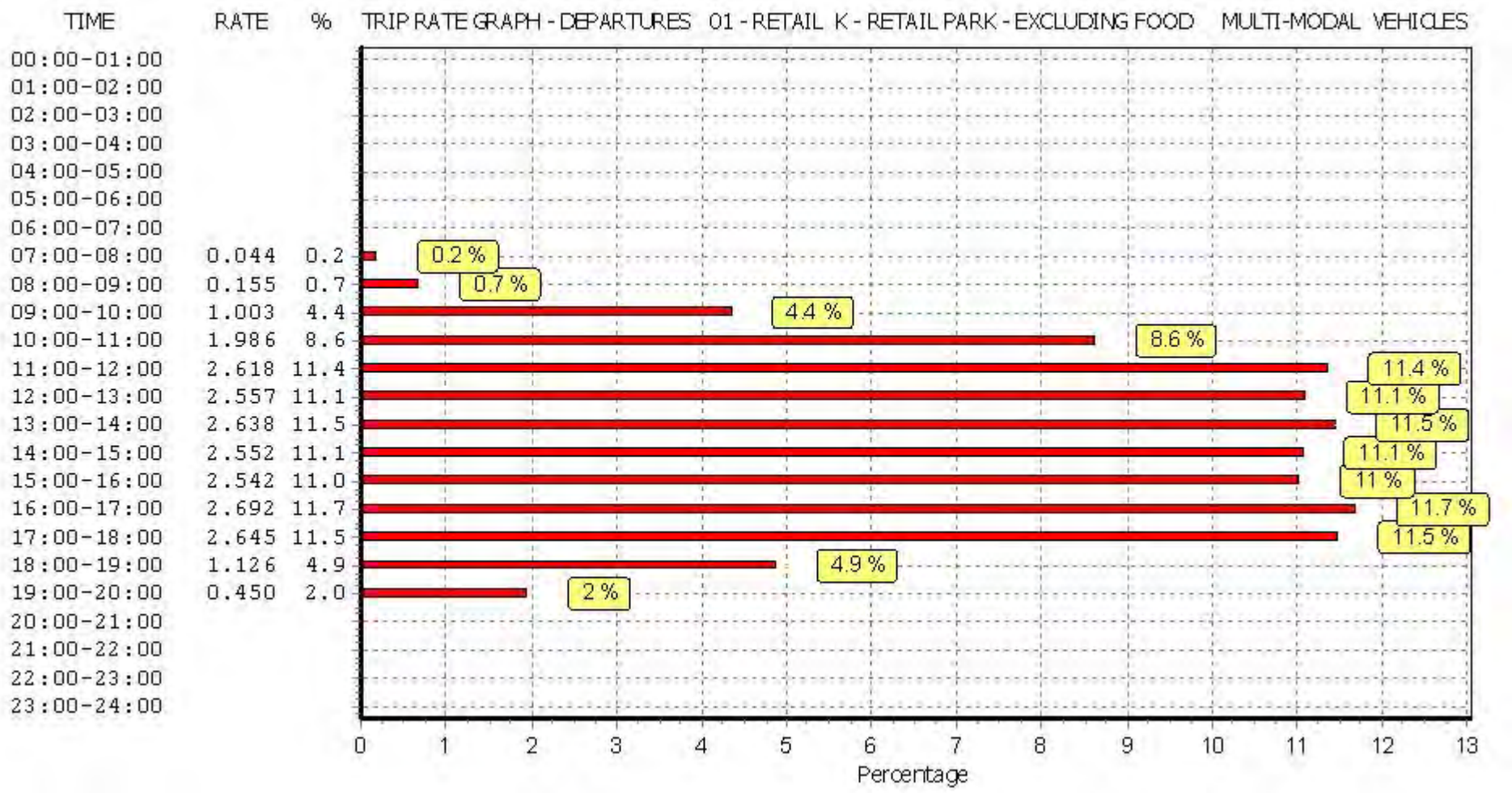

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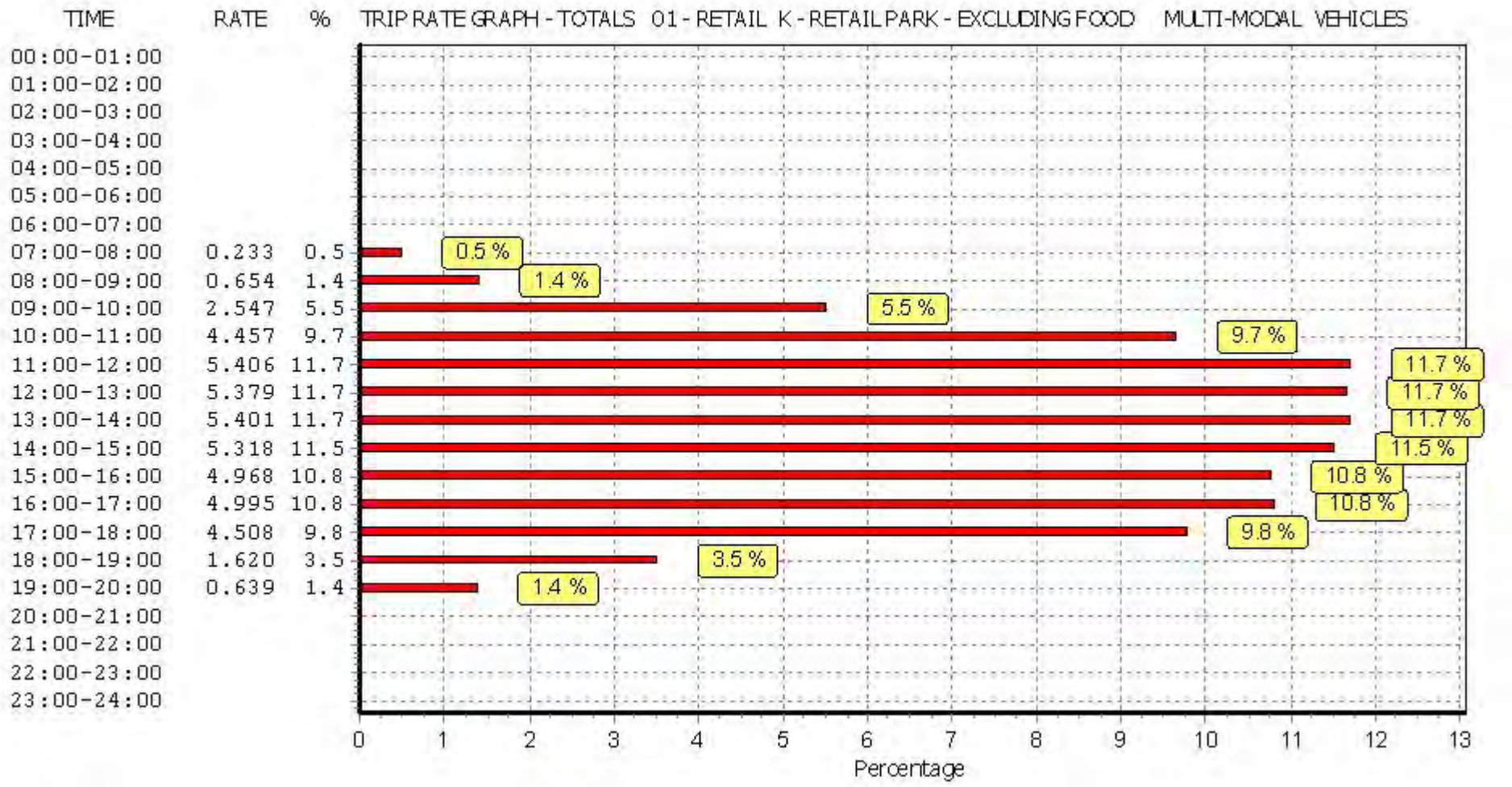

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	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.

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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.

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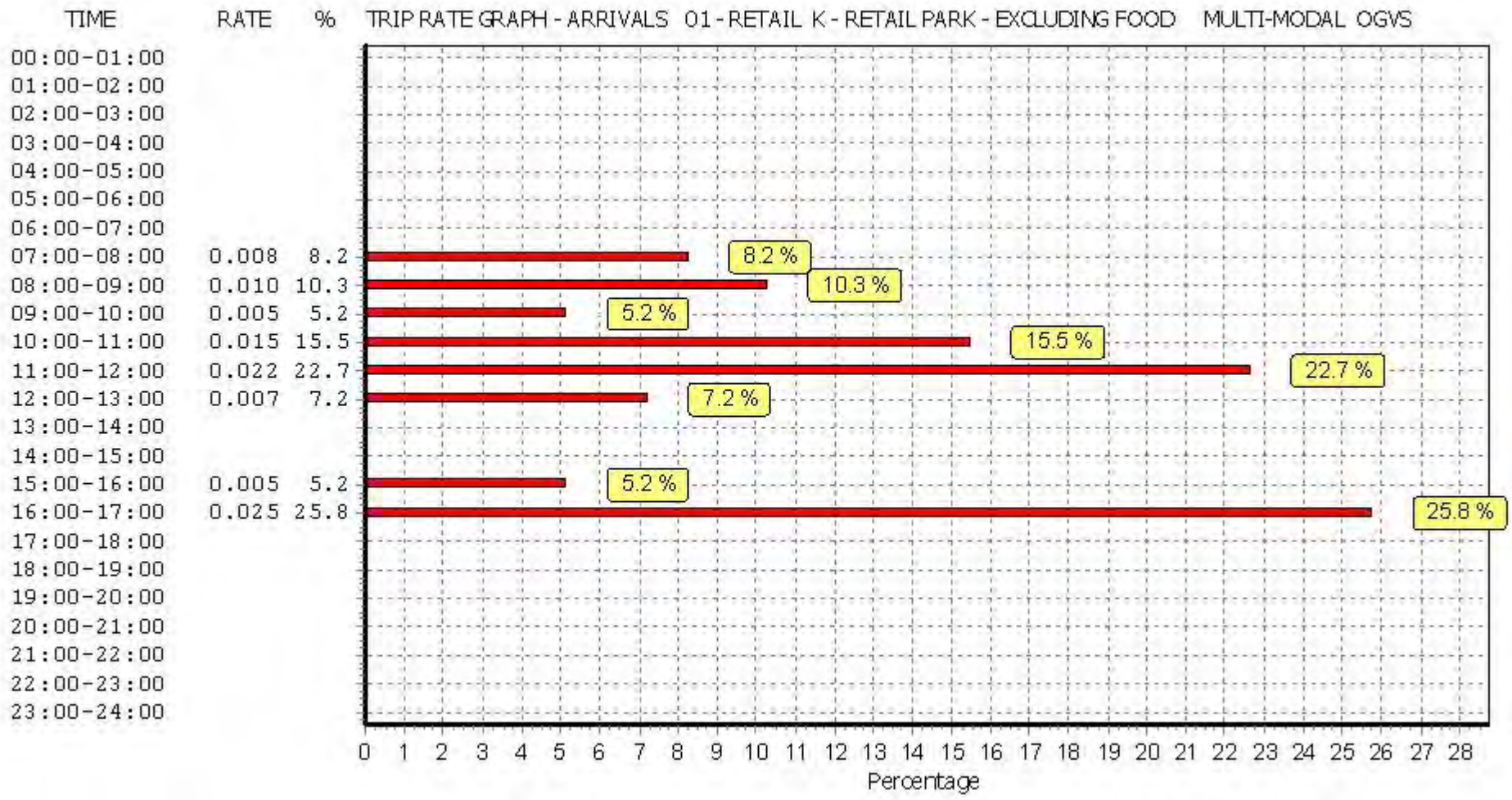

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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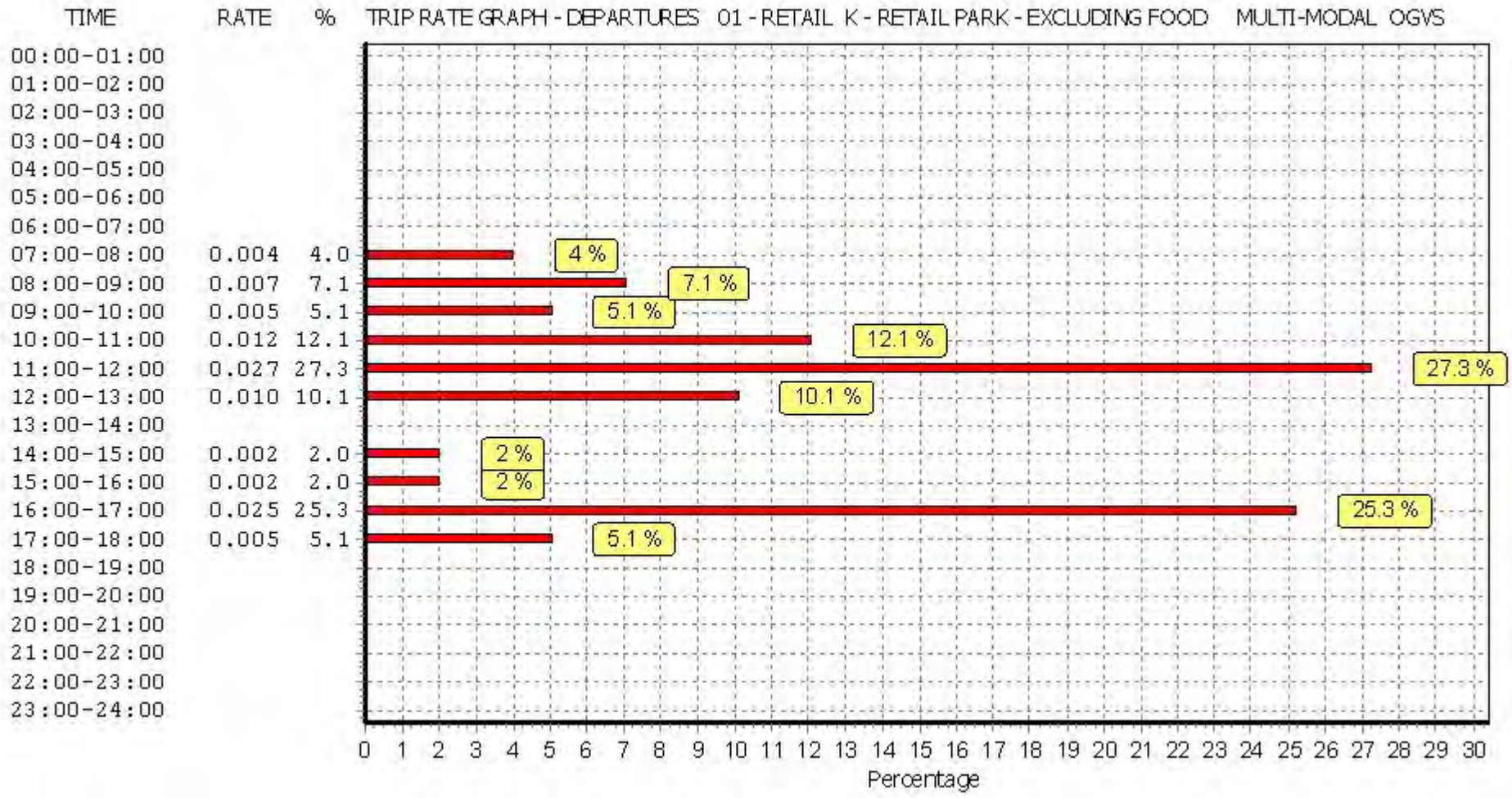

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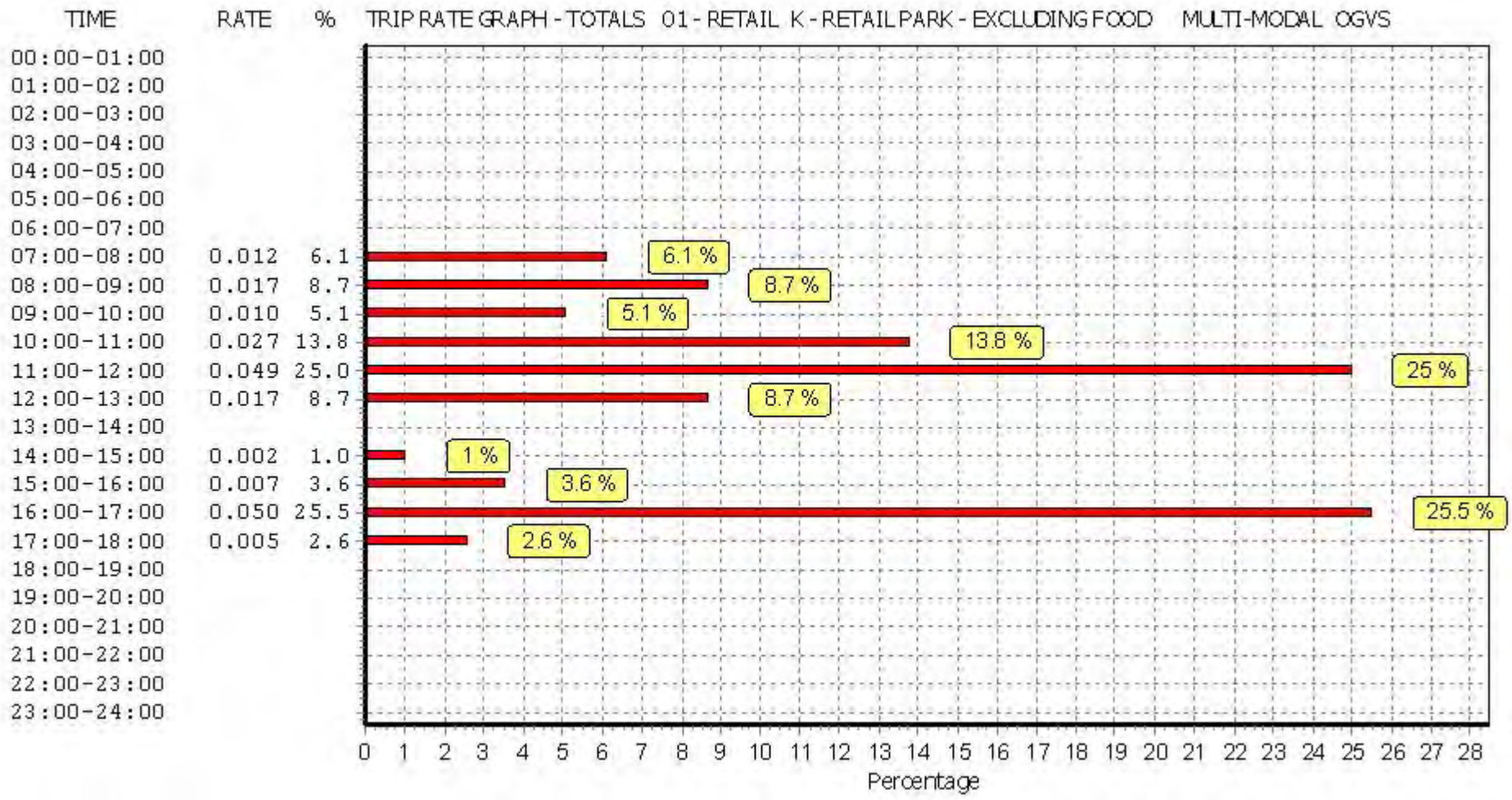

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TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	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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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.

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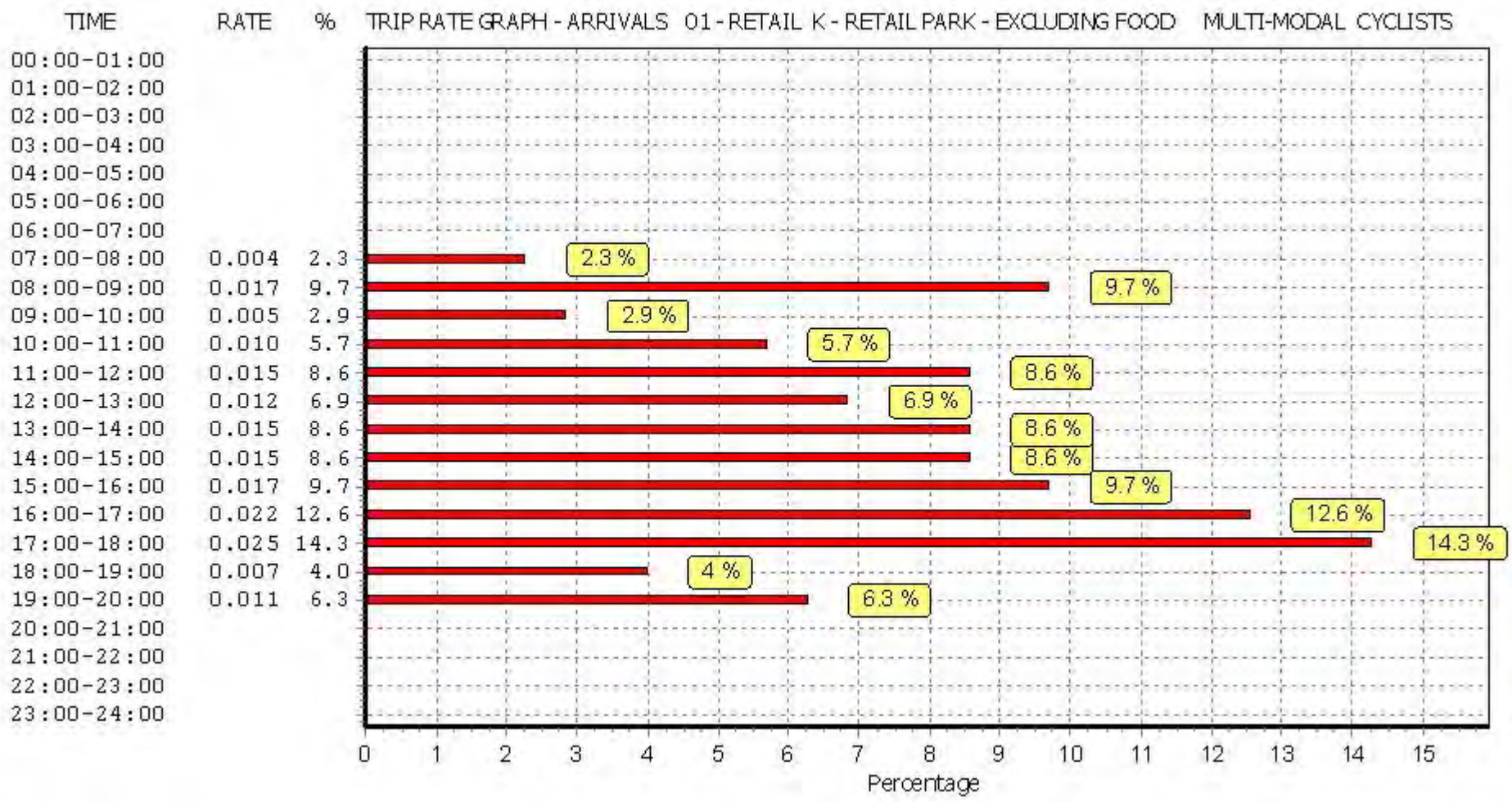

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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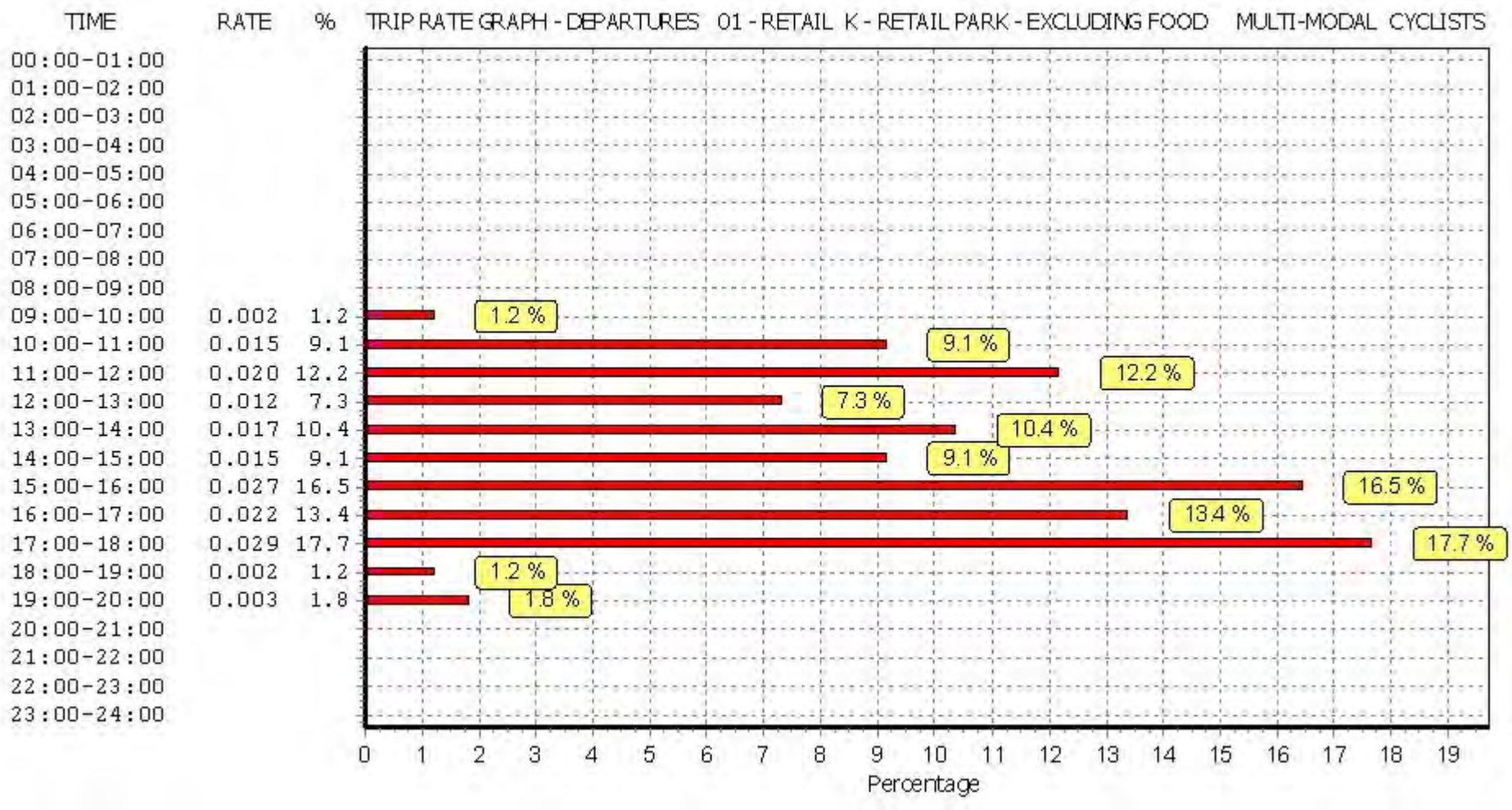

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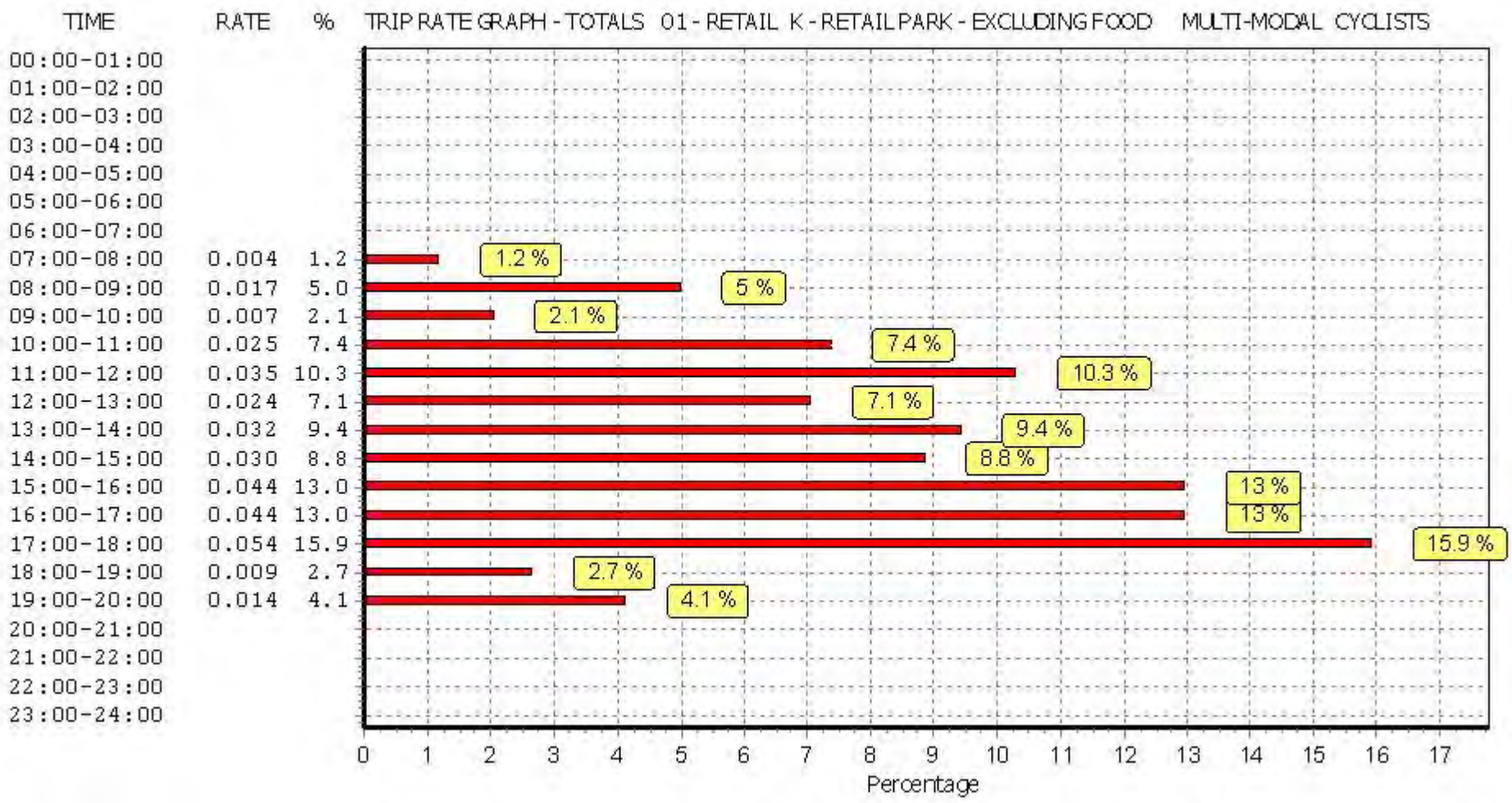

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
Total Rates:			38.560			38.633			77.193

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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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.

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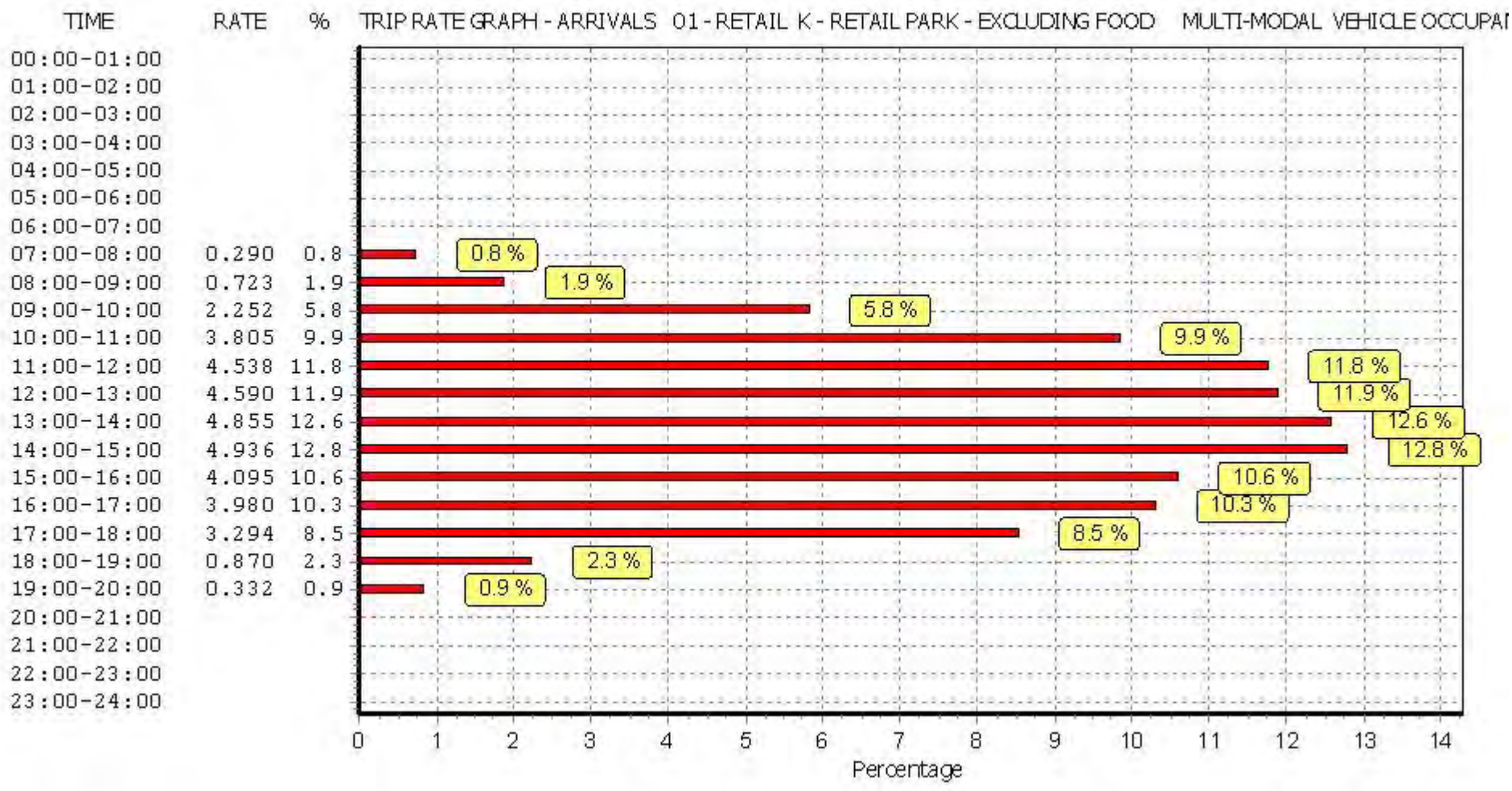

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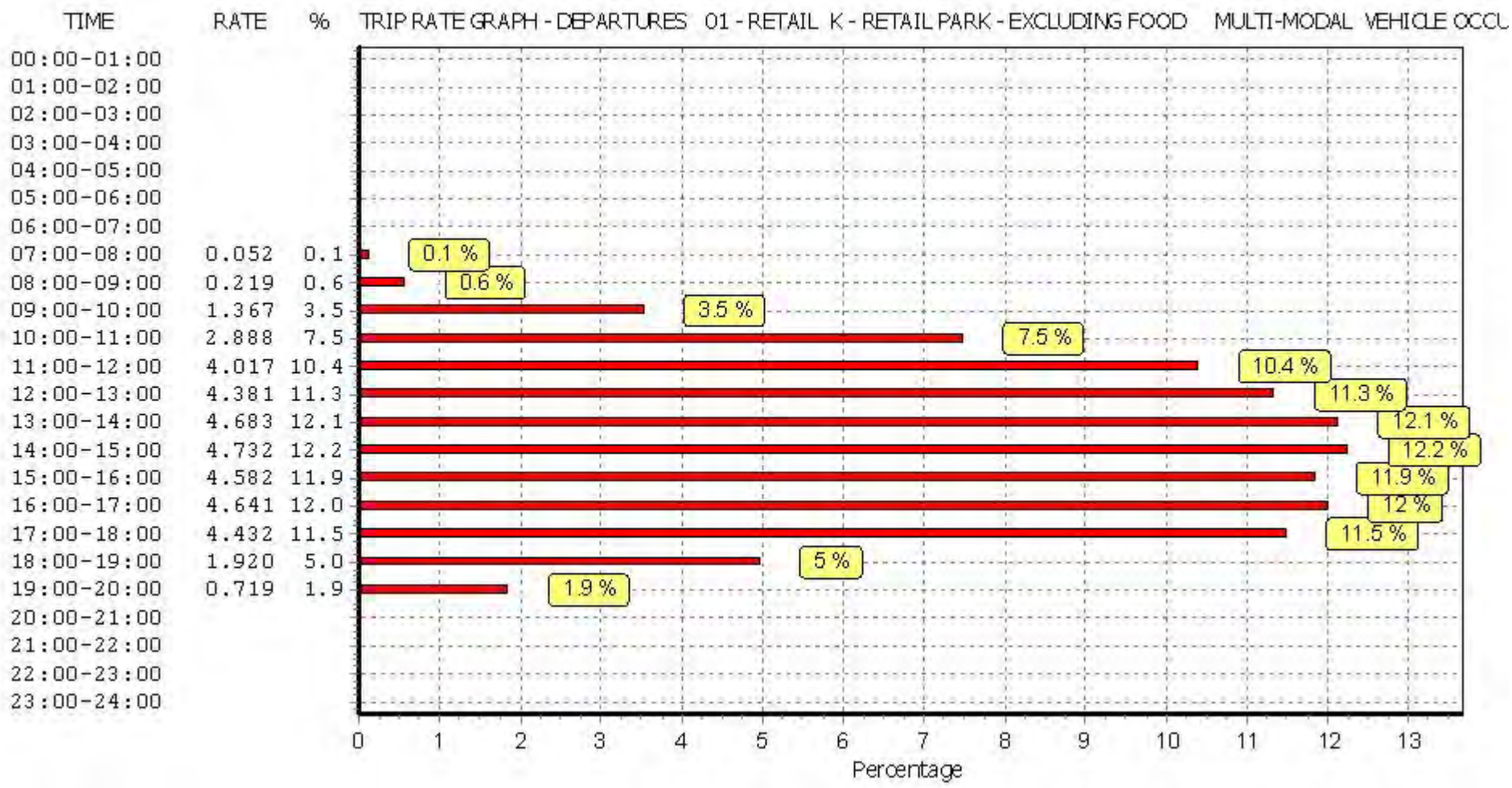

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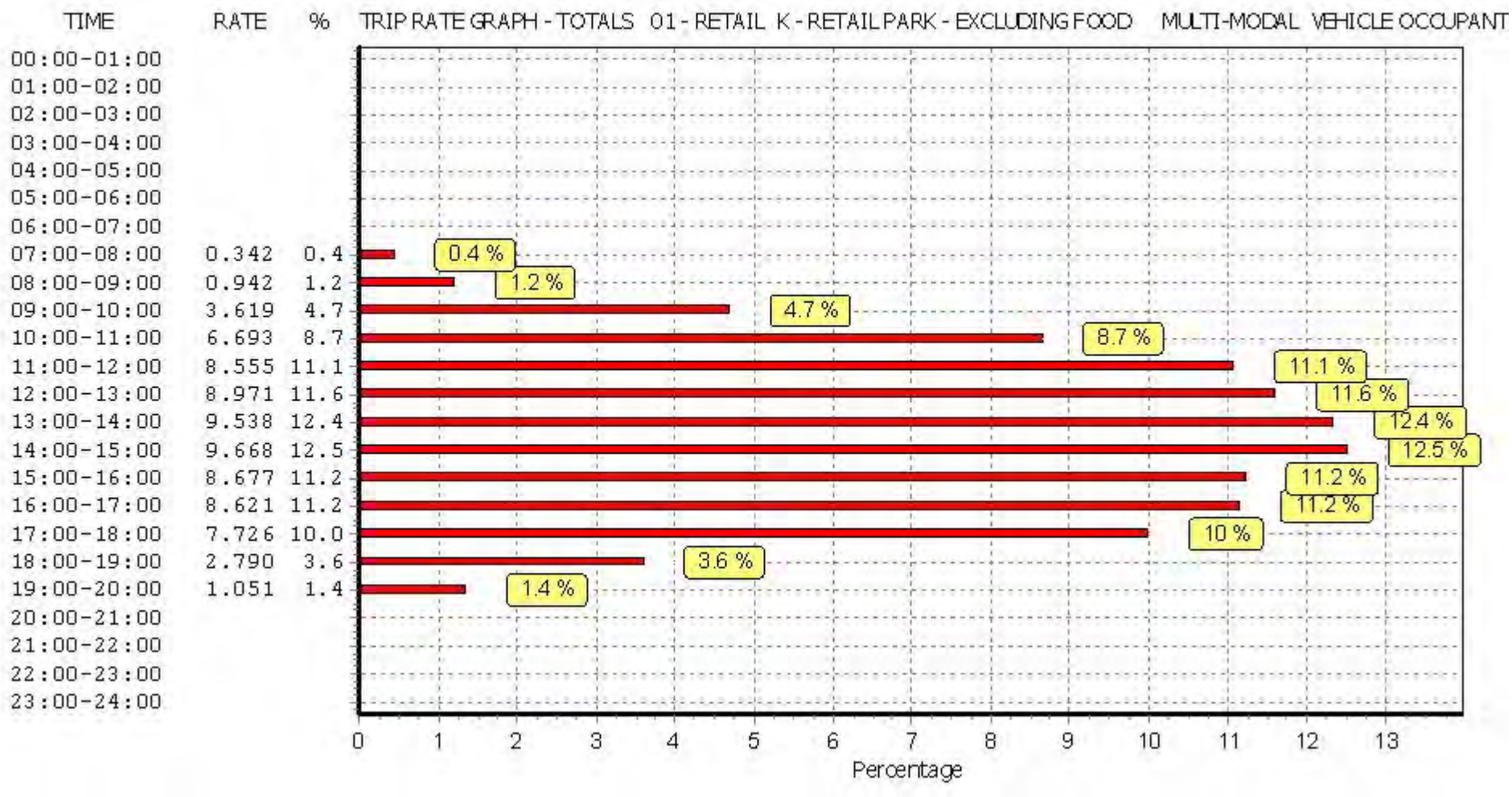

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	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									
Total Rates:			2.782			2.514			5.296

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

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

Parameter summary

Trip rate parameter range selected:	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.

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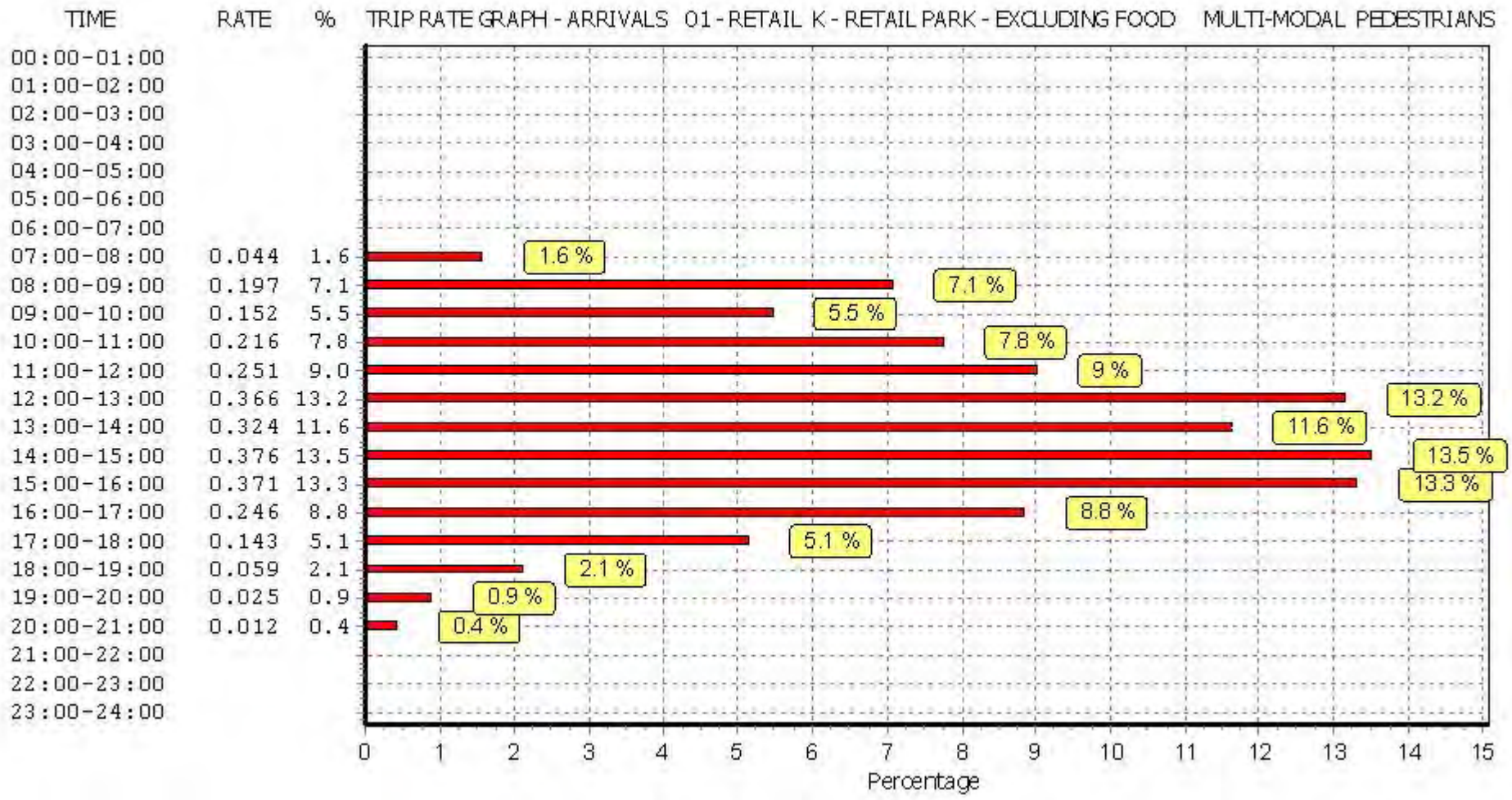

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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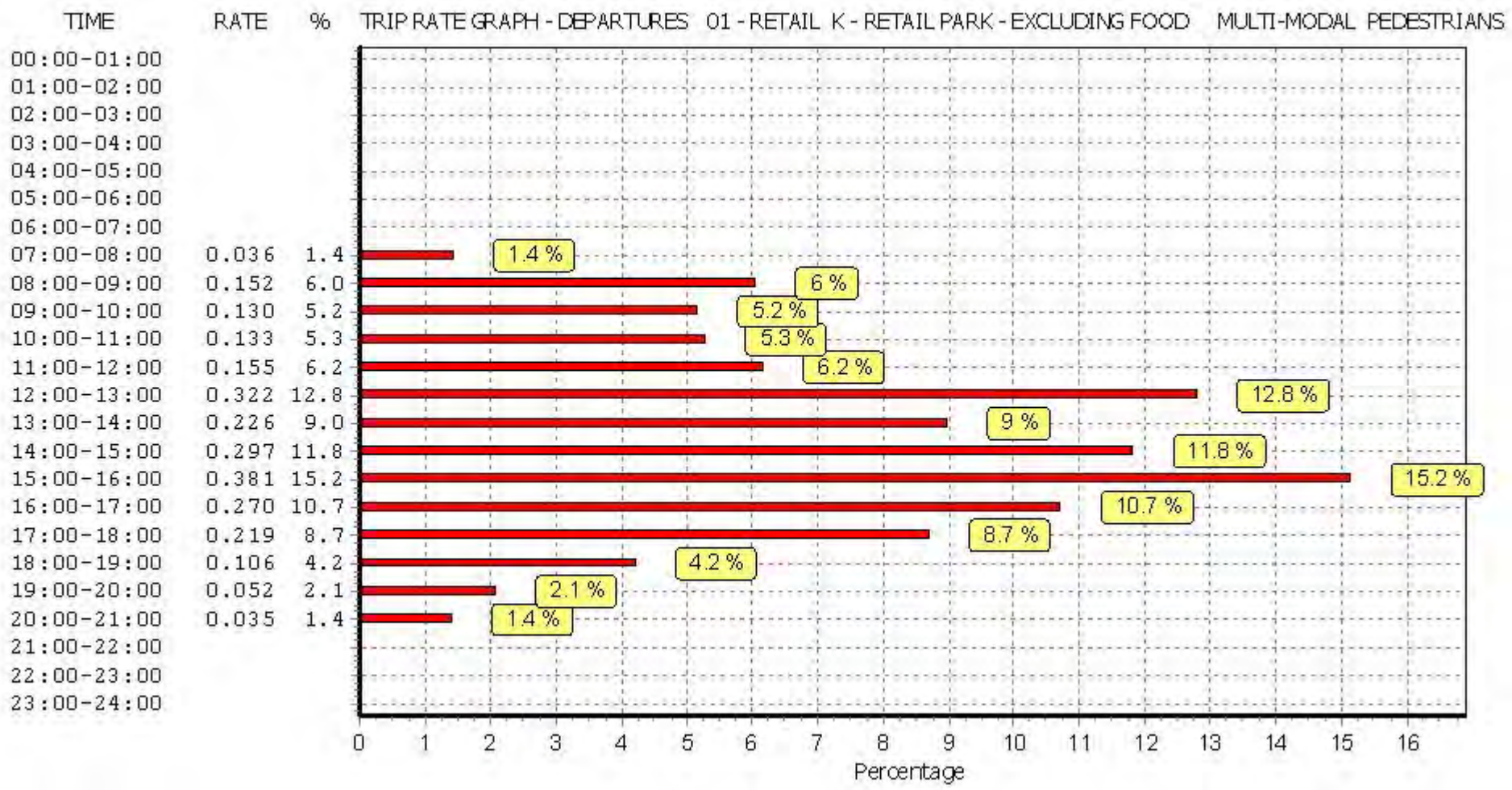

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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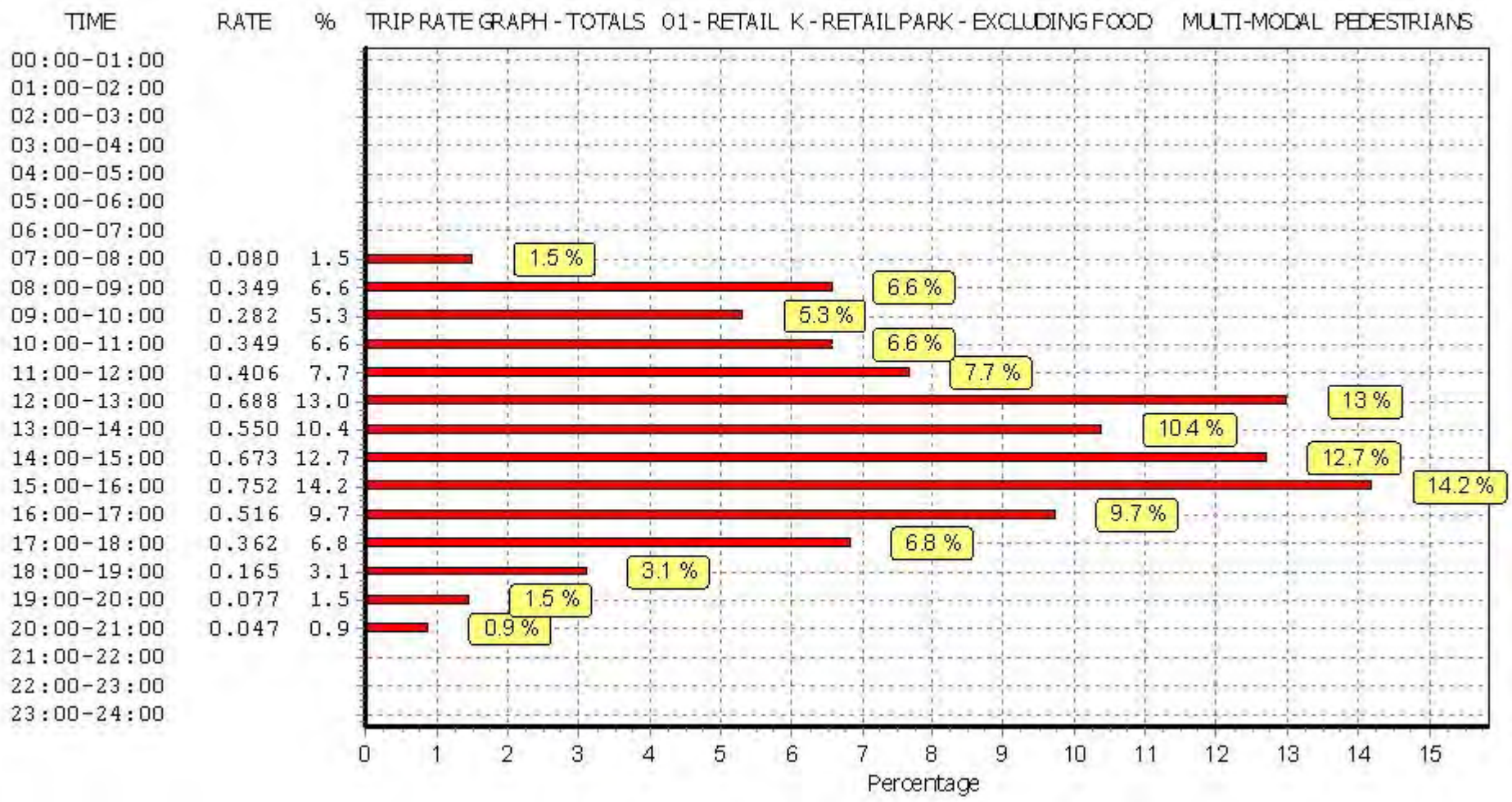

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	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									
Total Rates:			0.677			0.575			1.252

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

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

Parameter summary

Trip rate parameter range selected:	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.

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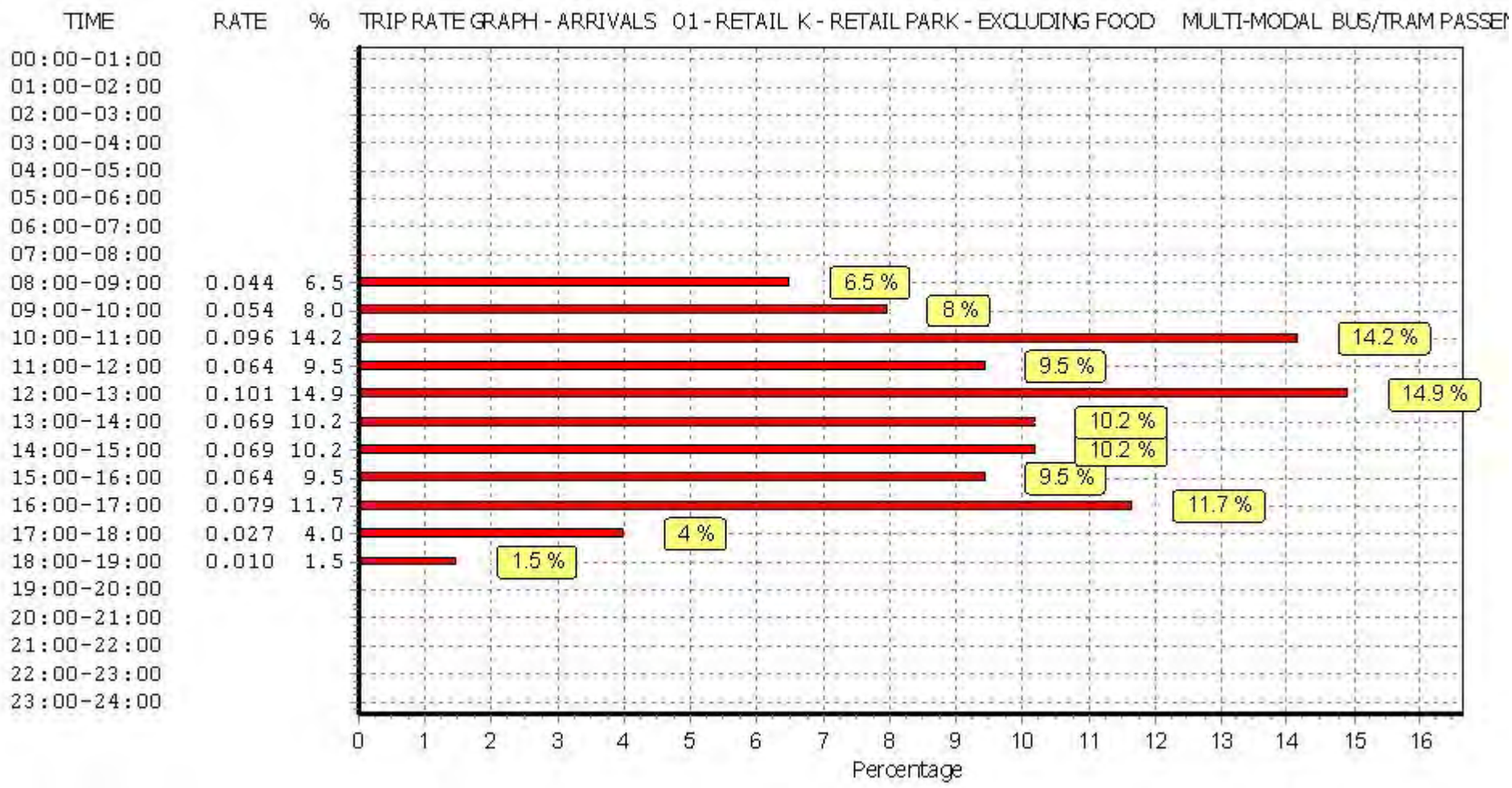

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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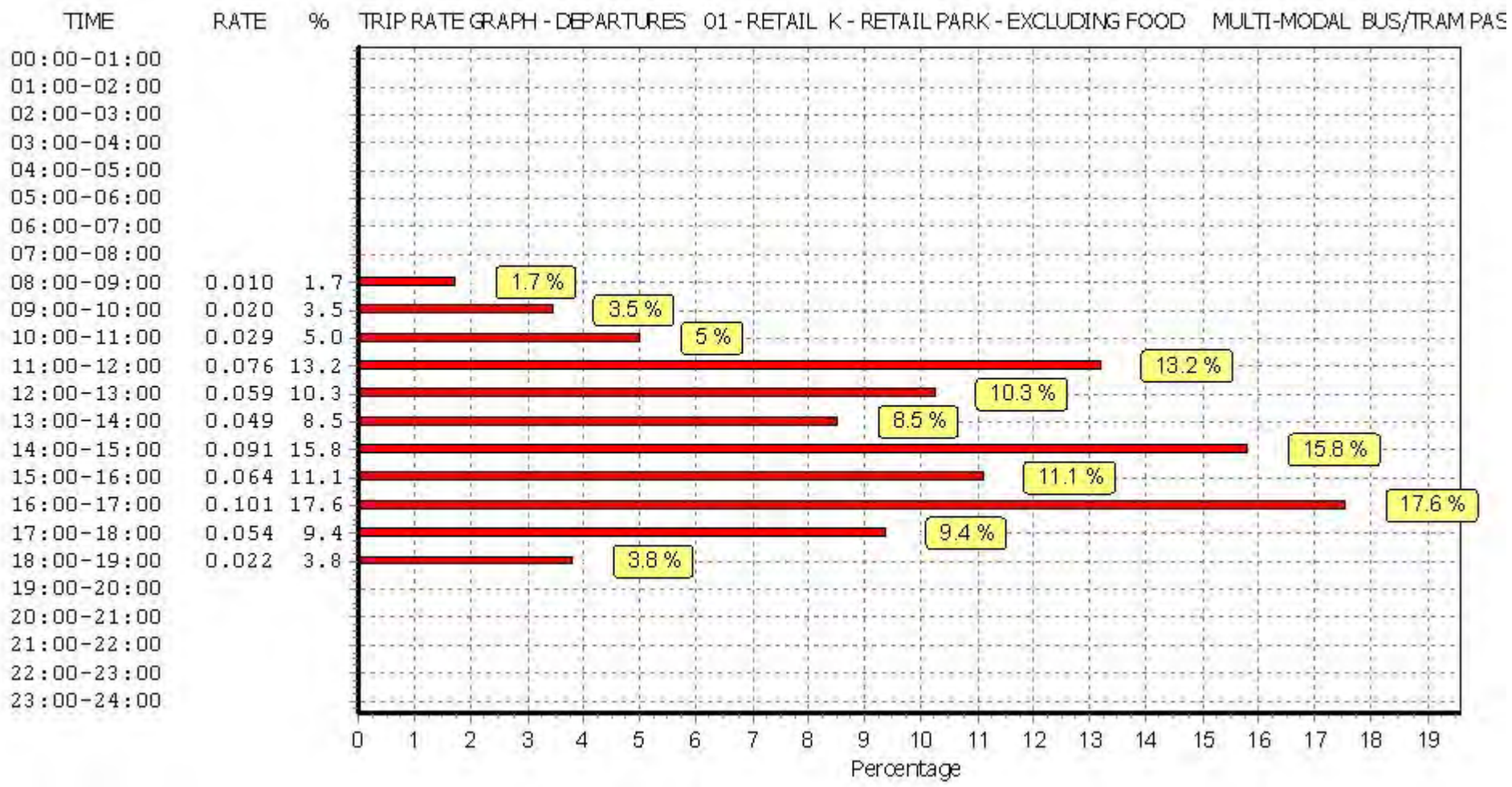

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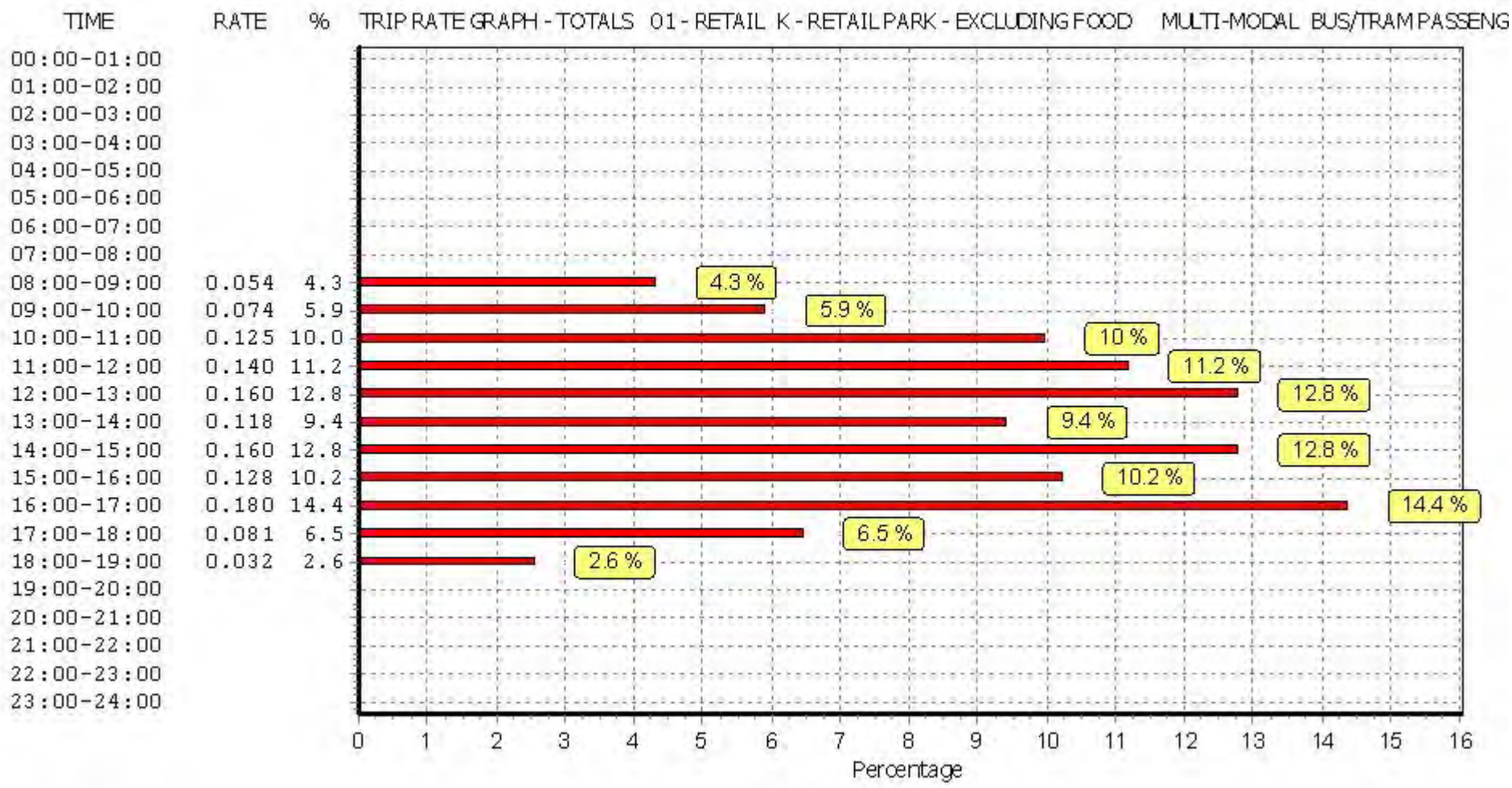

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TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	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									
Total Rates:			0.067			0.047			0.114

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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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.

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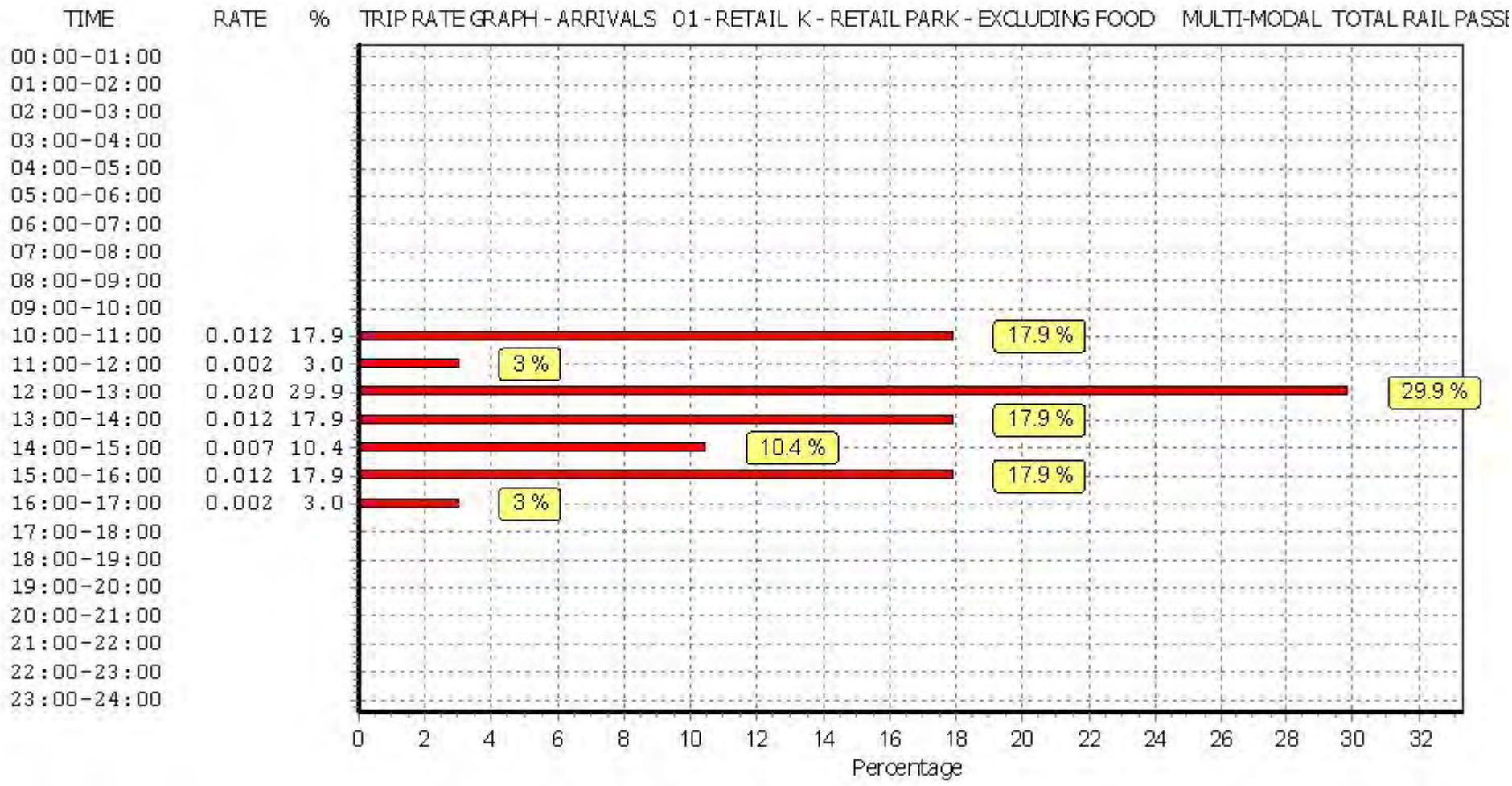

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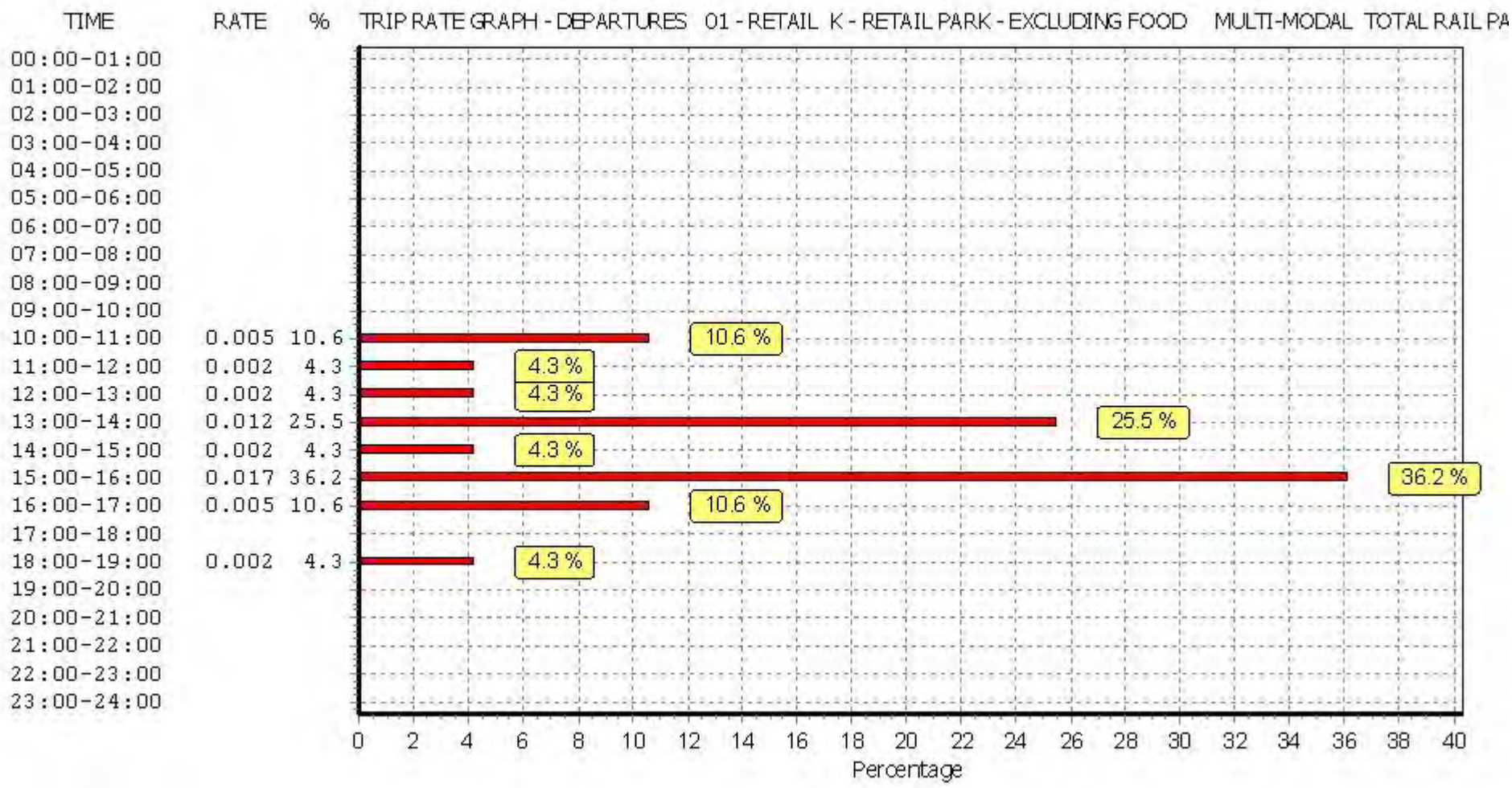

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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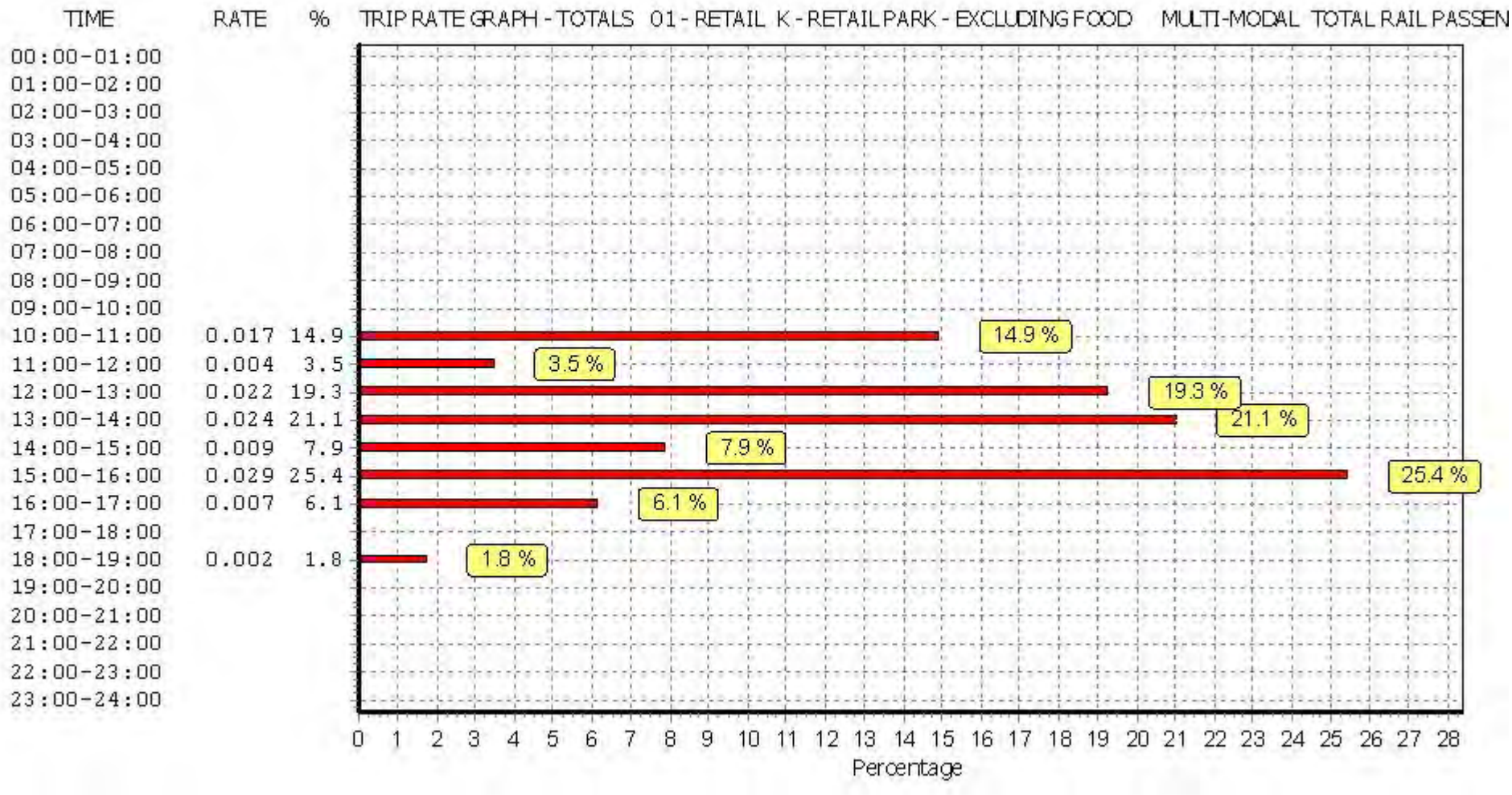

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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 undertaking 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
Total Rates:			0.384			0.432			0.816

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

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

Parameter summary

Trip rate parameter range selected:	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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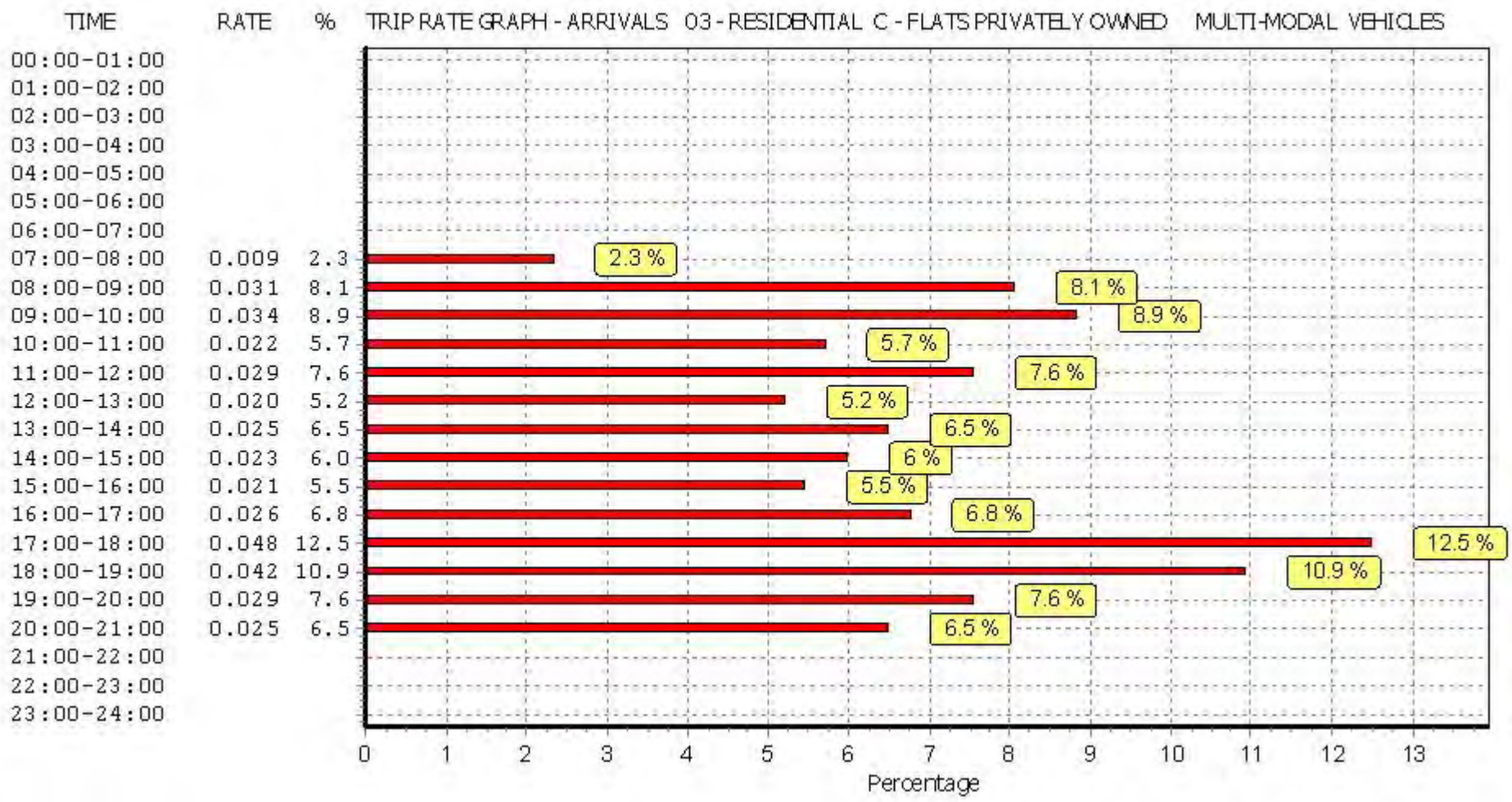

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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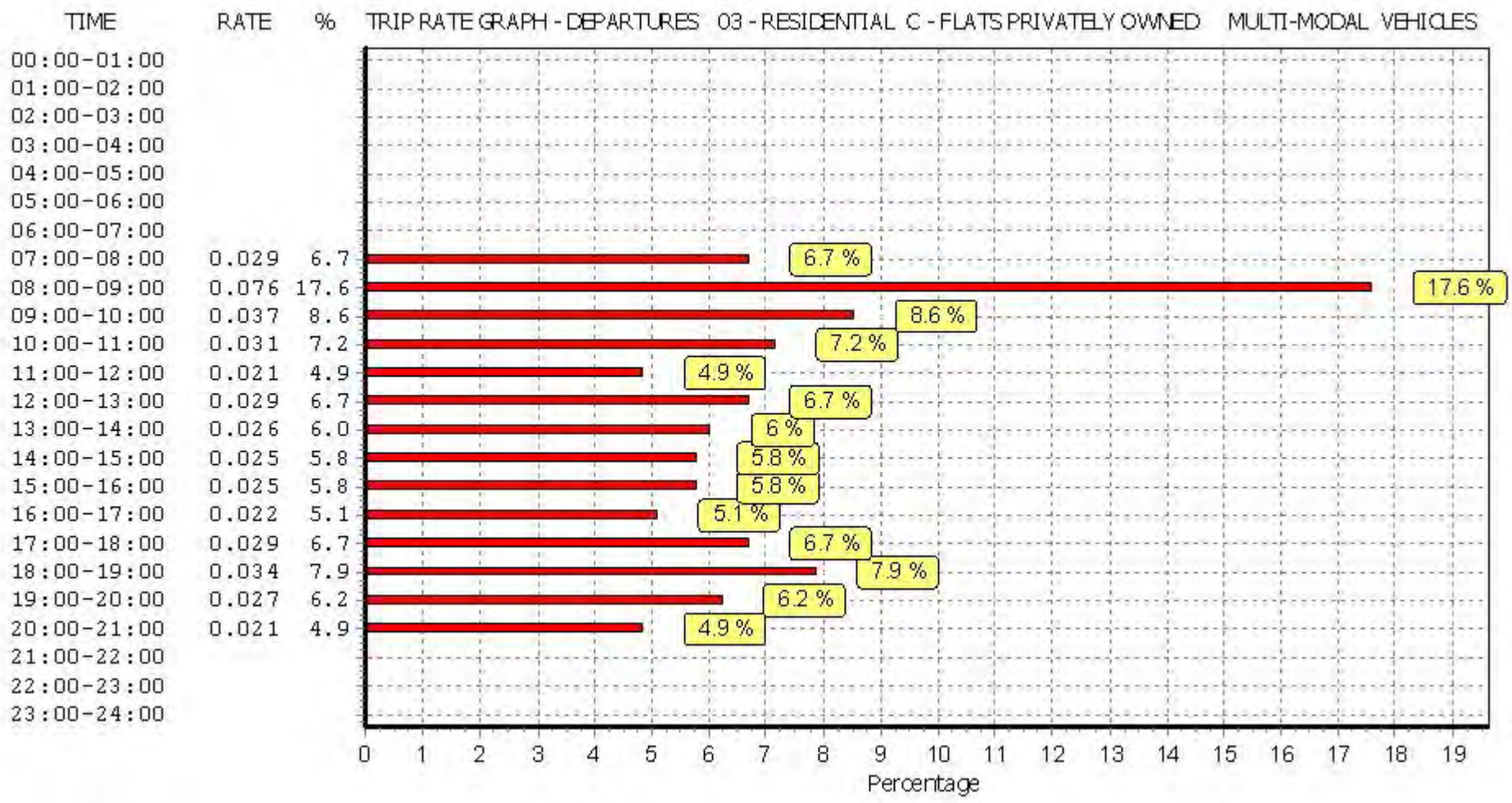
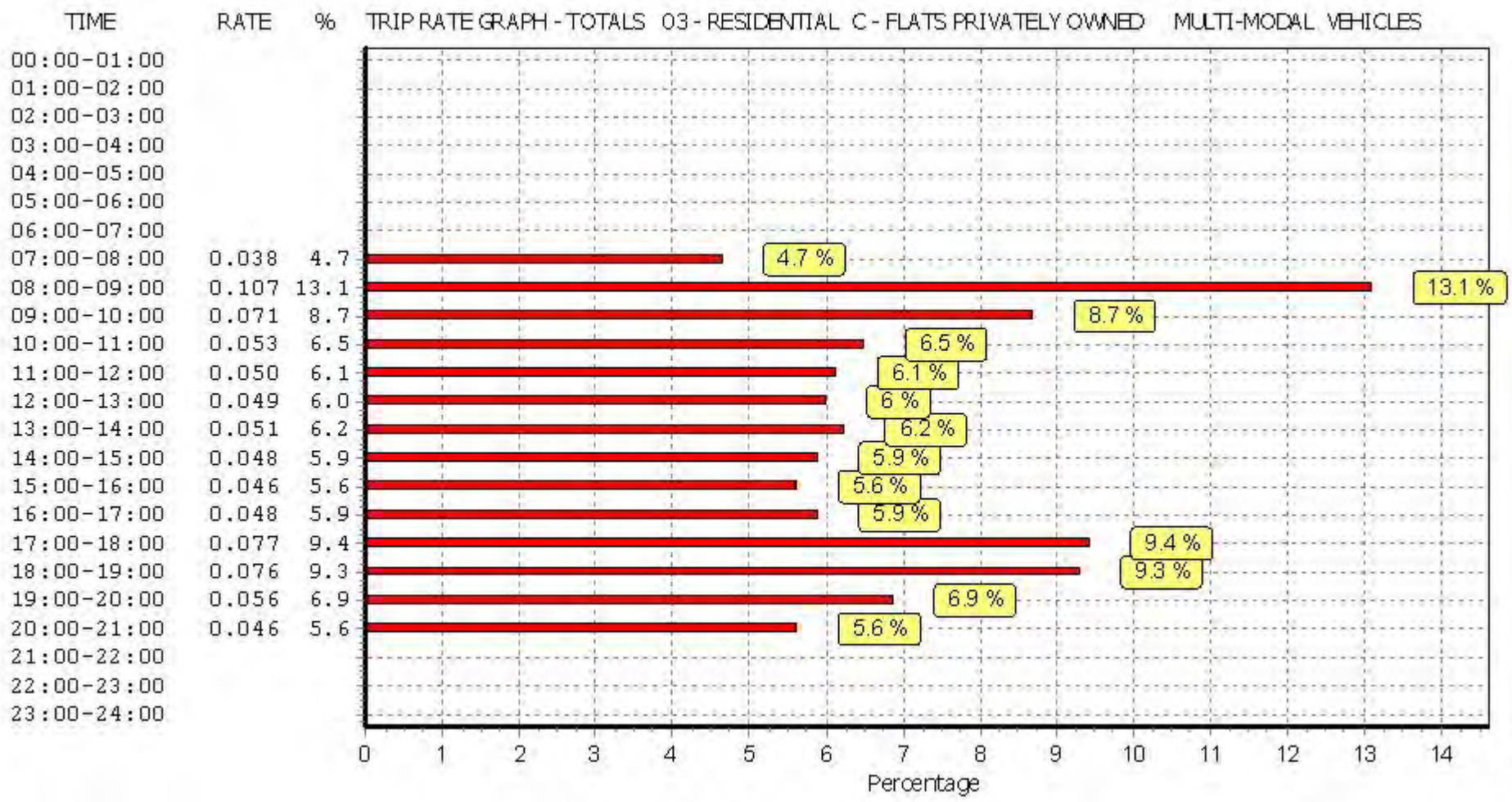


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

OFF-LINE VERSION Entran Ltd Bath rd Bristol Licence No: 337901



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 OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
Total Rates:			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.

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

Parameter summary

Trip rate parameter range selected:	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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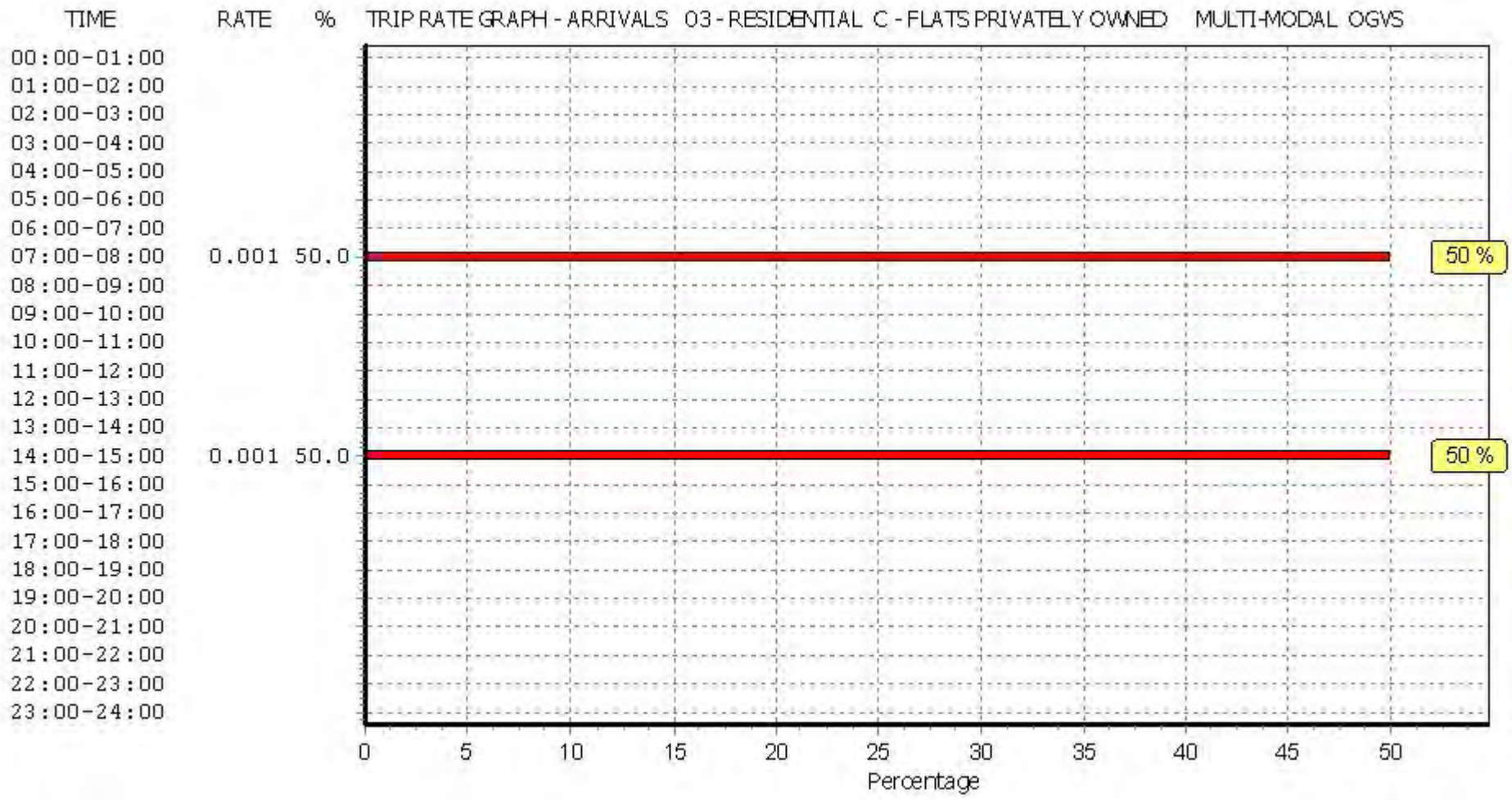
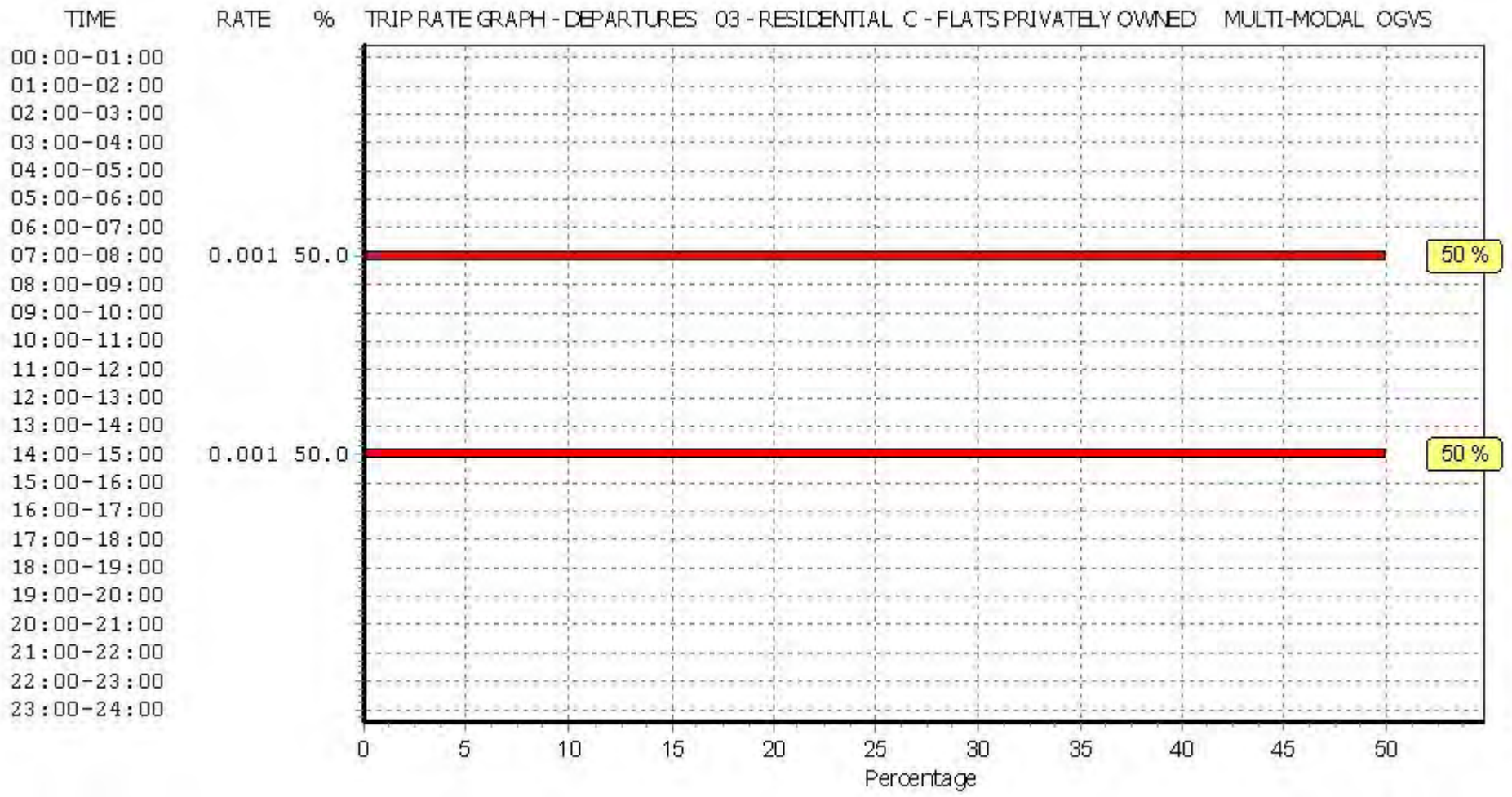
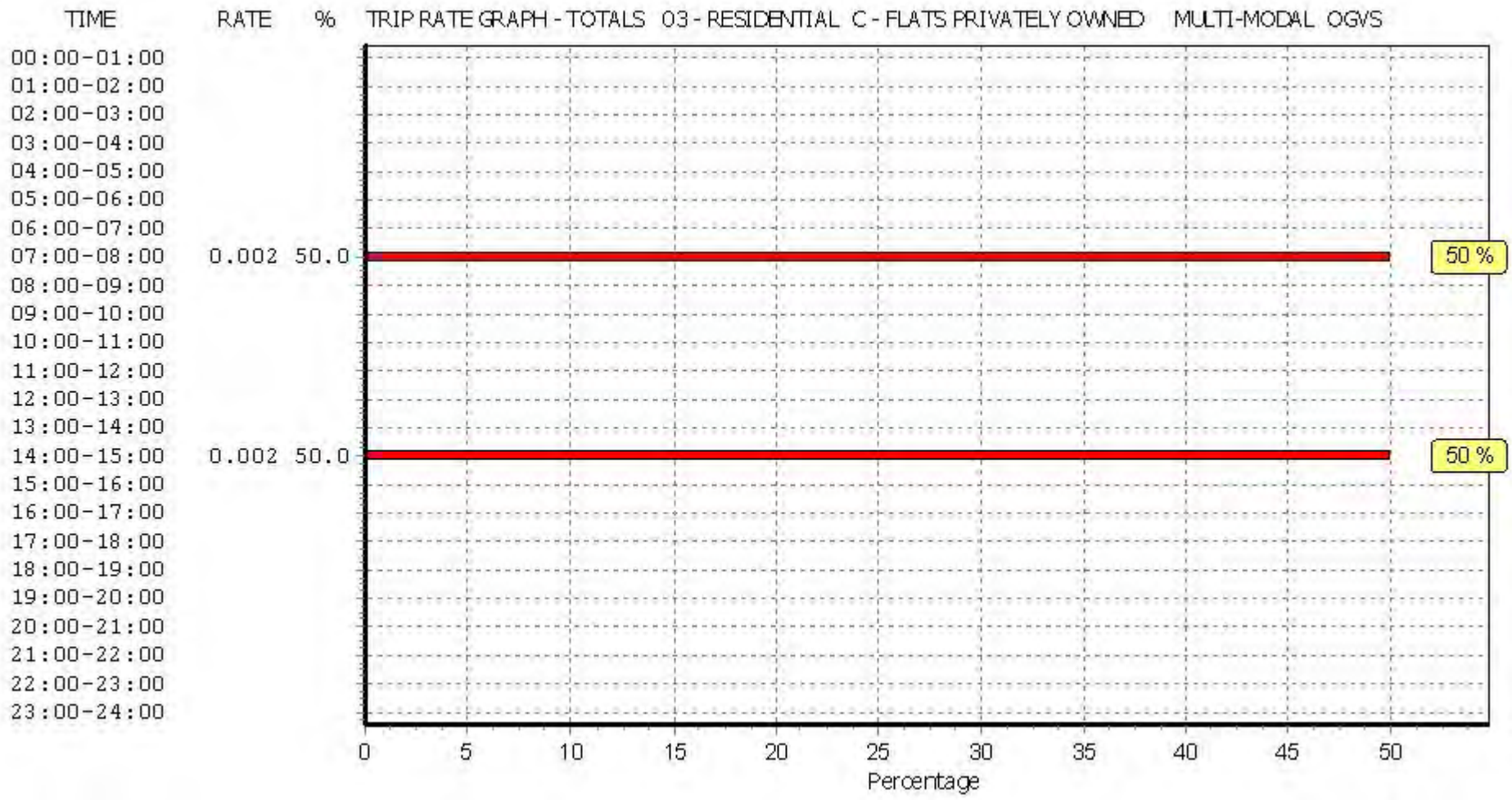


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

OFF-LINE VERSION Entran Ltd Bath rd Bristol Licence No: 337901



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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
Total Rates:			0.028			0.024			0.052

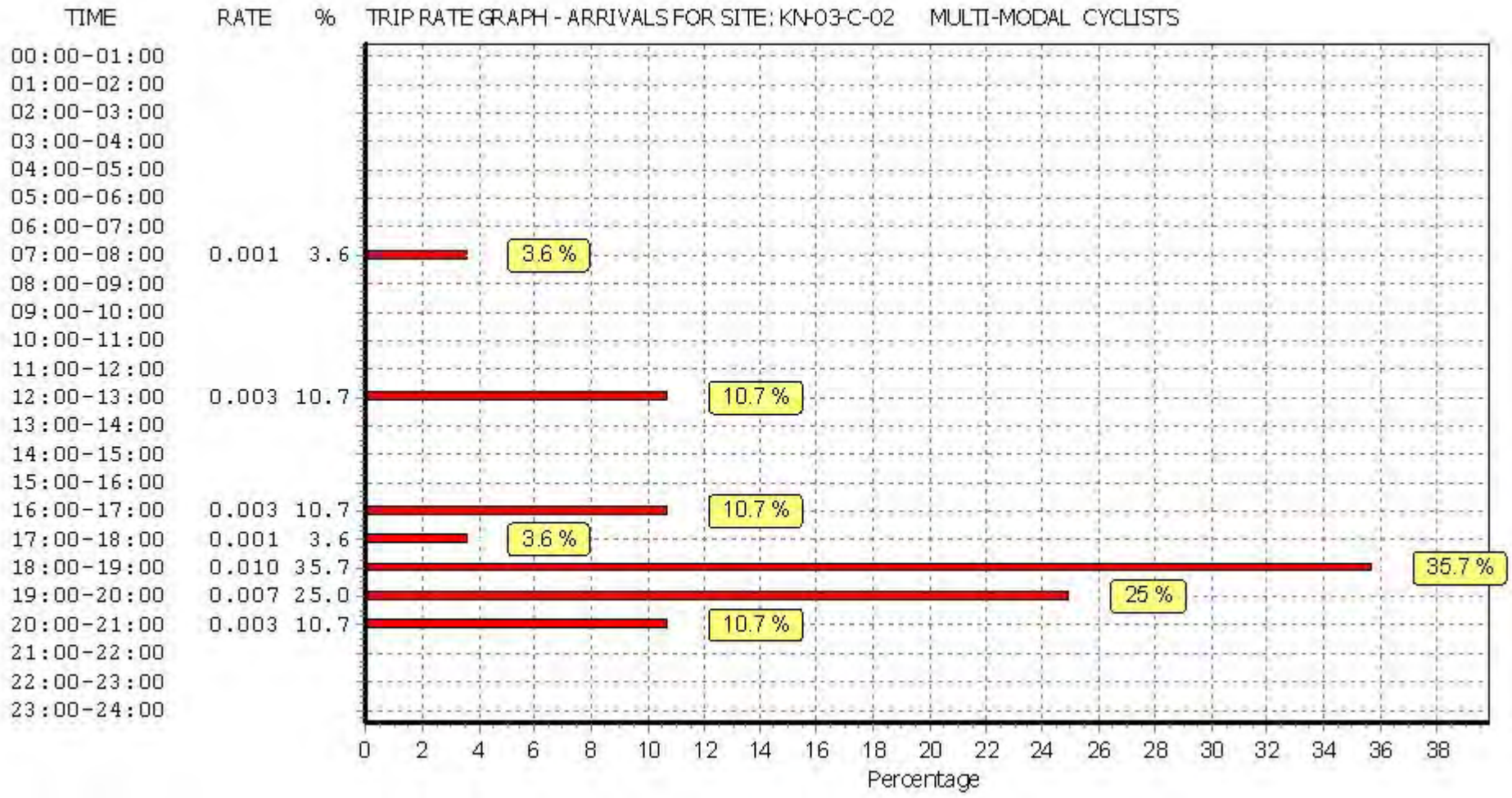
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

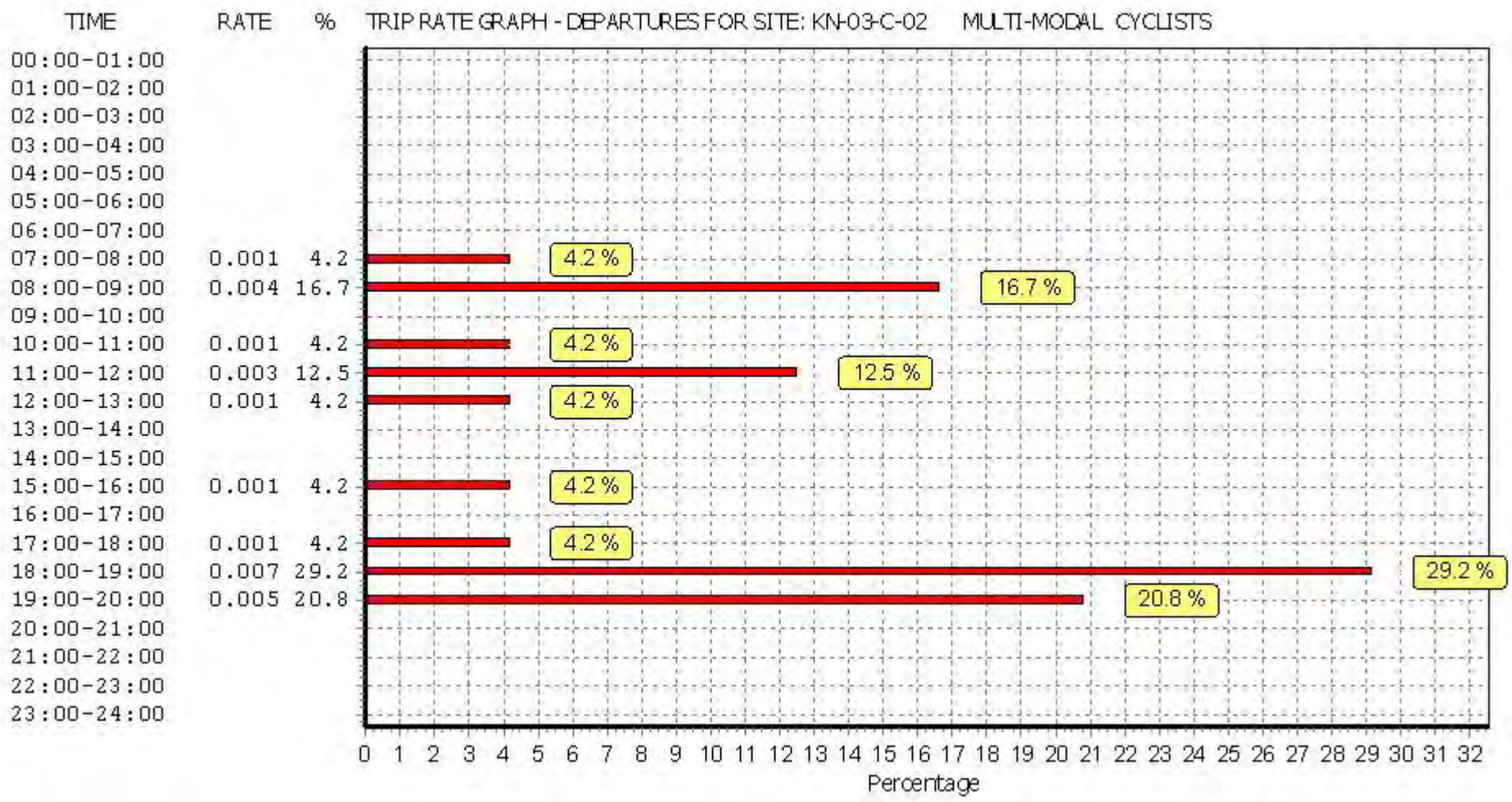
Parameter summary

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

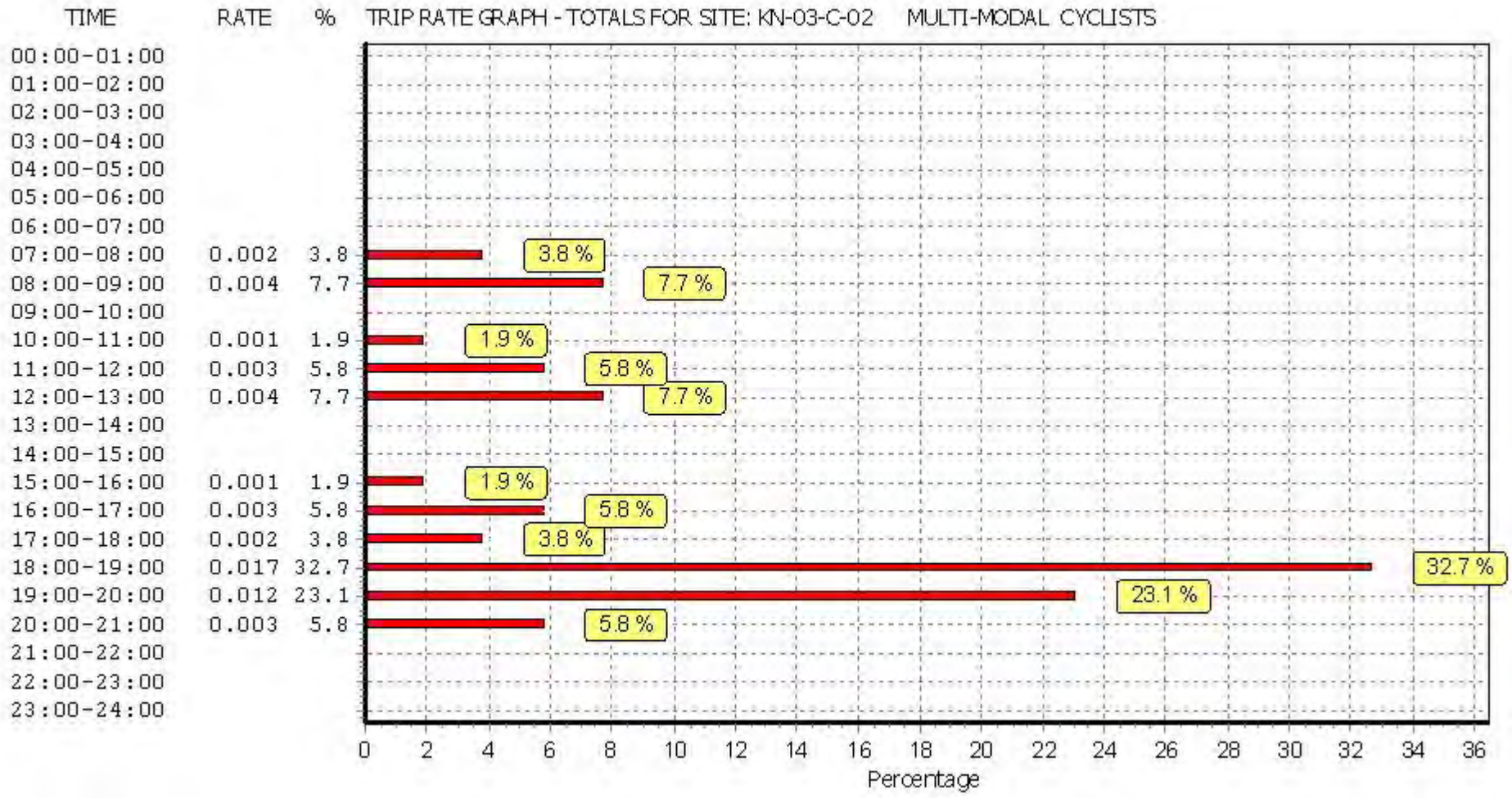
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
Total Rates:			0.475			0.546			1.021

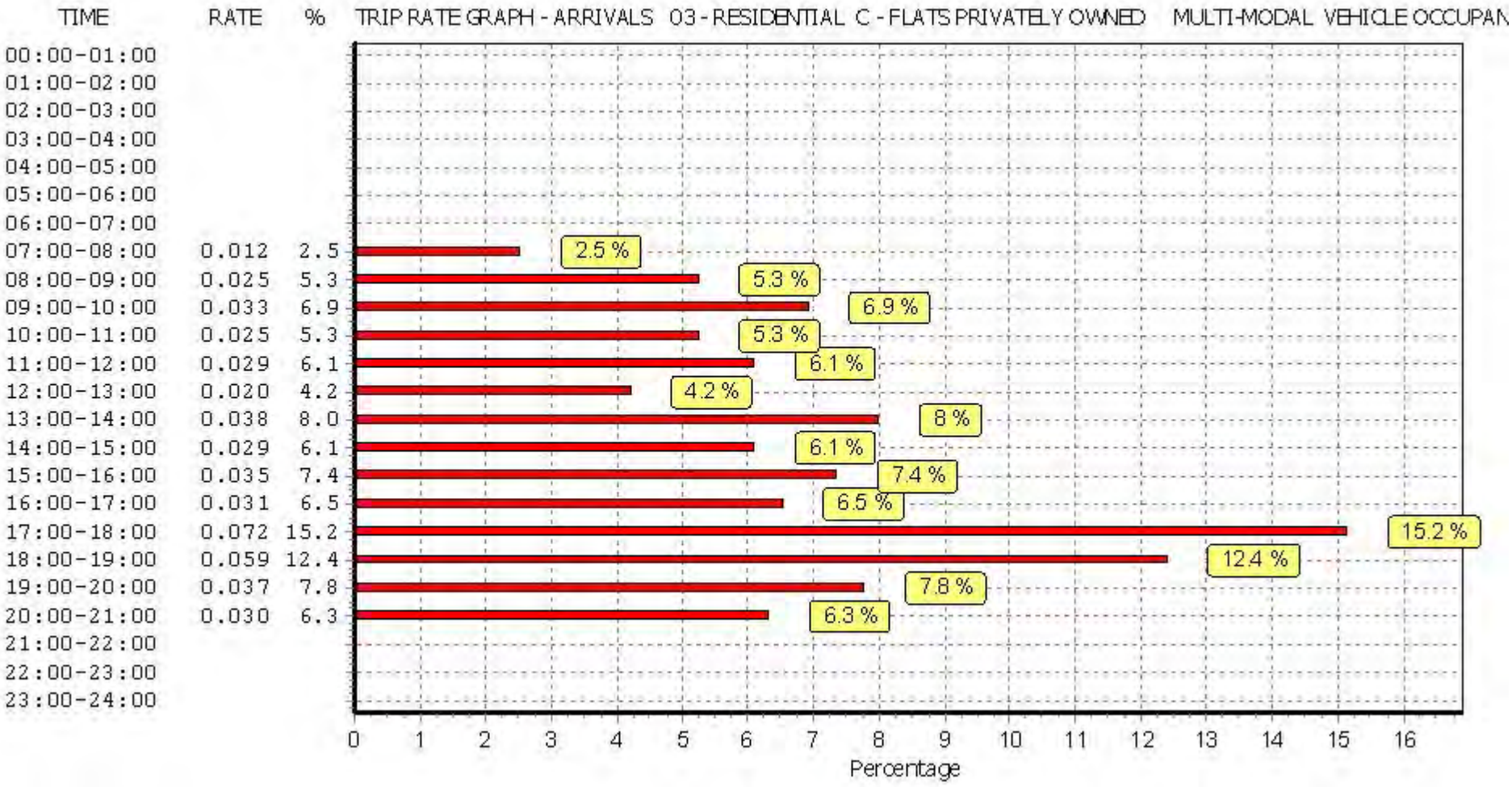
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

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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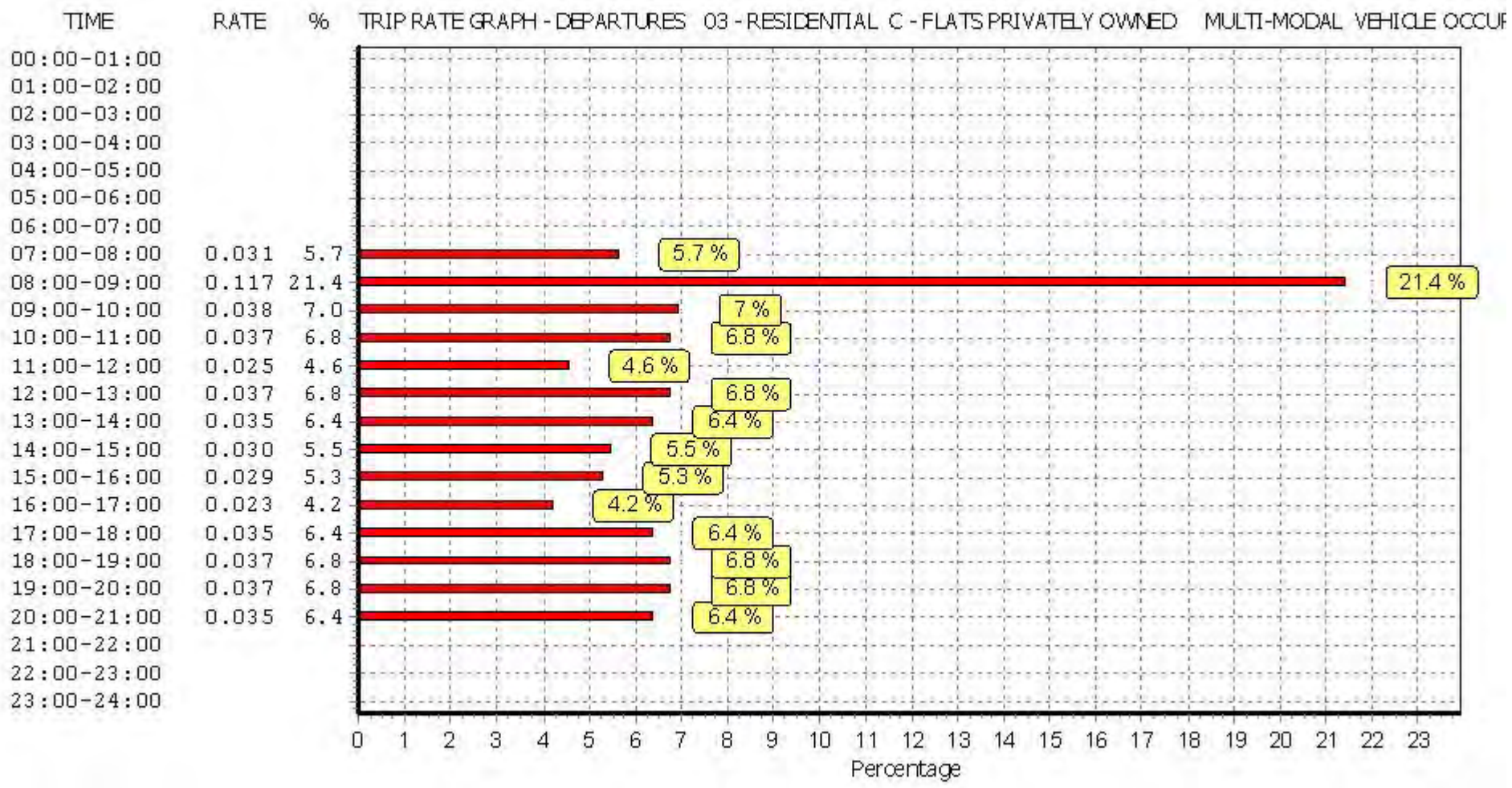
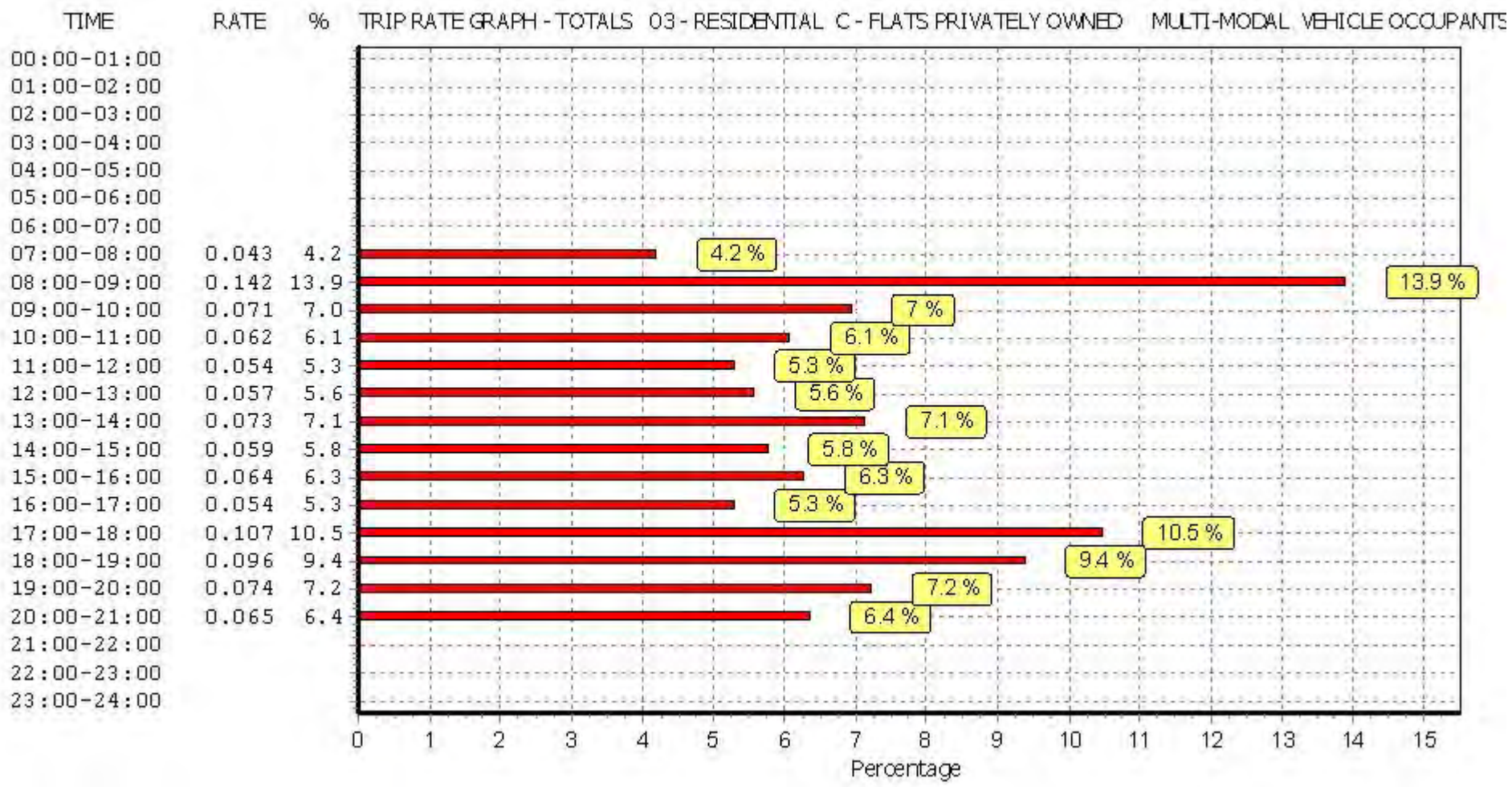


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
Total Rates:			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.

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

Parameter summary

Trip rate parameter range selected:	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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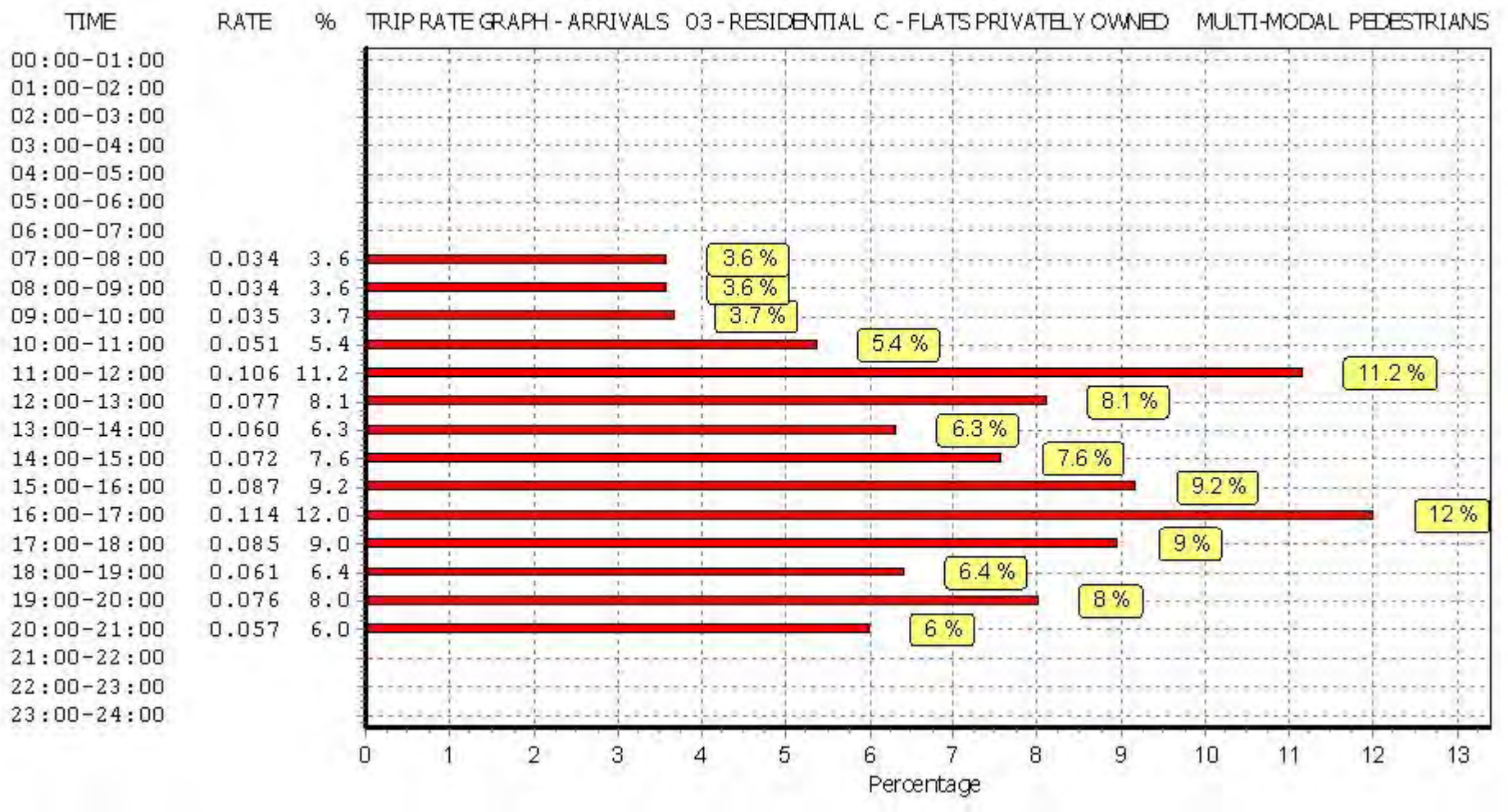

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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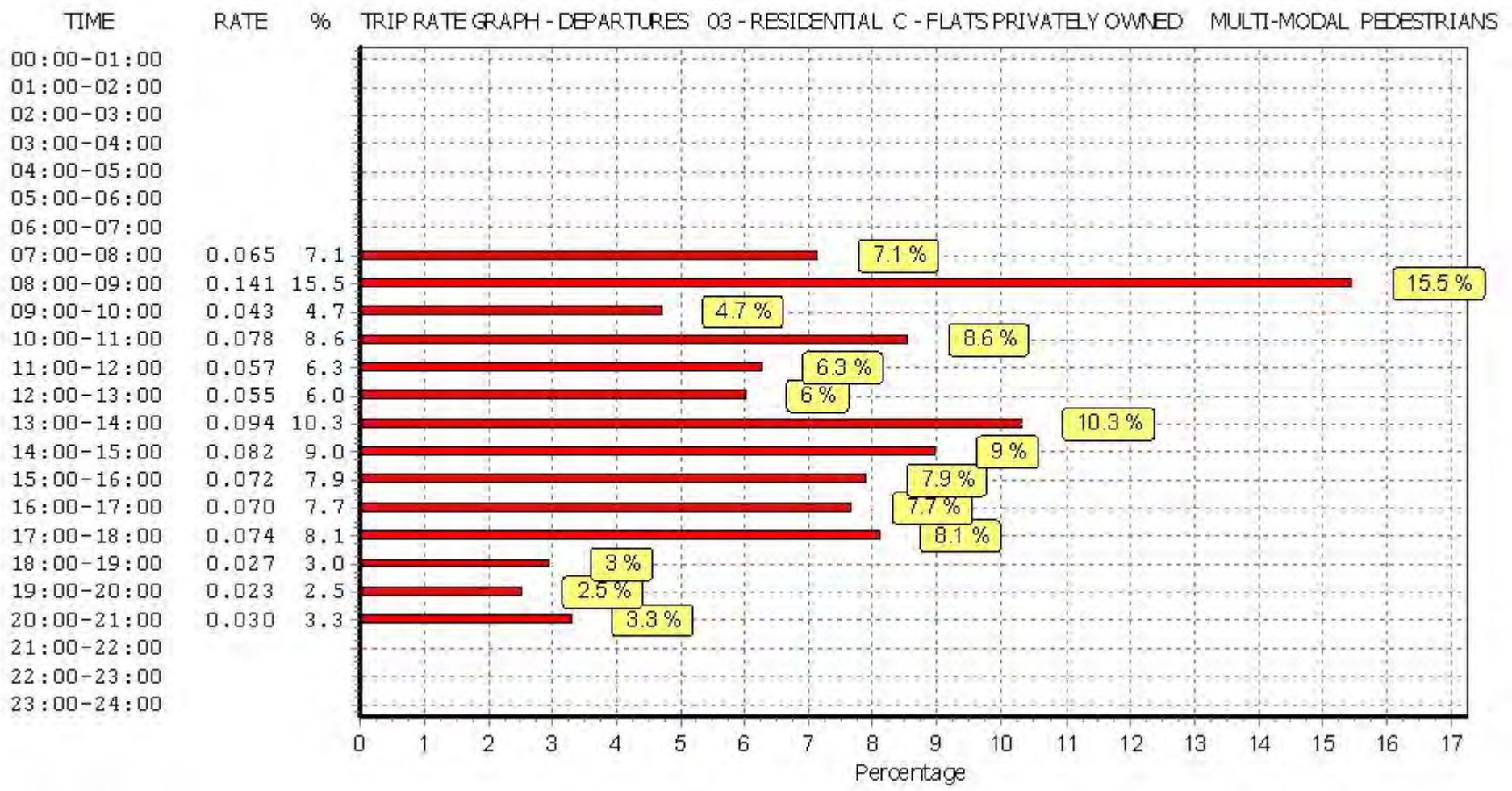

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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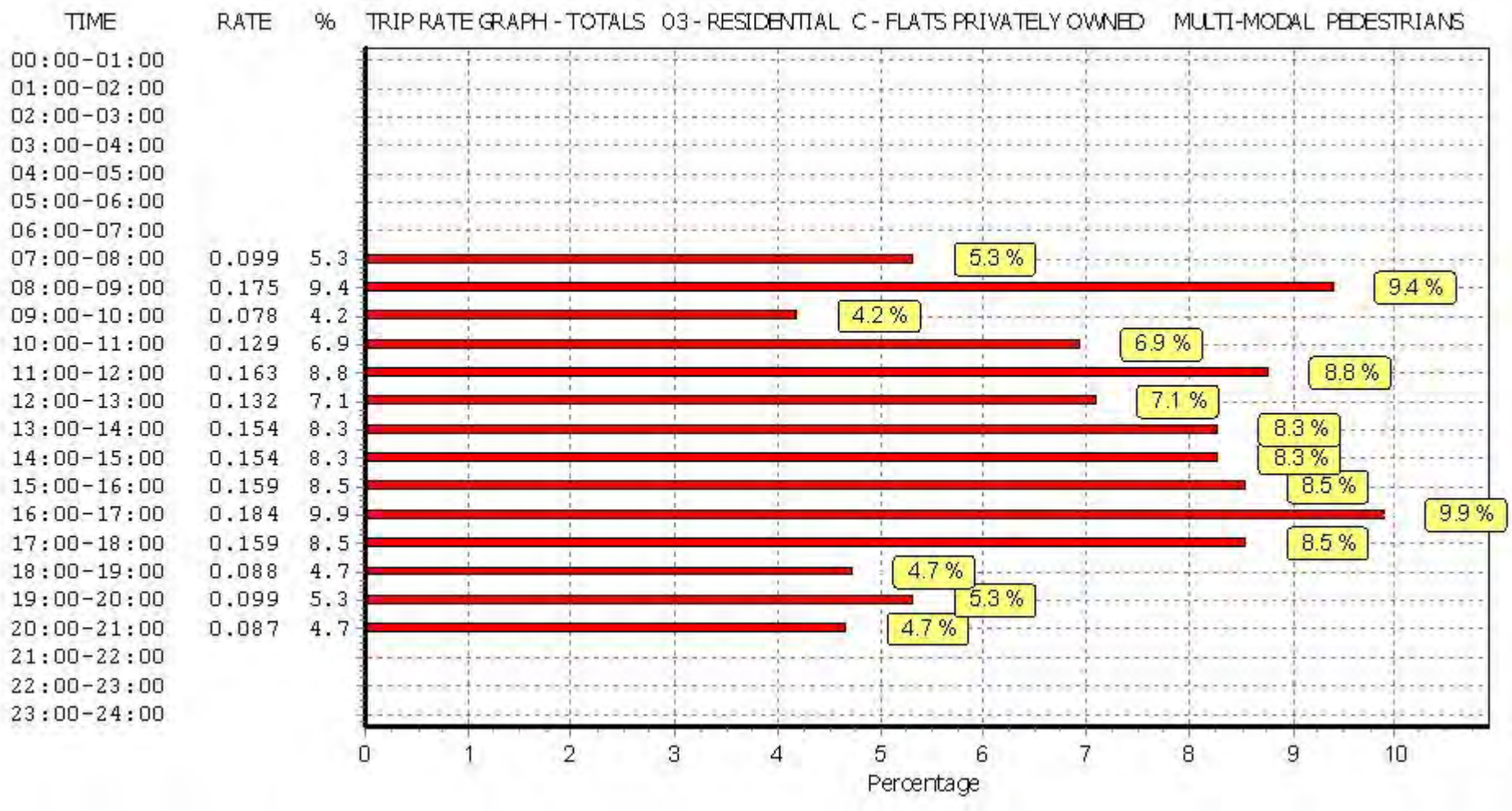

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through 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 BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
Total Rates:			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.

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

Parameter summary

Trip rate parameter range selected:	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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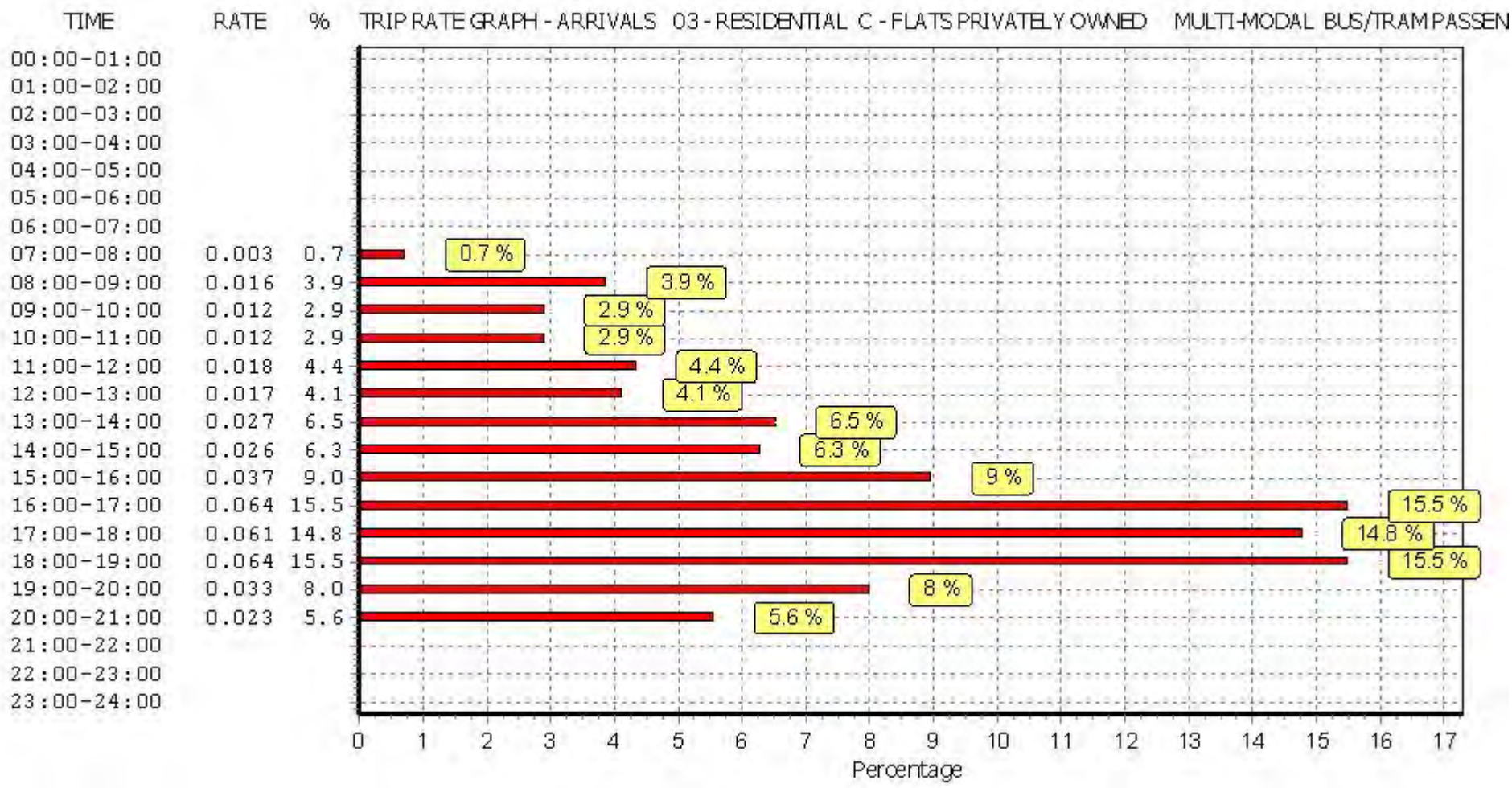

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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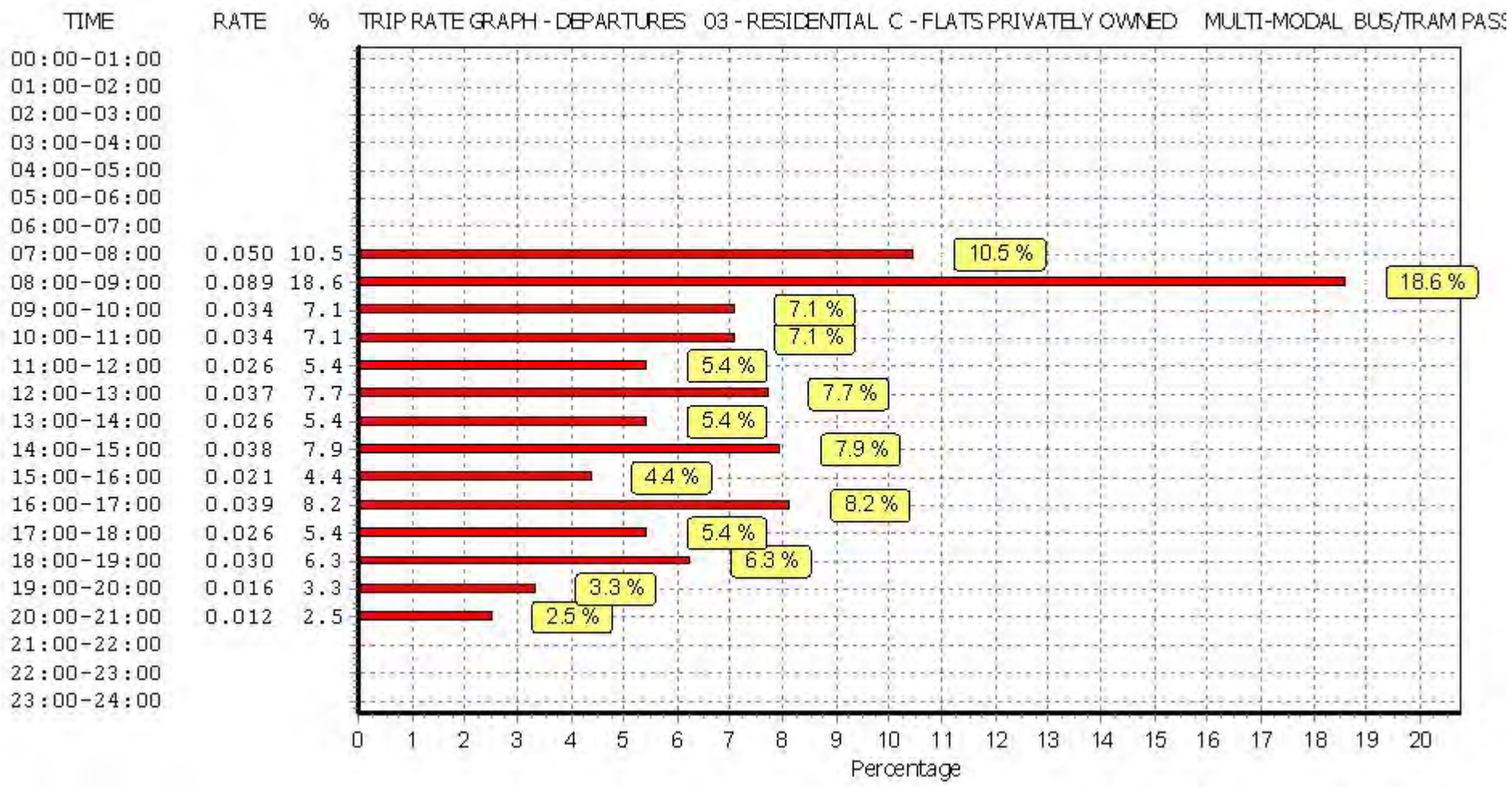

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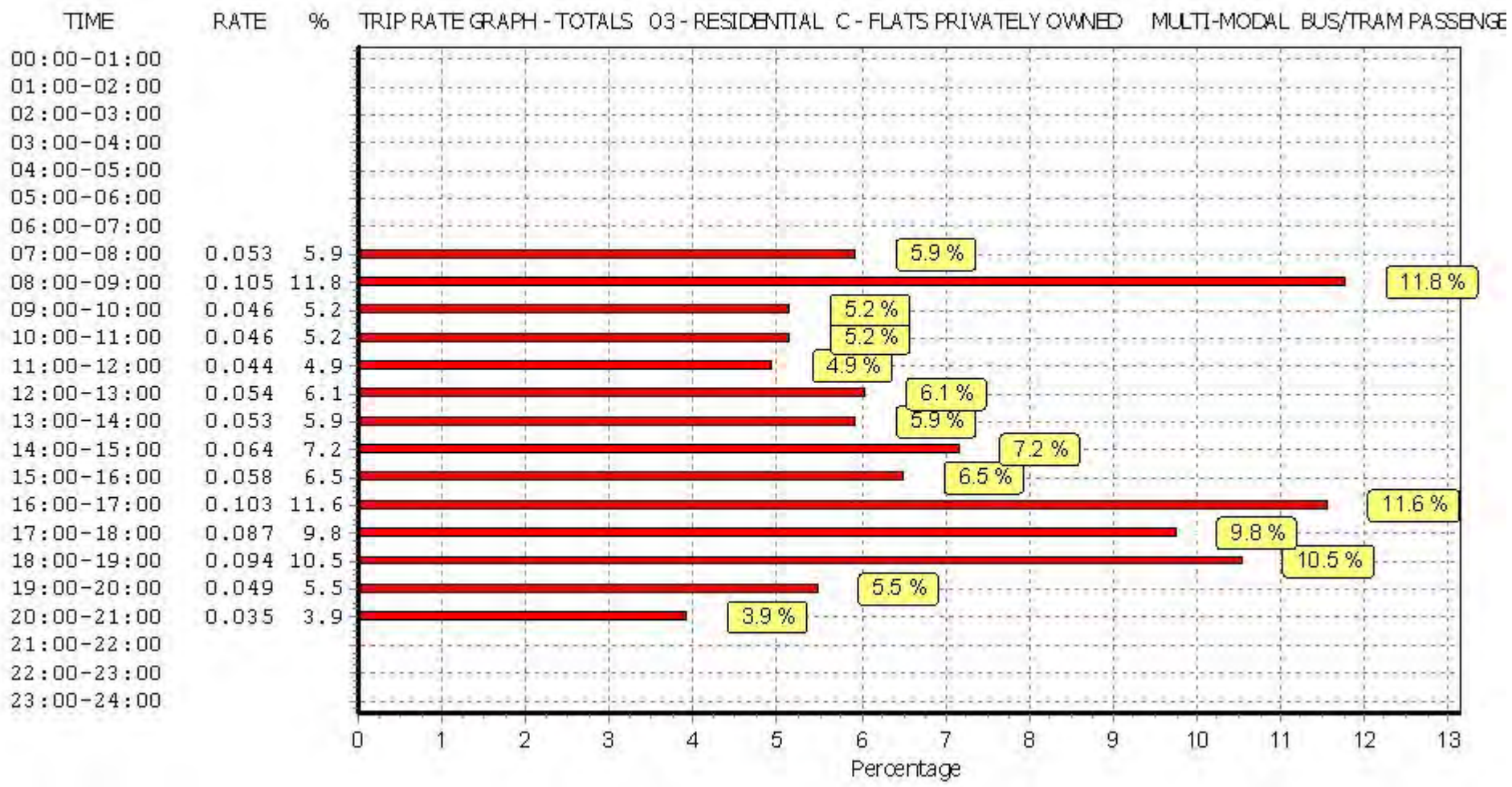

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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									
Total Rates:			0.350			0.469			0.819

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

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

Parameter summary

Trip rate parameter range selected:	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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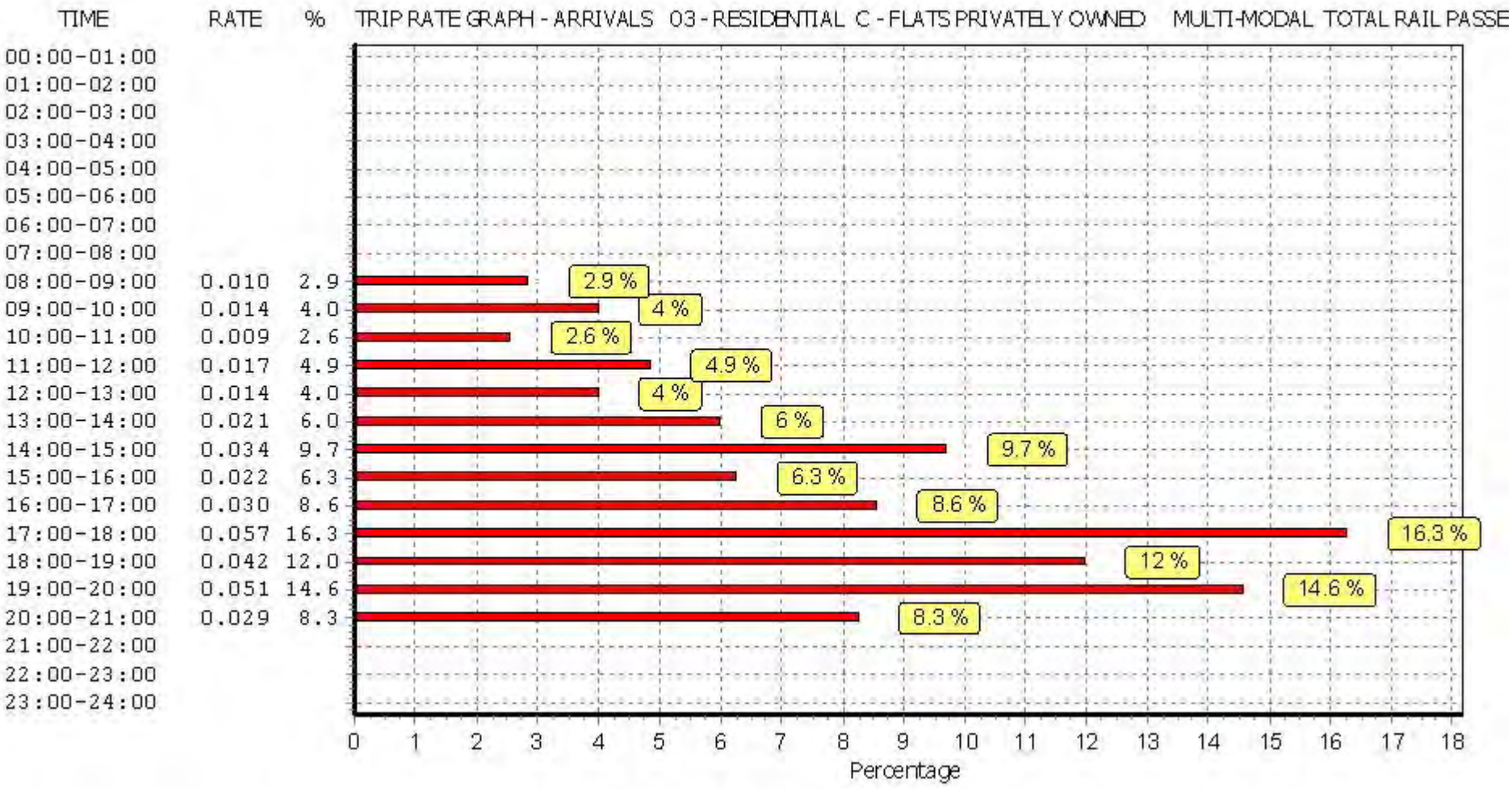
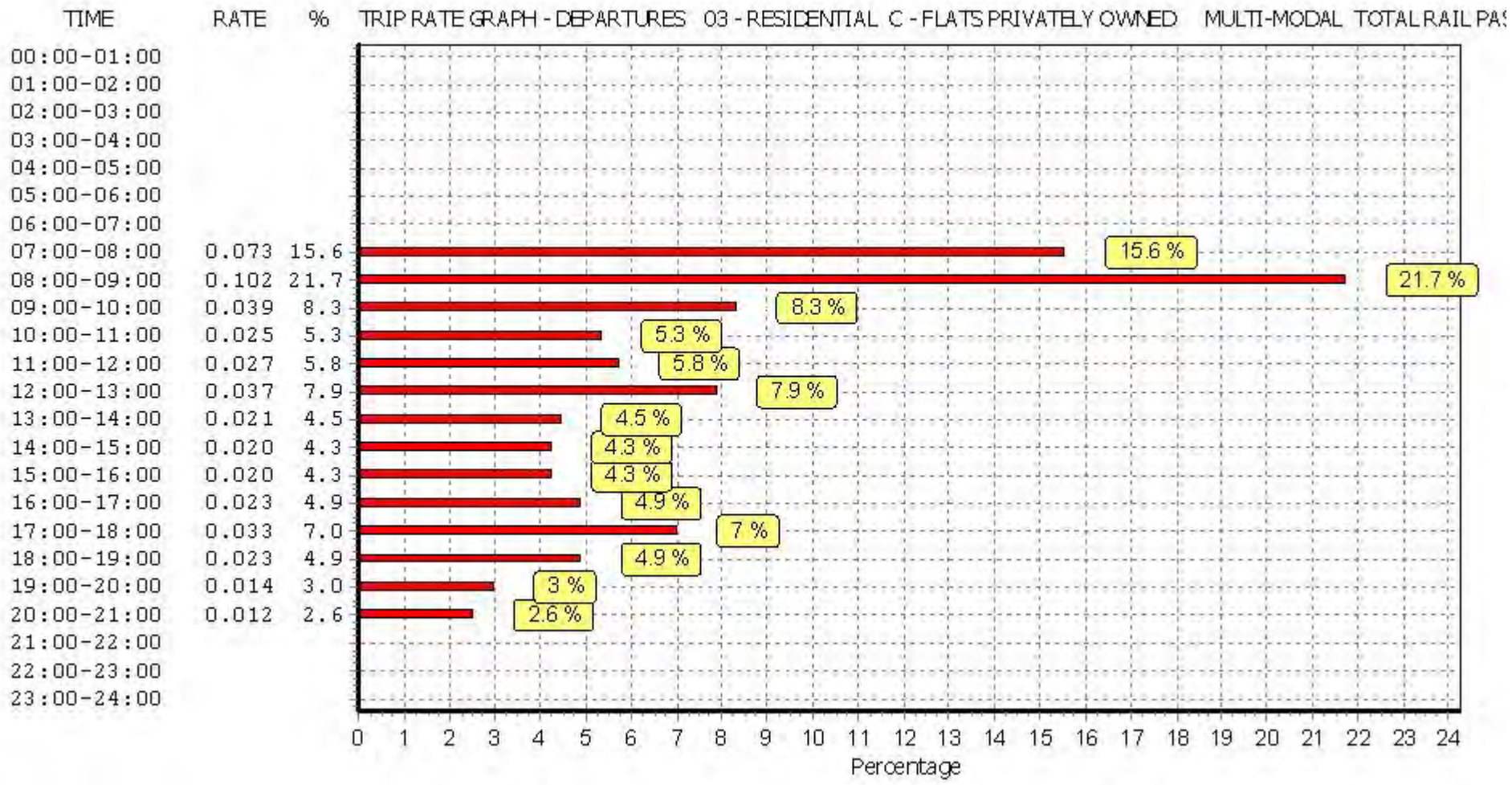
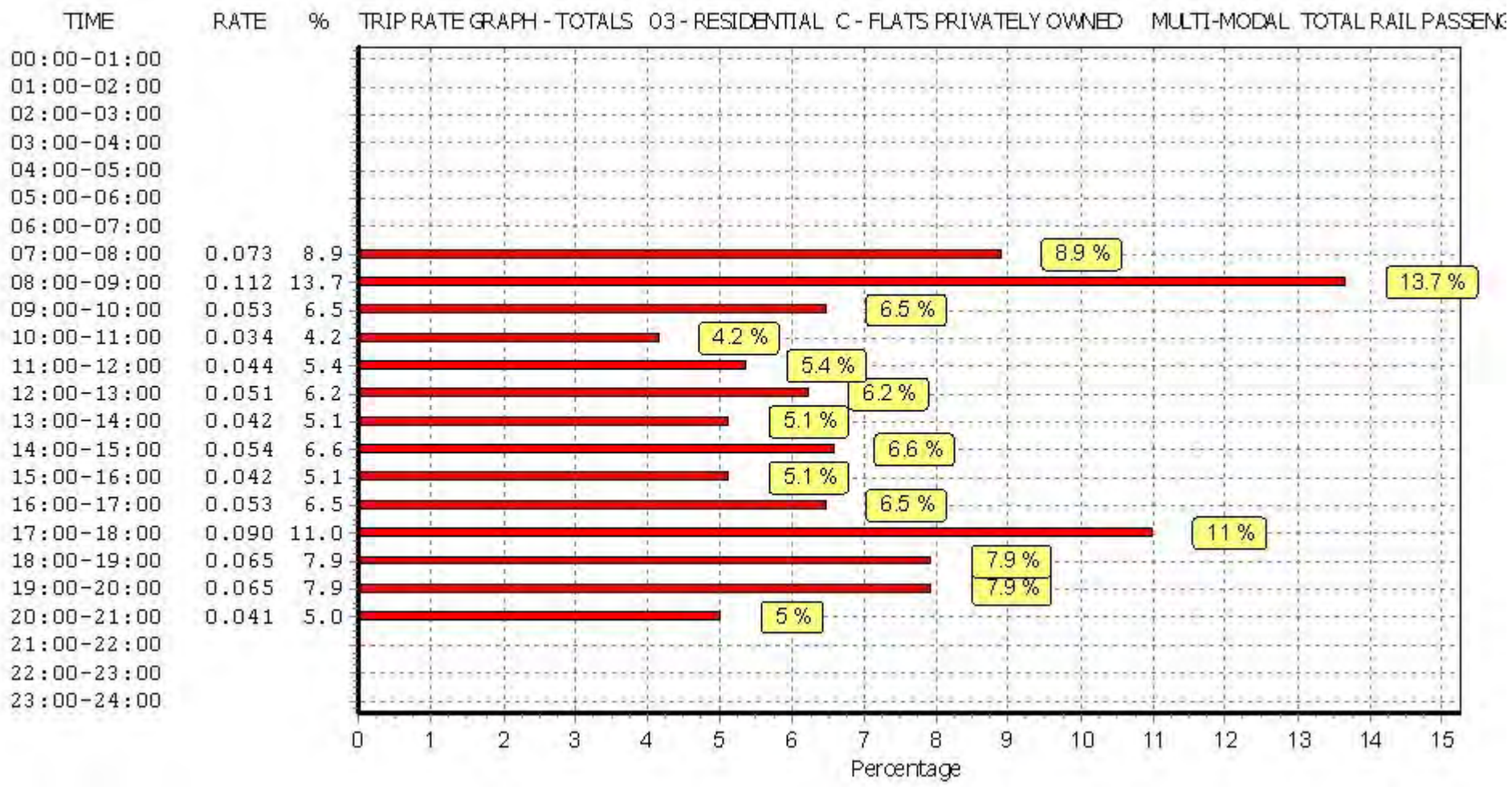


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through 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.

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 undertaking 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 BRENT
WEMBLEY HILL ROAD

WEMBLEY
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 4750 sqm
Survey date: TUESDAY *22/06/10* *Survey Type: MANUAL*

2 CI-02-A-02 OFFICES CITY OF LONDON
GRACECHURCH STREET
MONUMENT
CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 9803 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	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									
Total Rates:			2.206			2.034			4.240

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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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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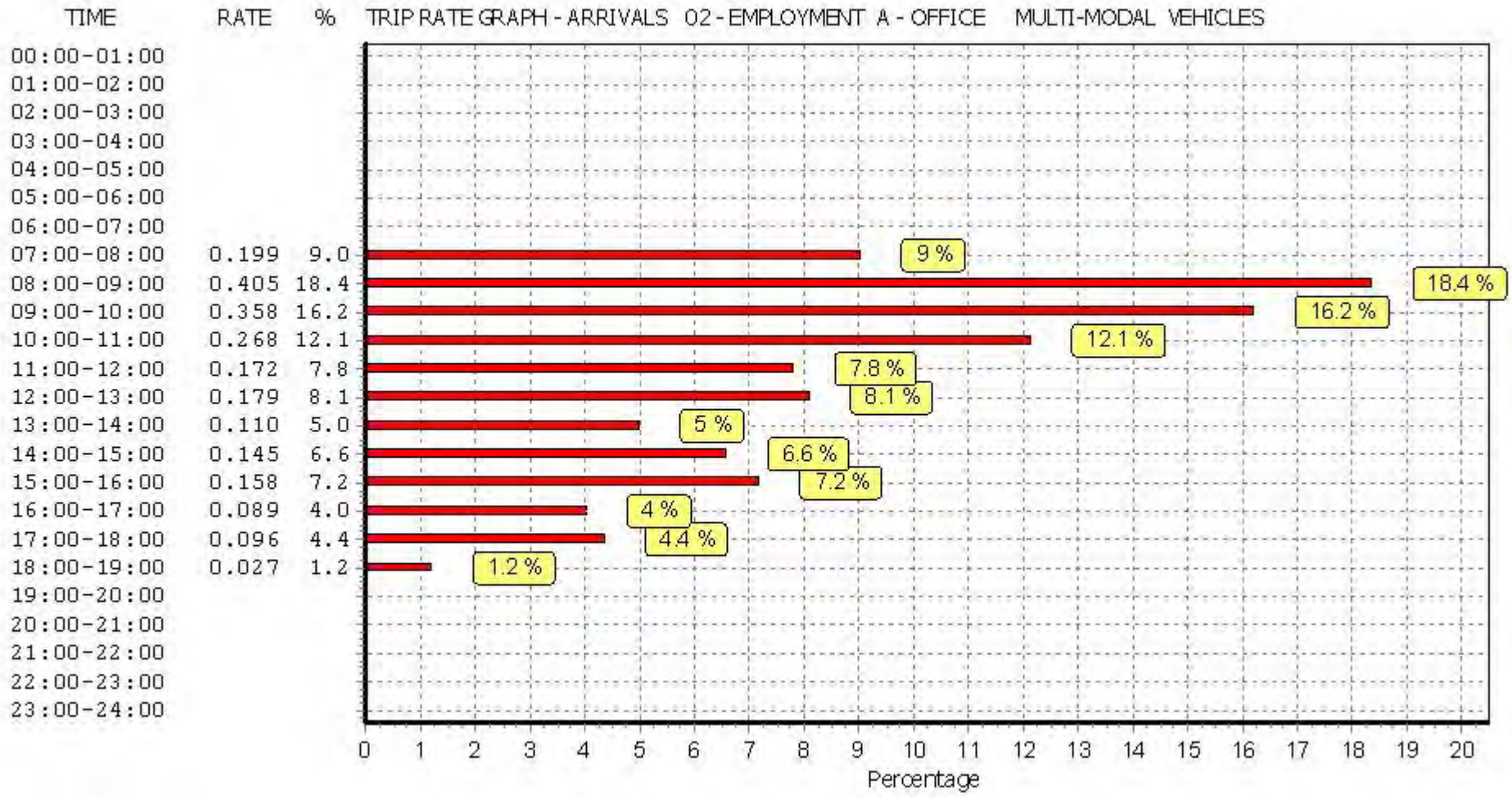

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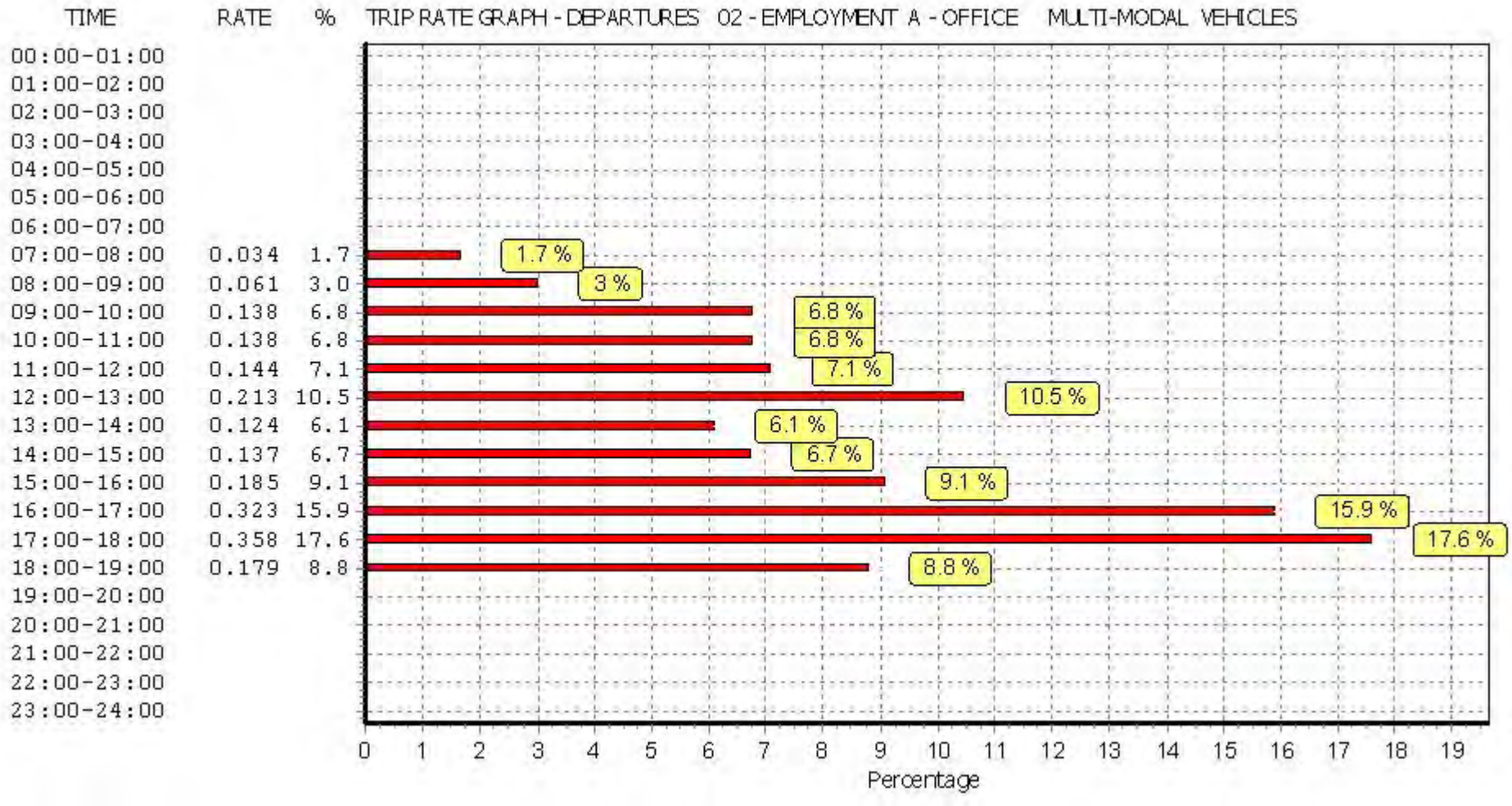

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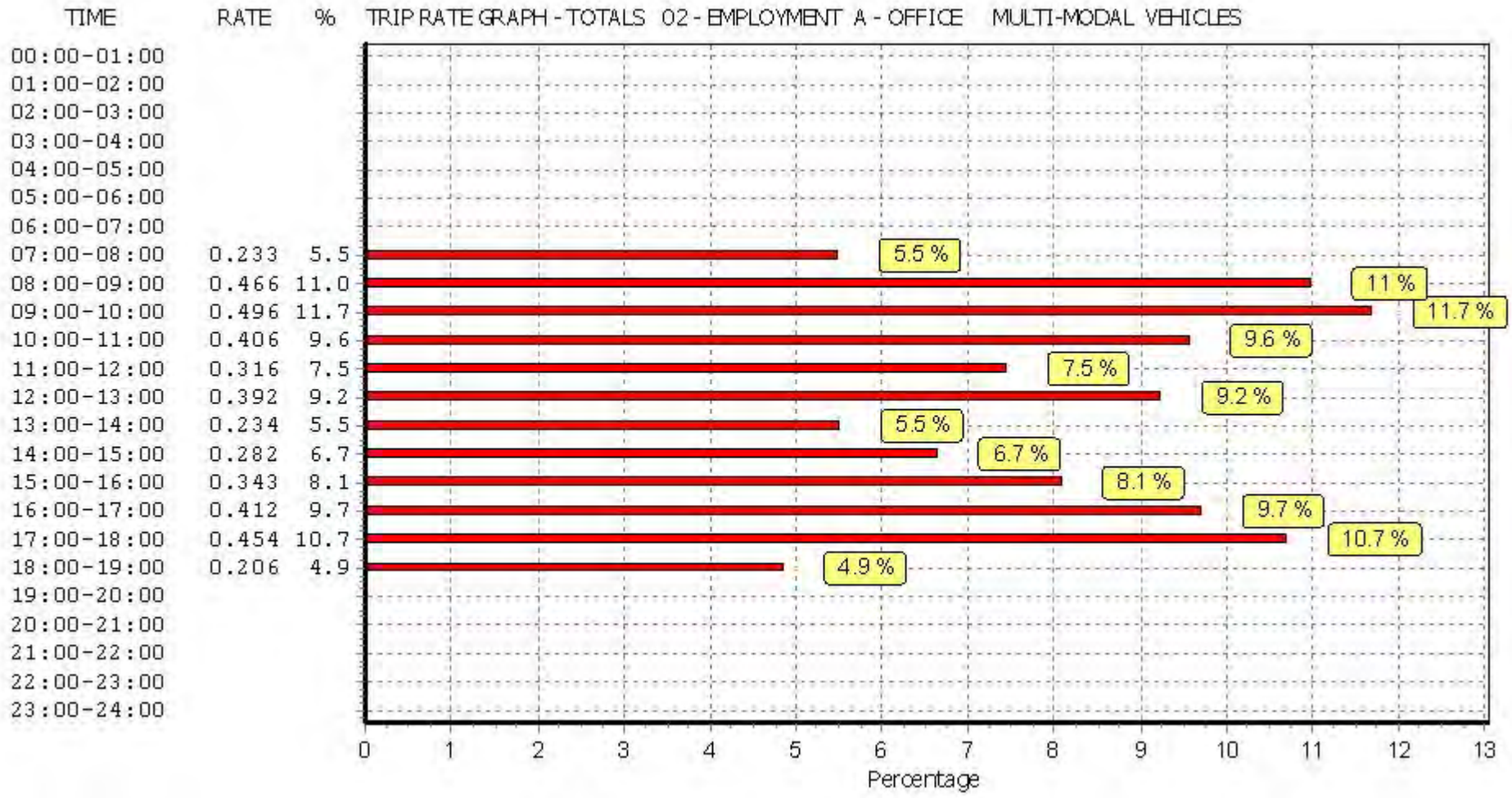

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	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									
Total Rates:			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.

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

Parameter summary

Trip rate parameter range selected:	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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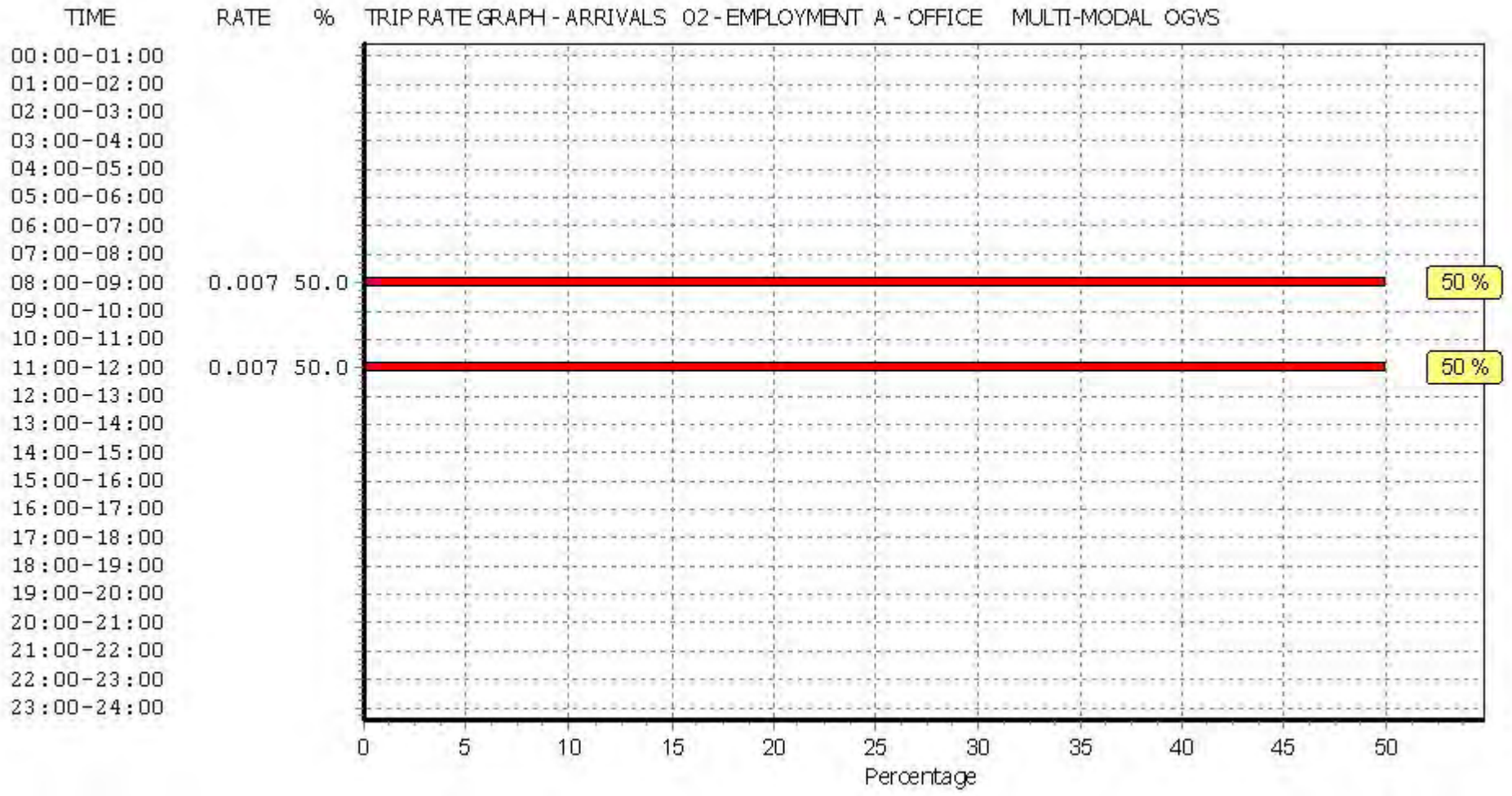
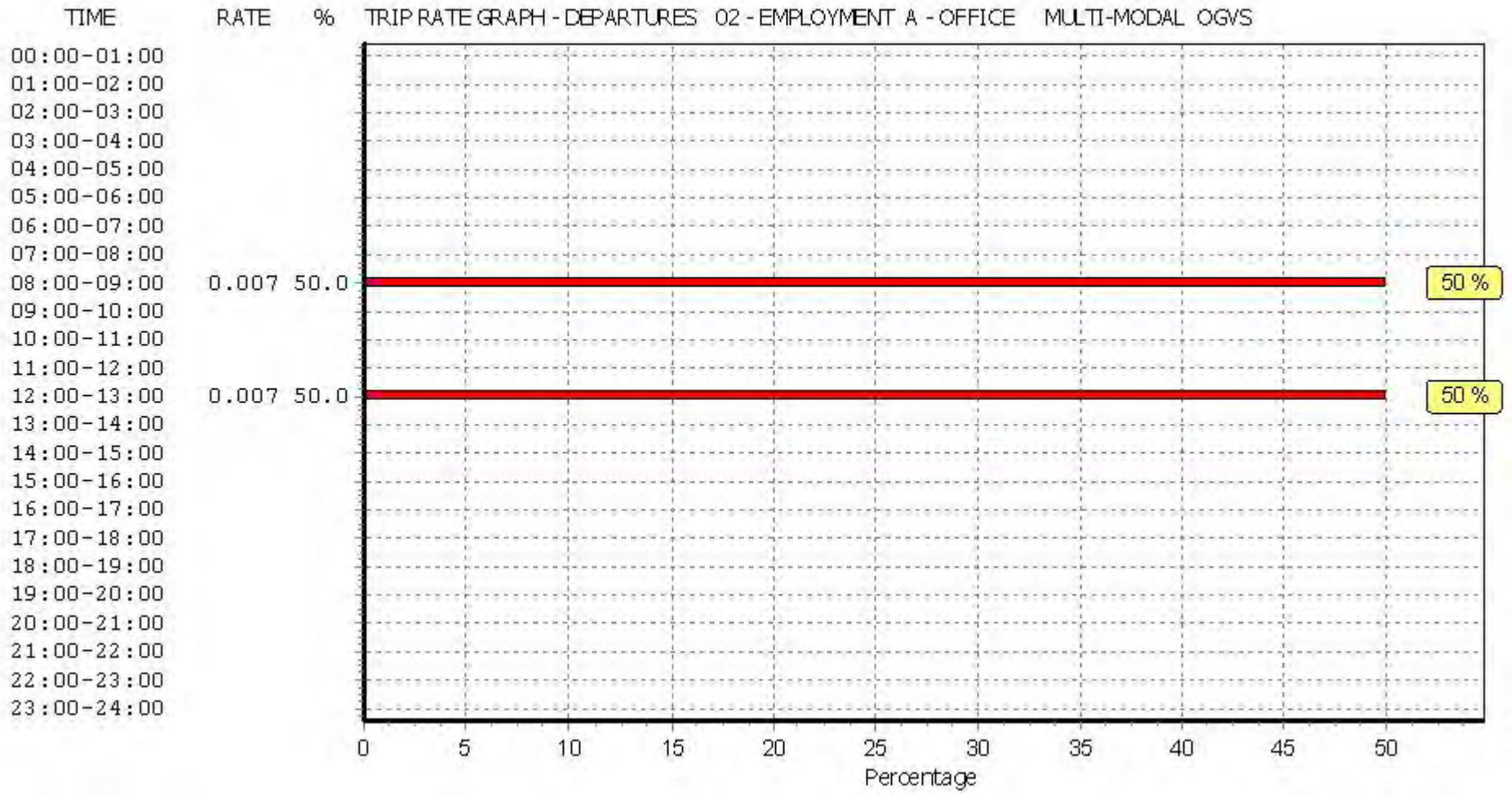


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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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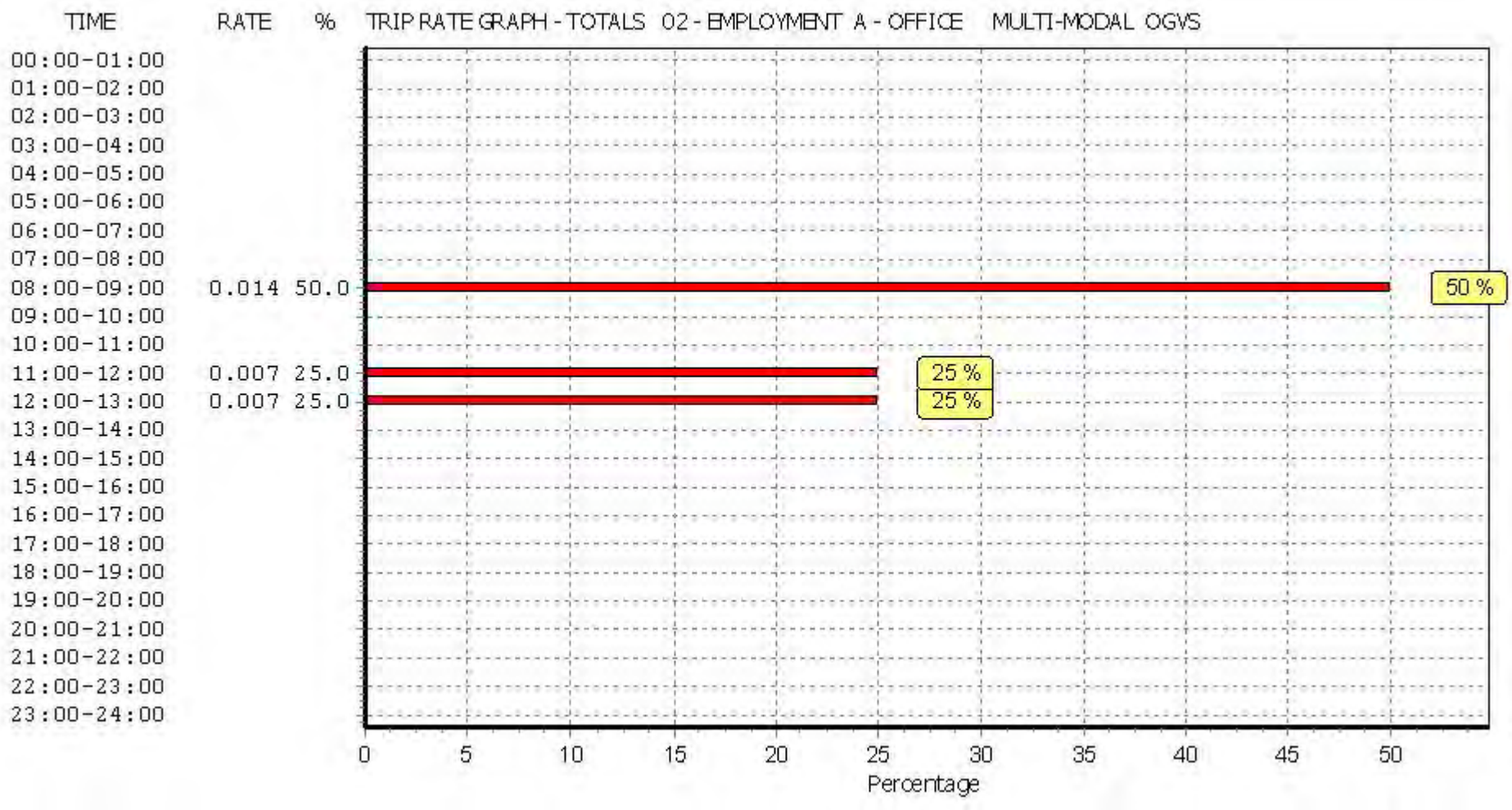

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	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									
Total Rates:			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.*

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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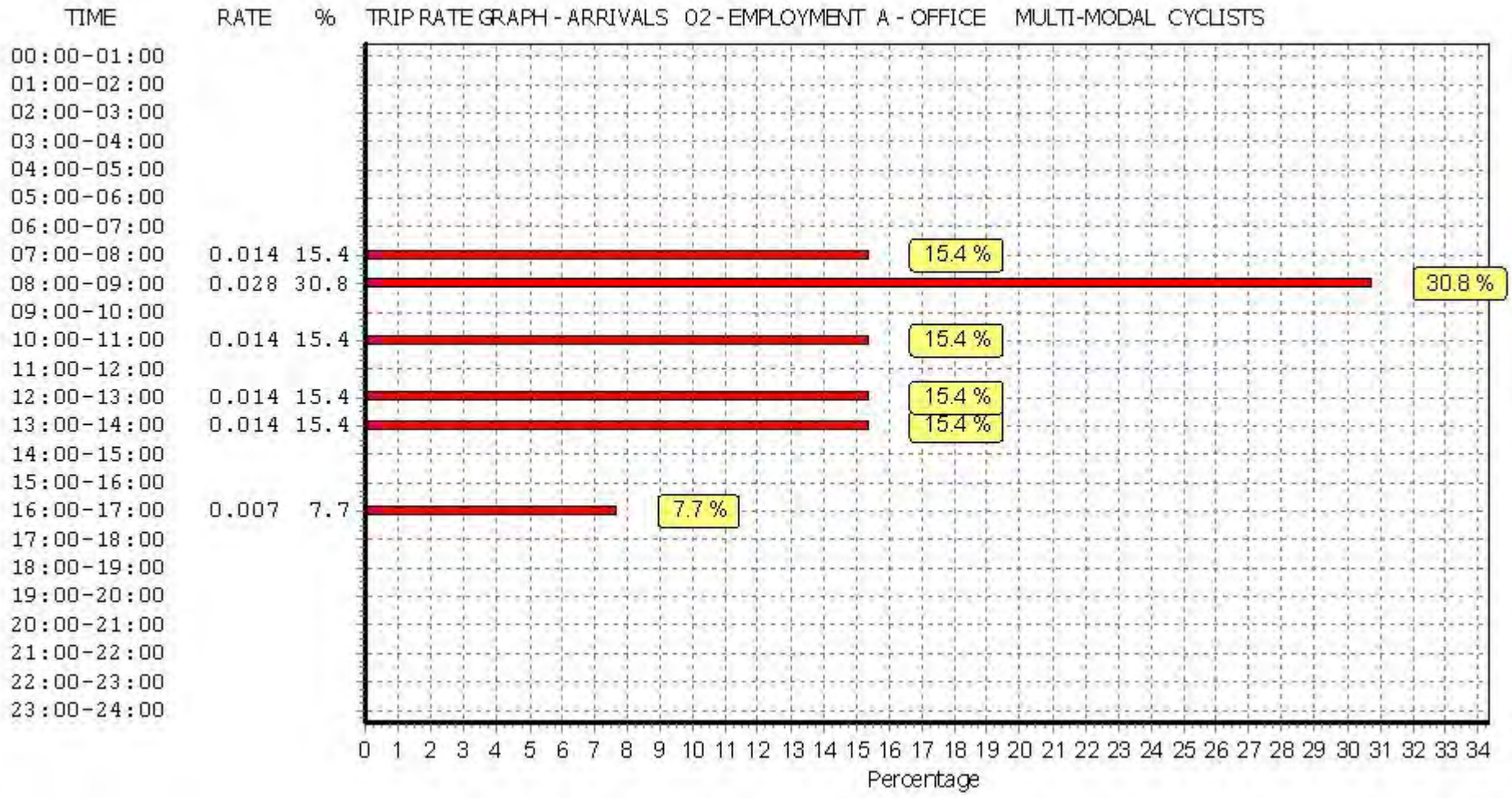

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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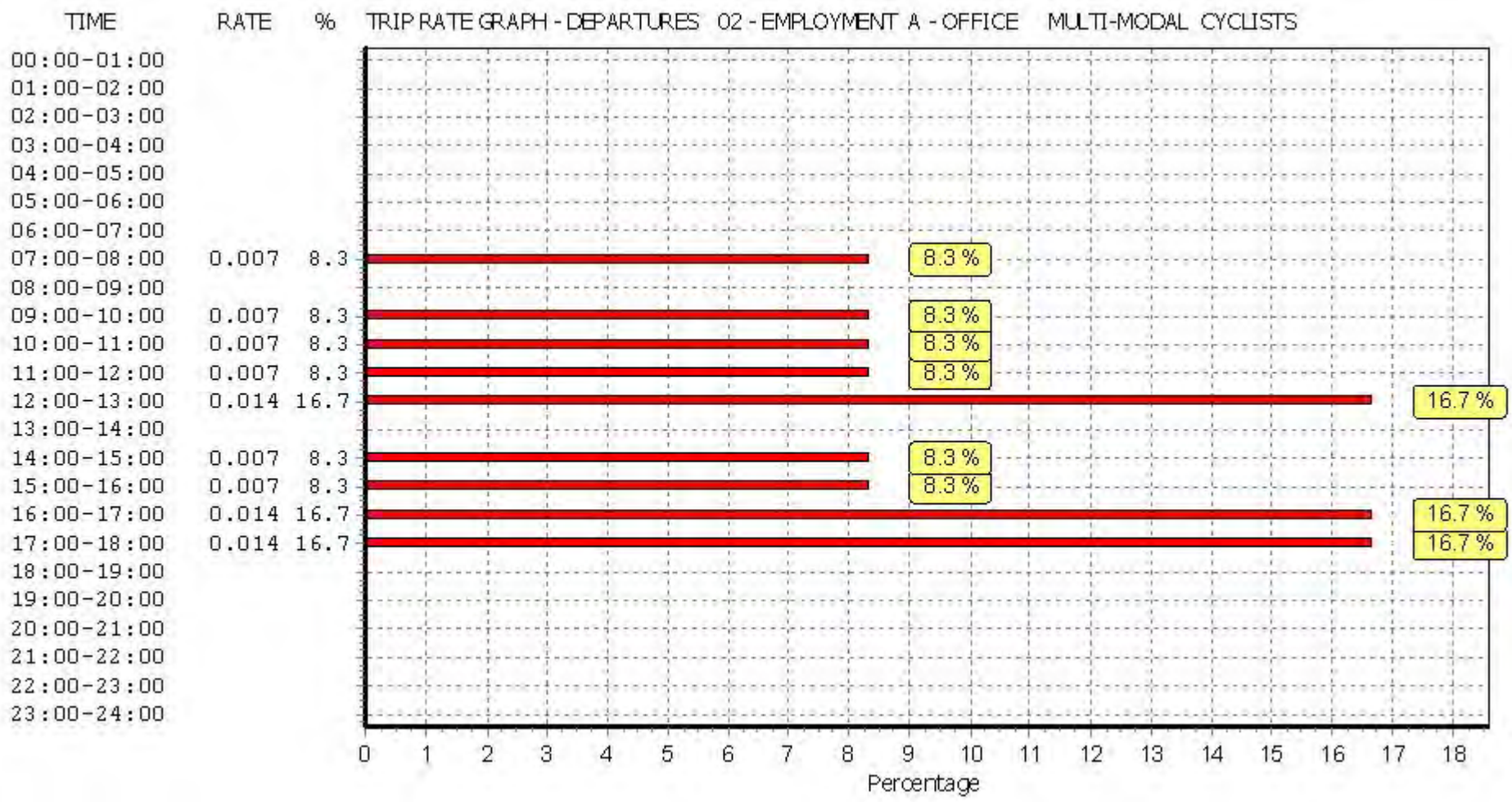
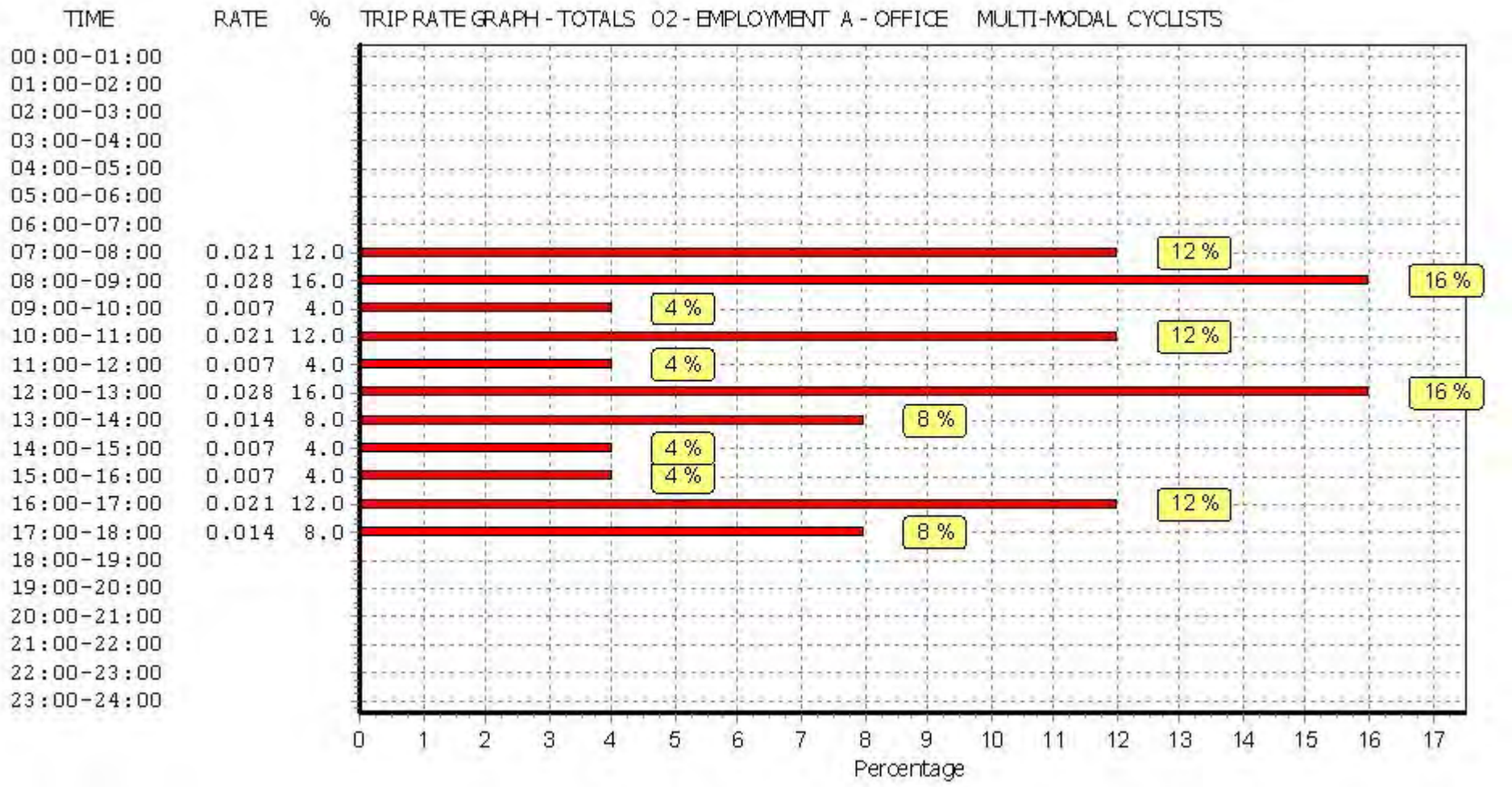


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through 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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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									
Total Rates:			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.*

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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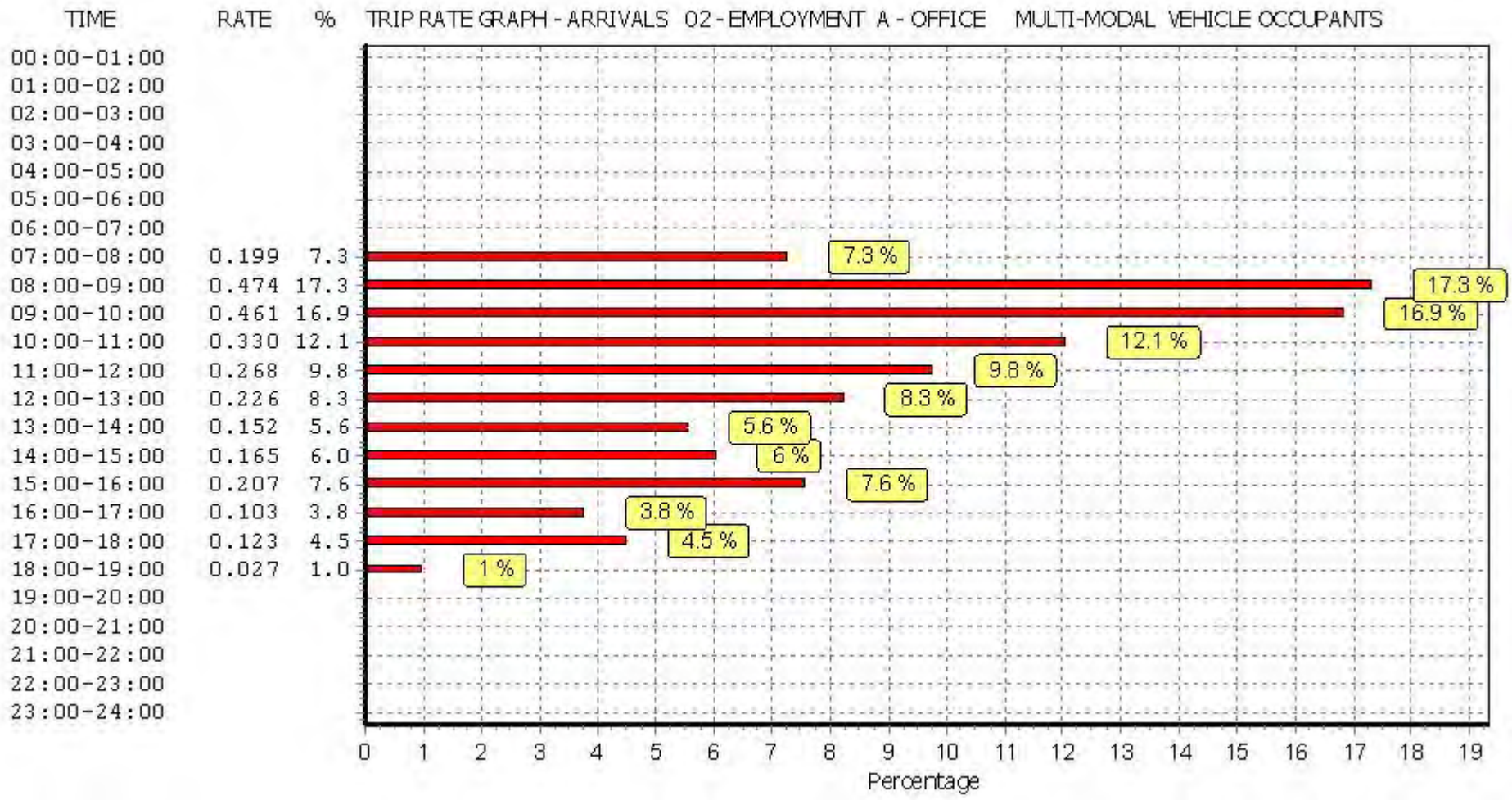

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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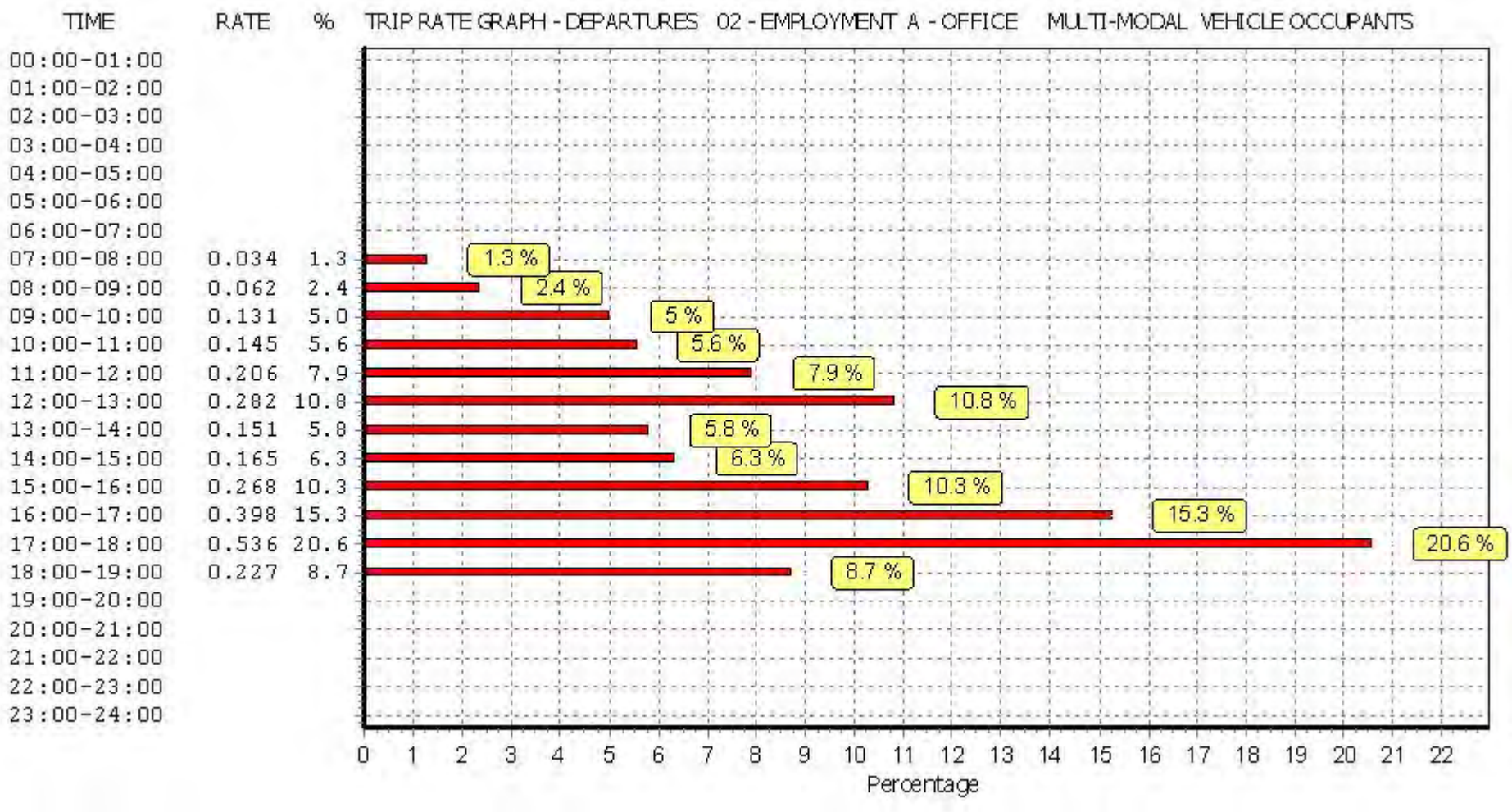

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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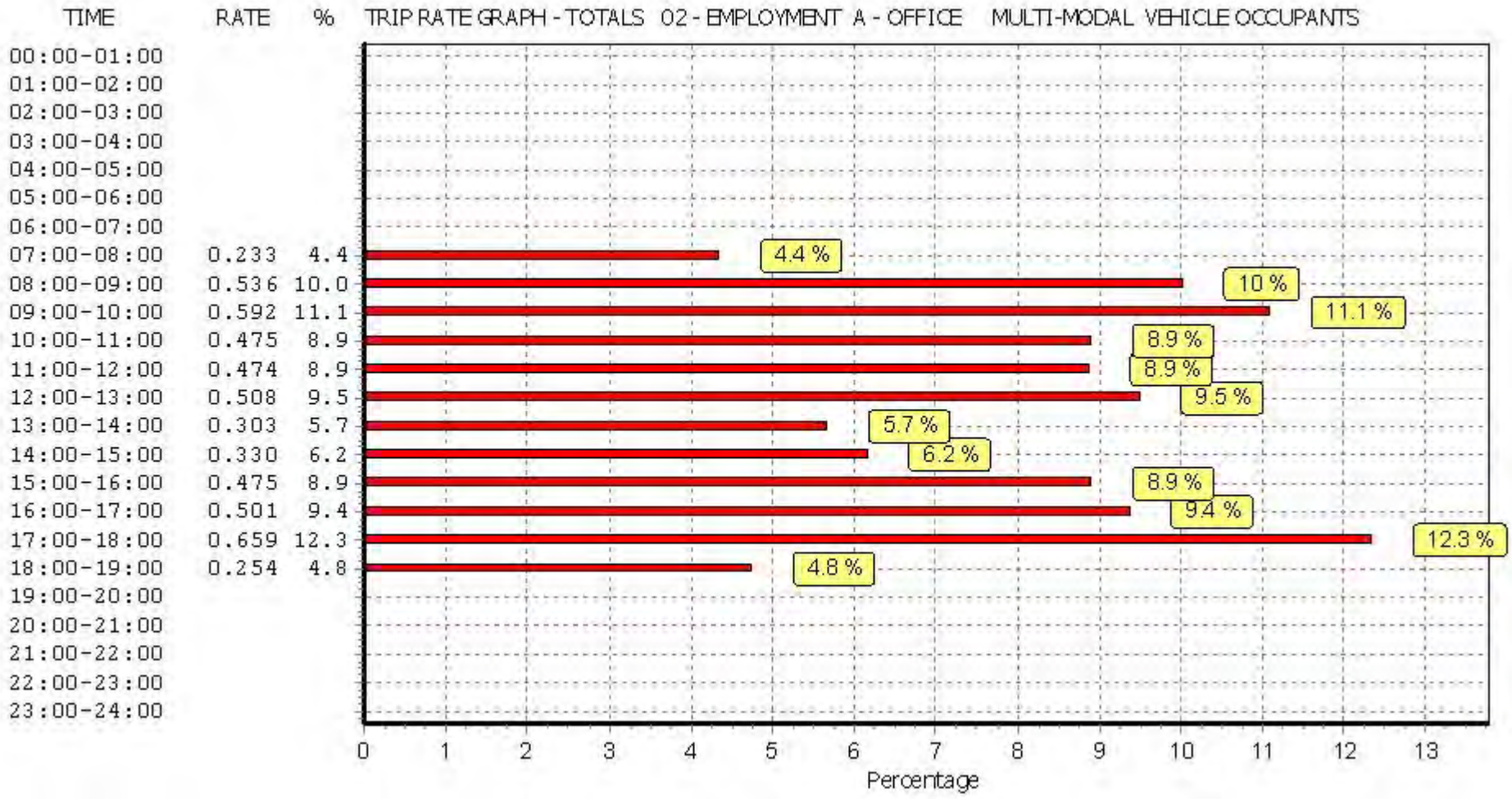


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	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									
Total Rates:			4.516			4.180			8.696

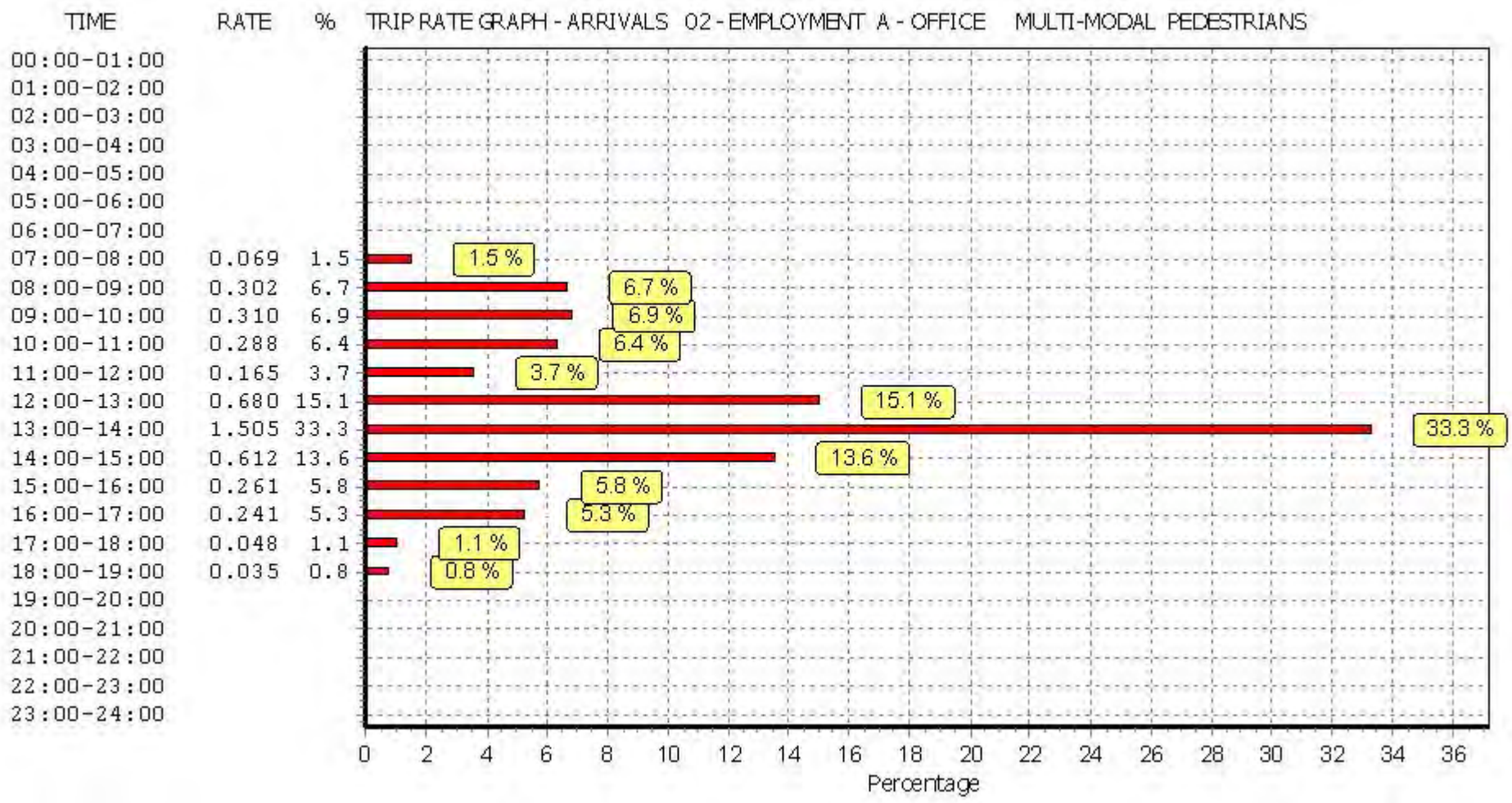
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.*

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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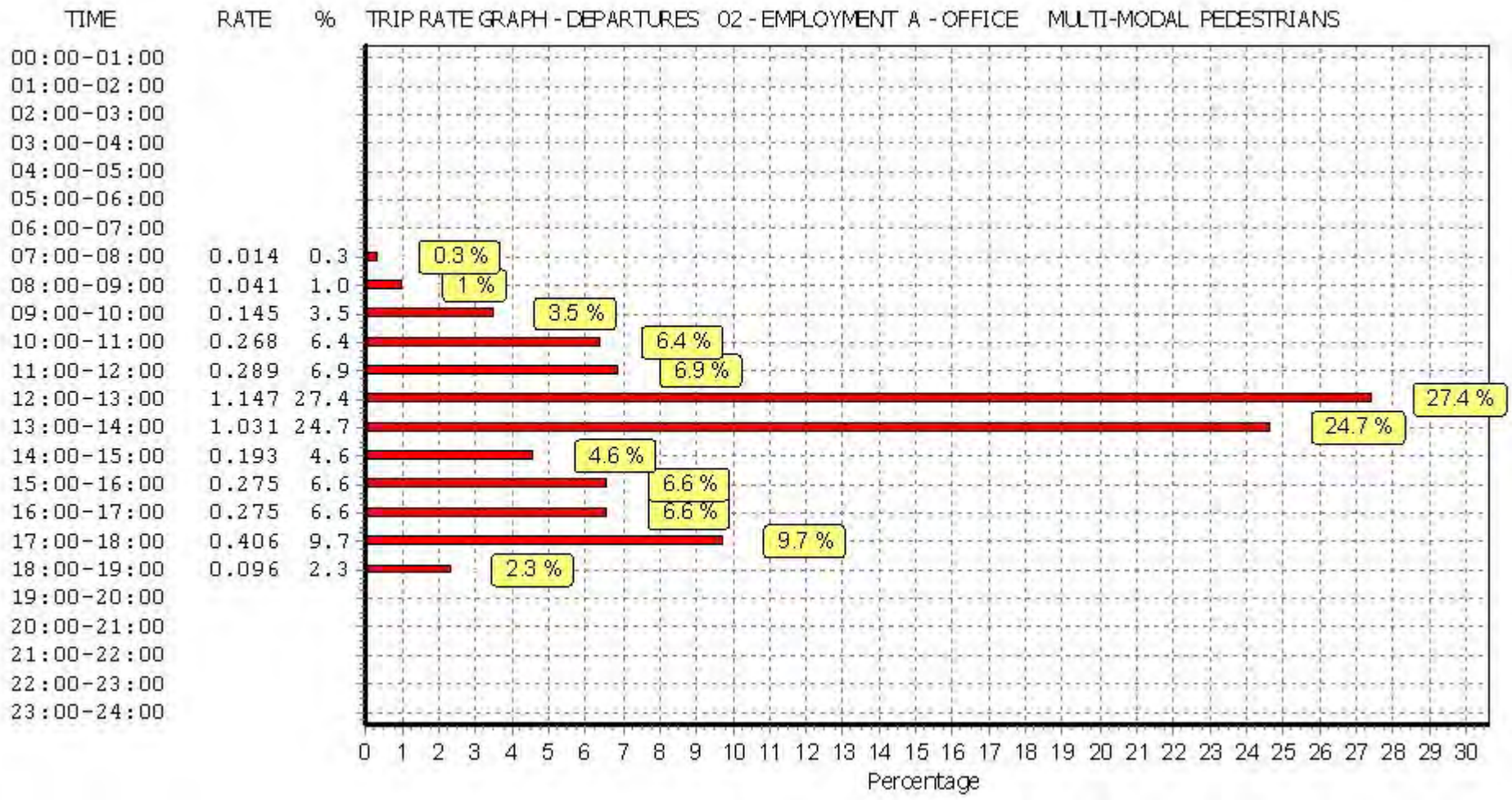

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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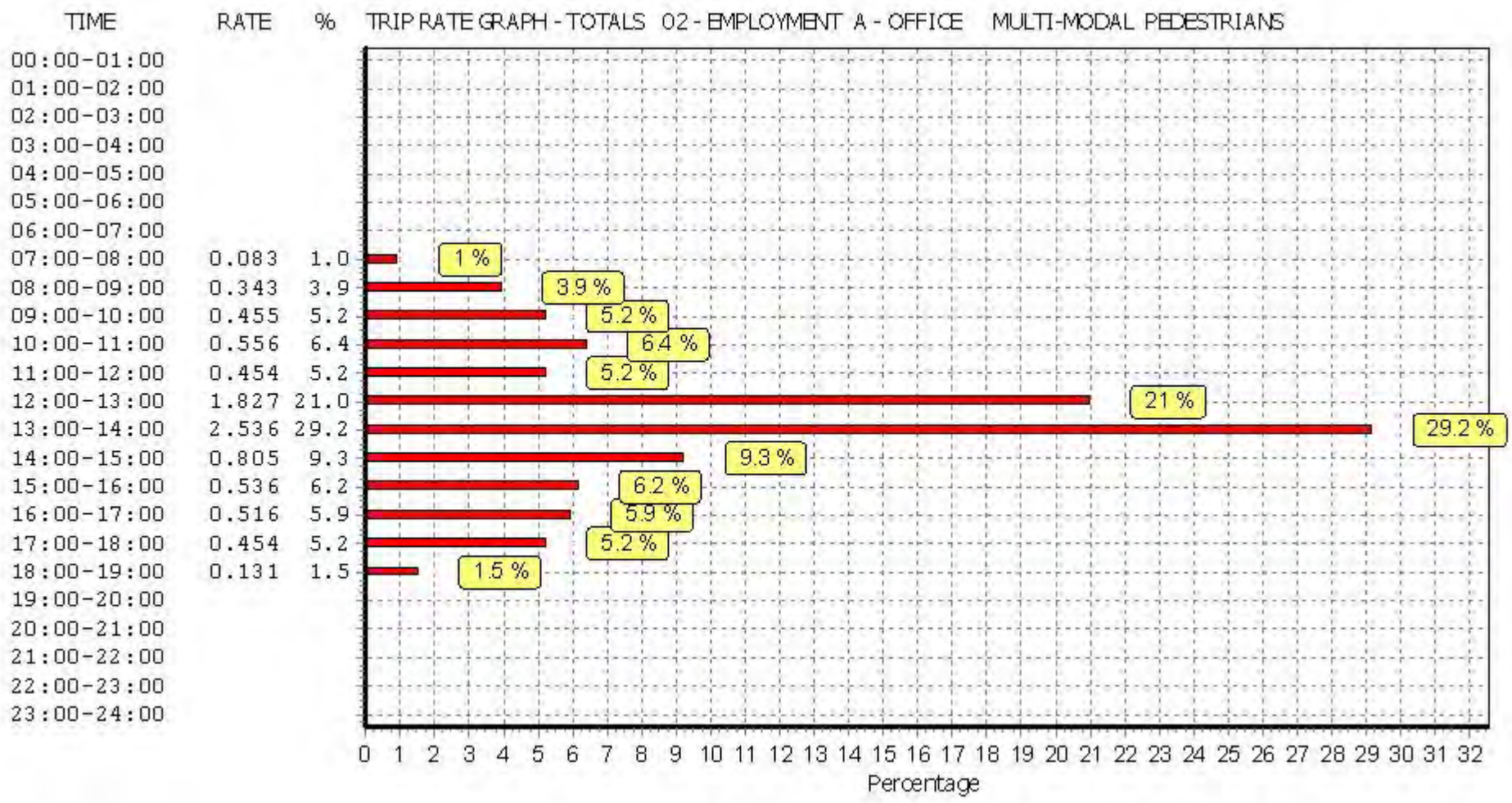

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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									
Total Rates:			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.

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

Parameter summary

Trip rate parameter range selected:	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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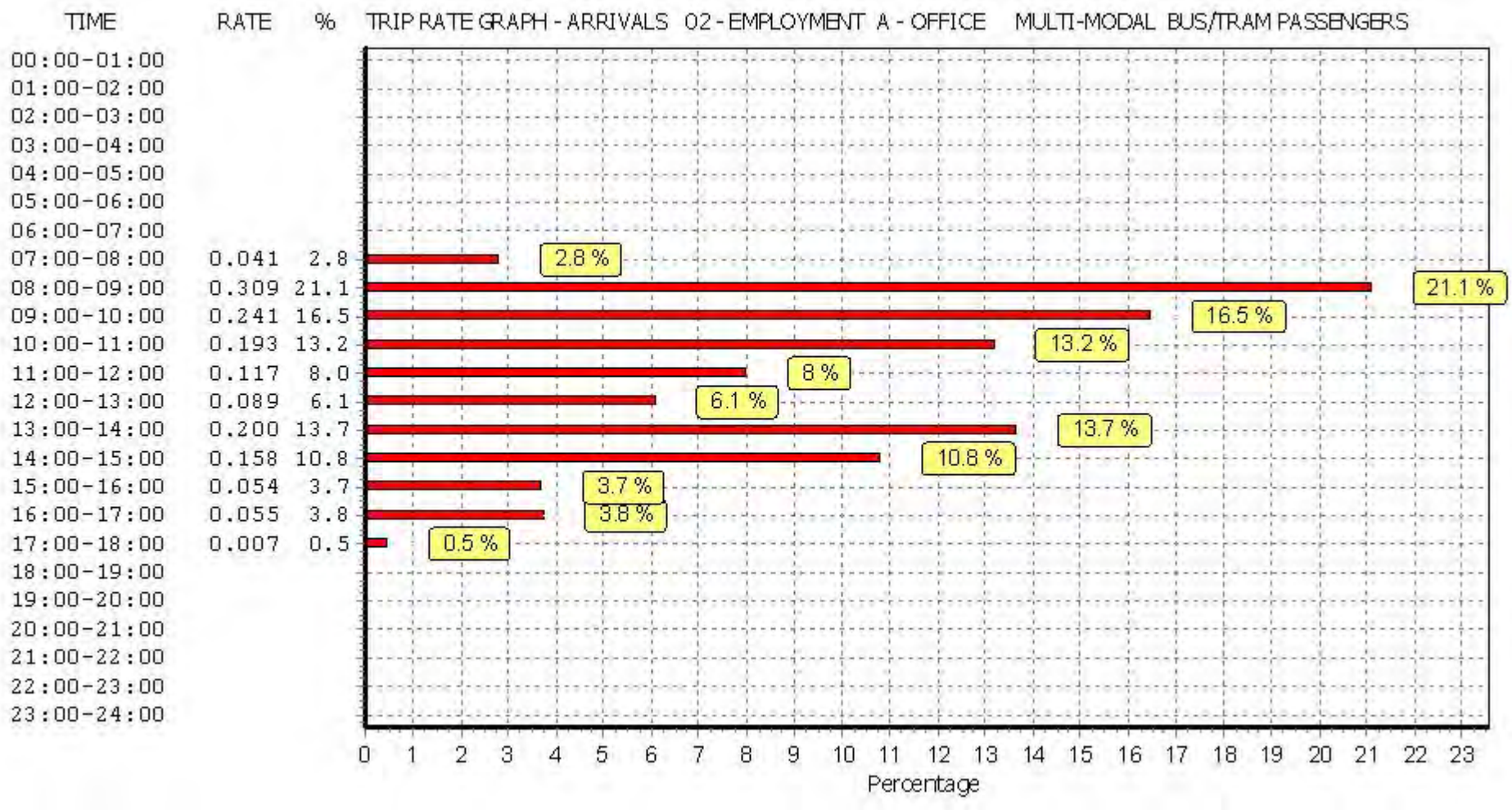

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

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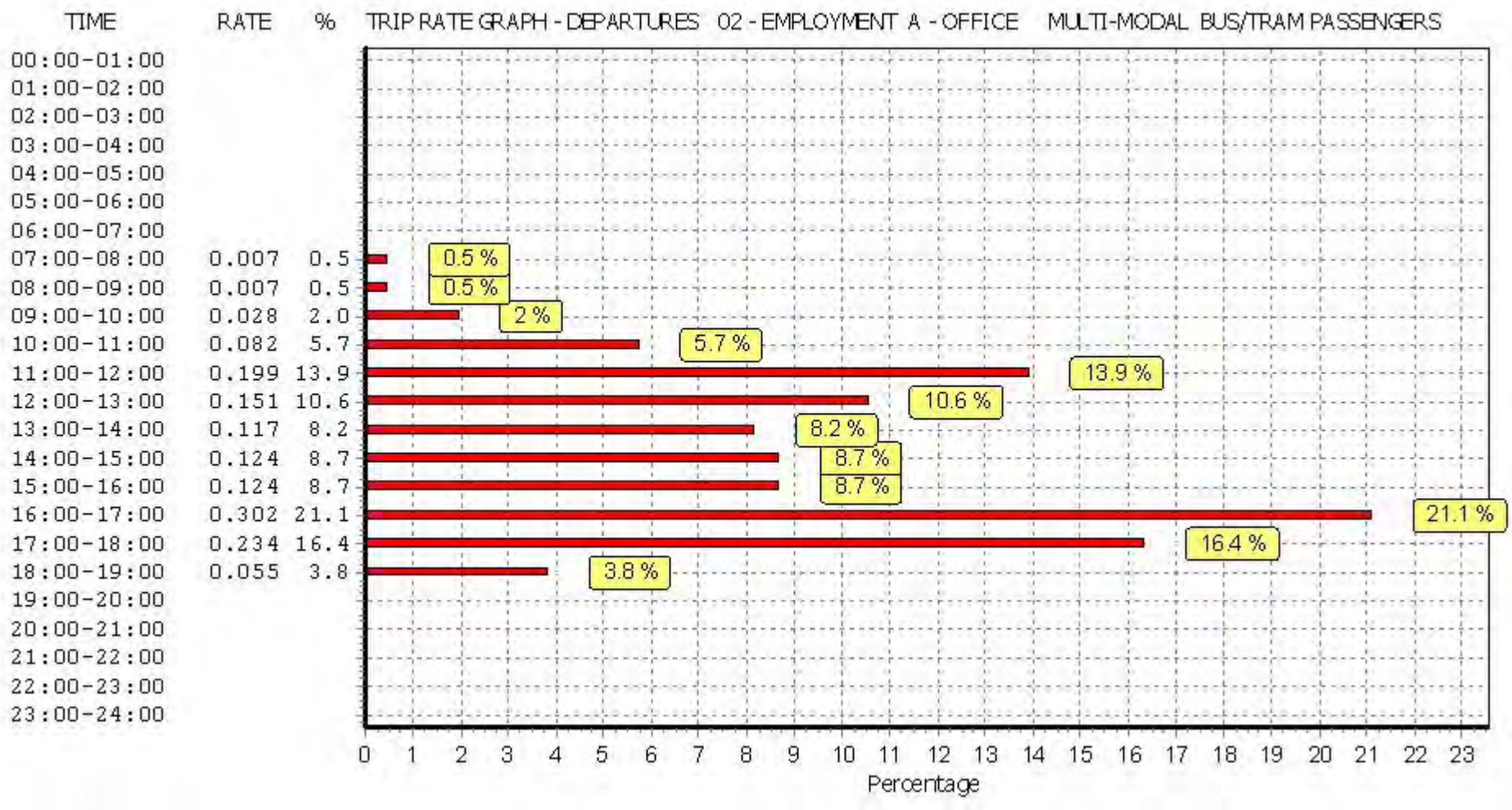

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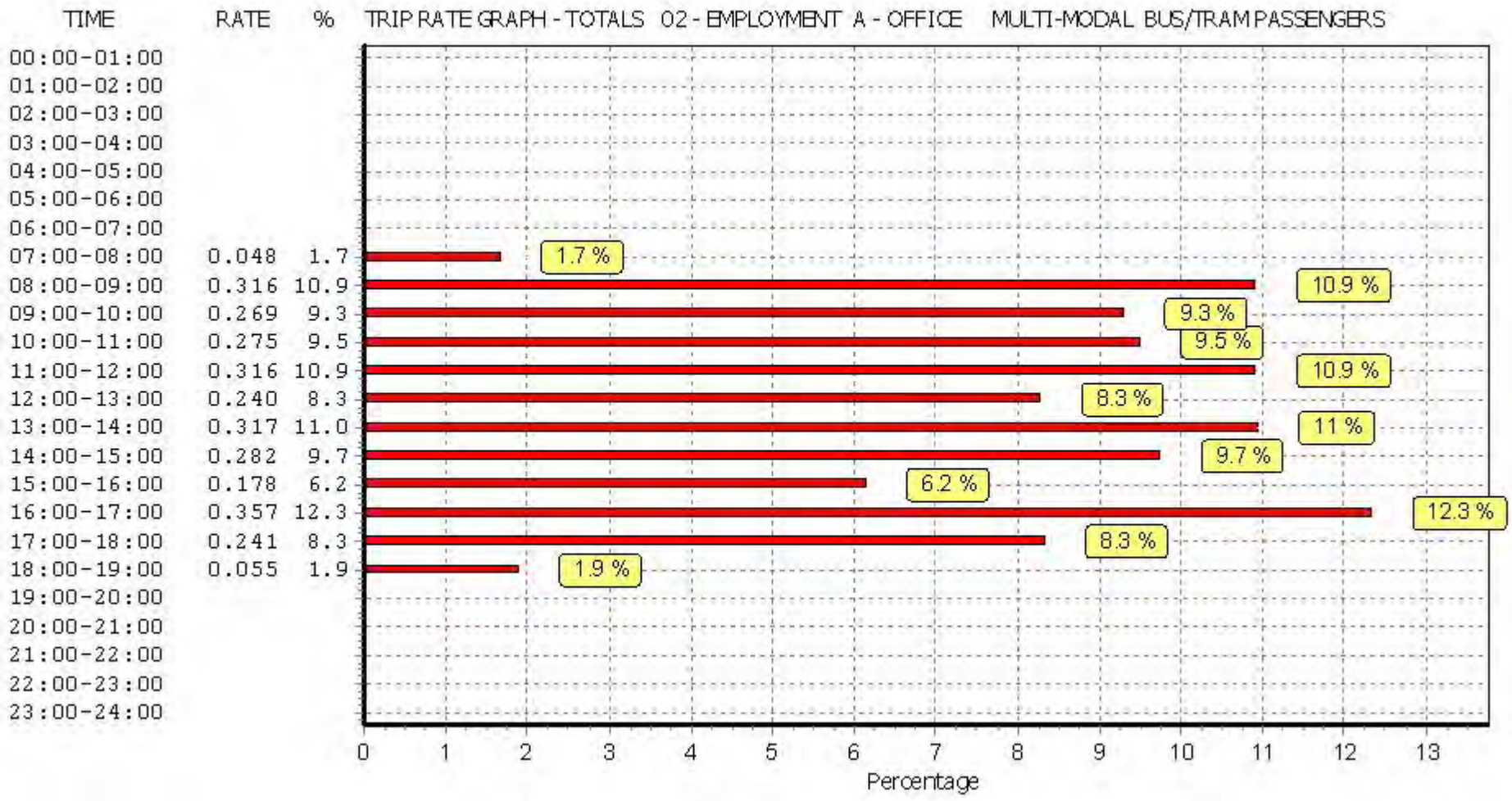

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	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									
Total Rates:			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.

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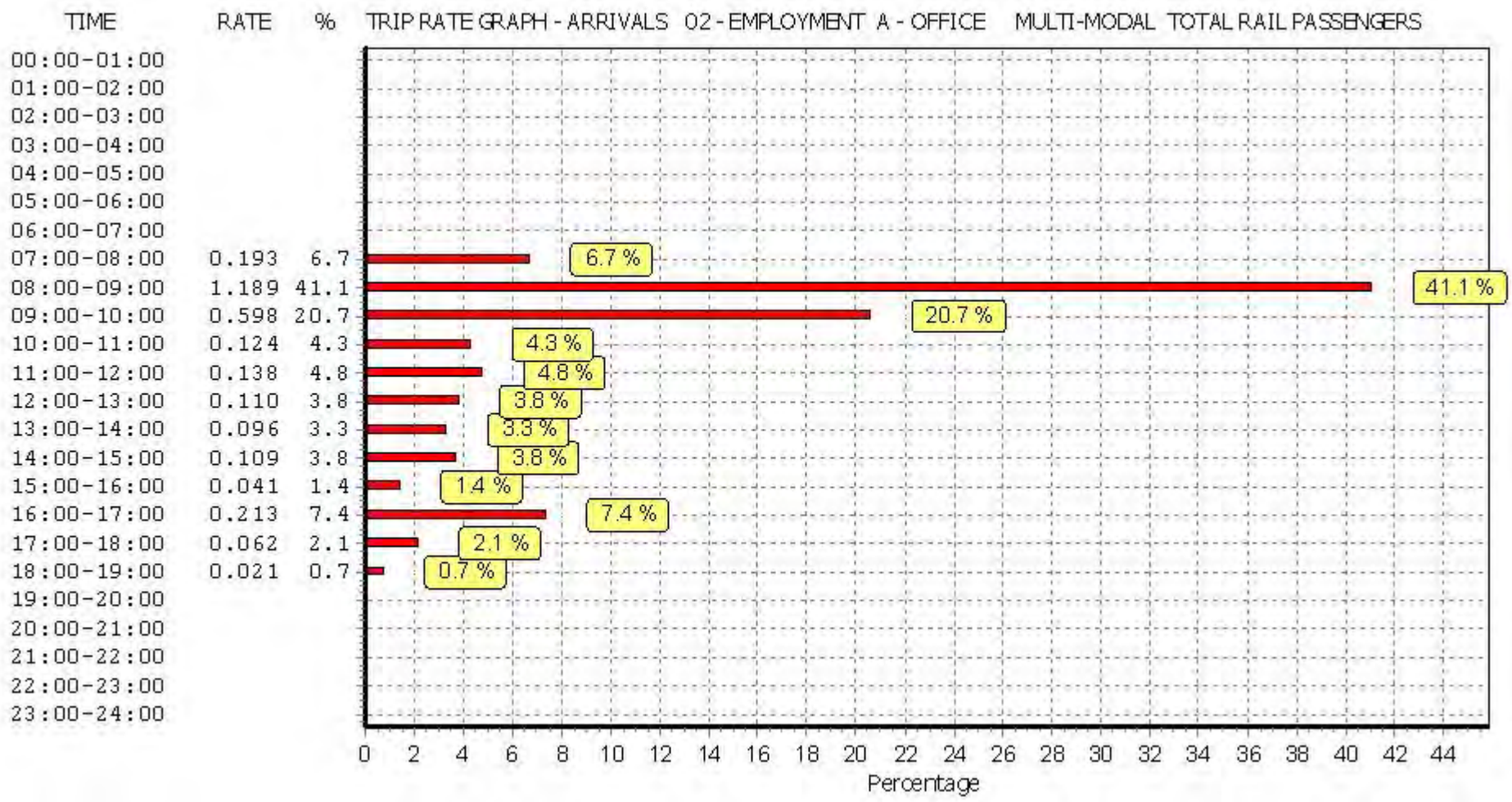
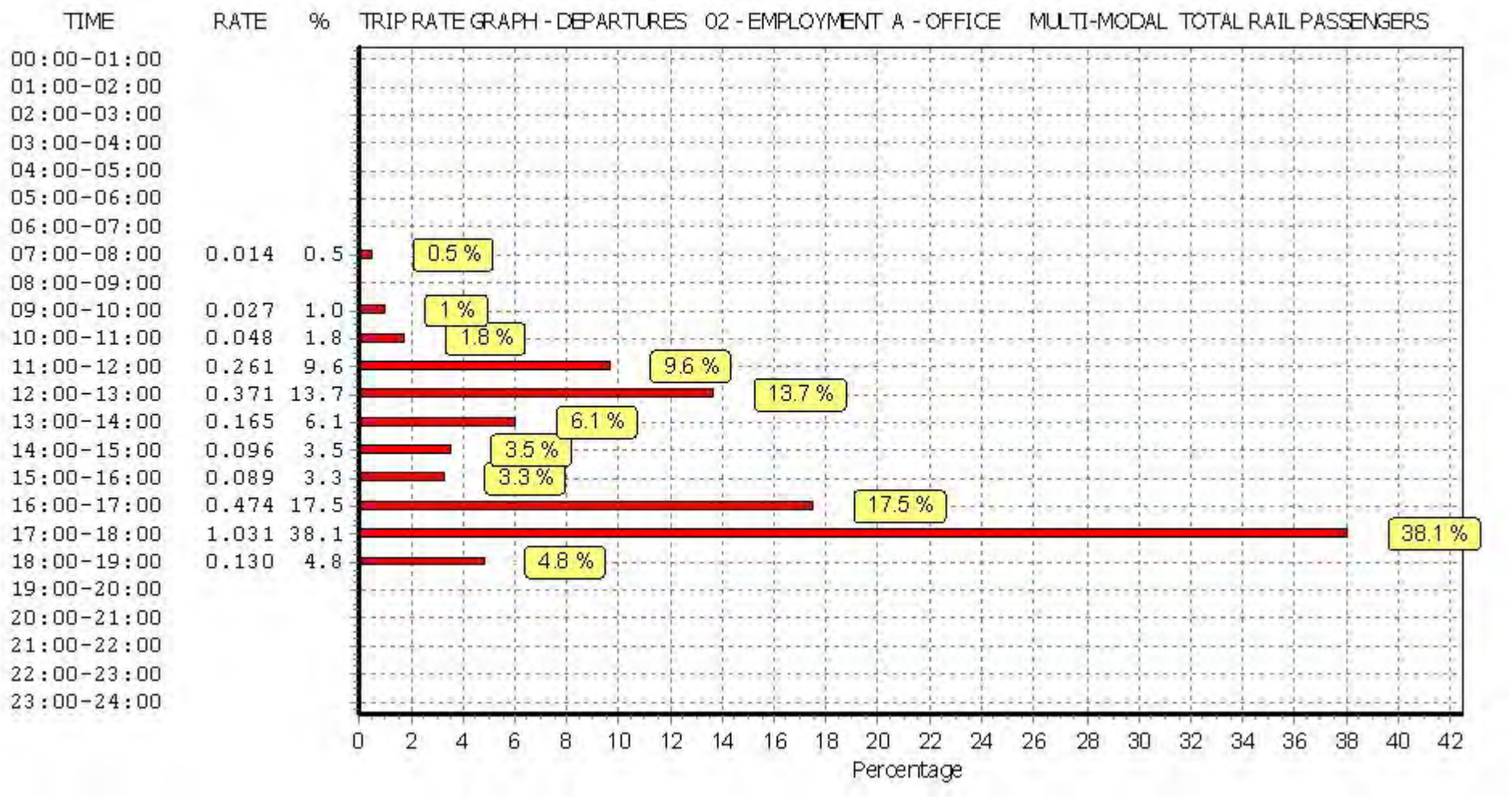


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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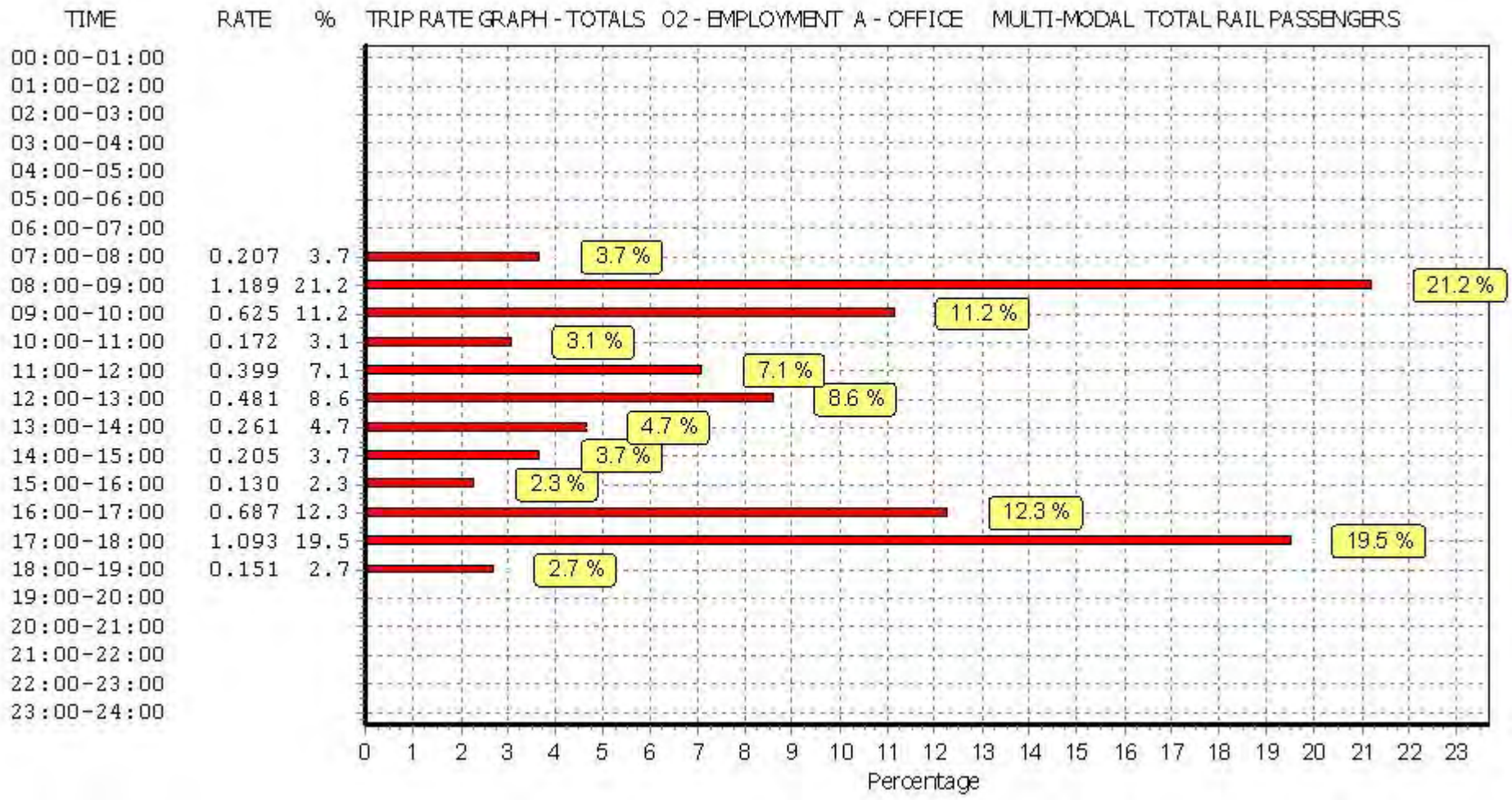
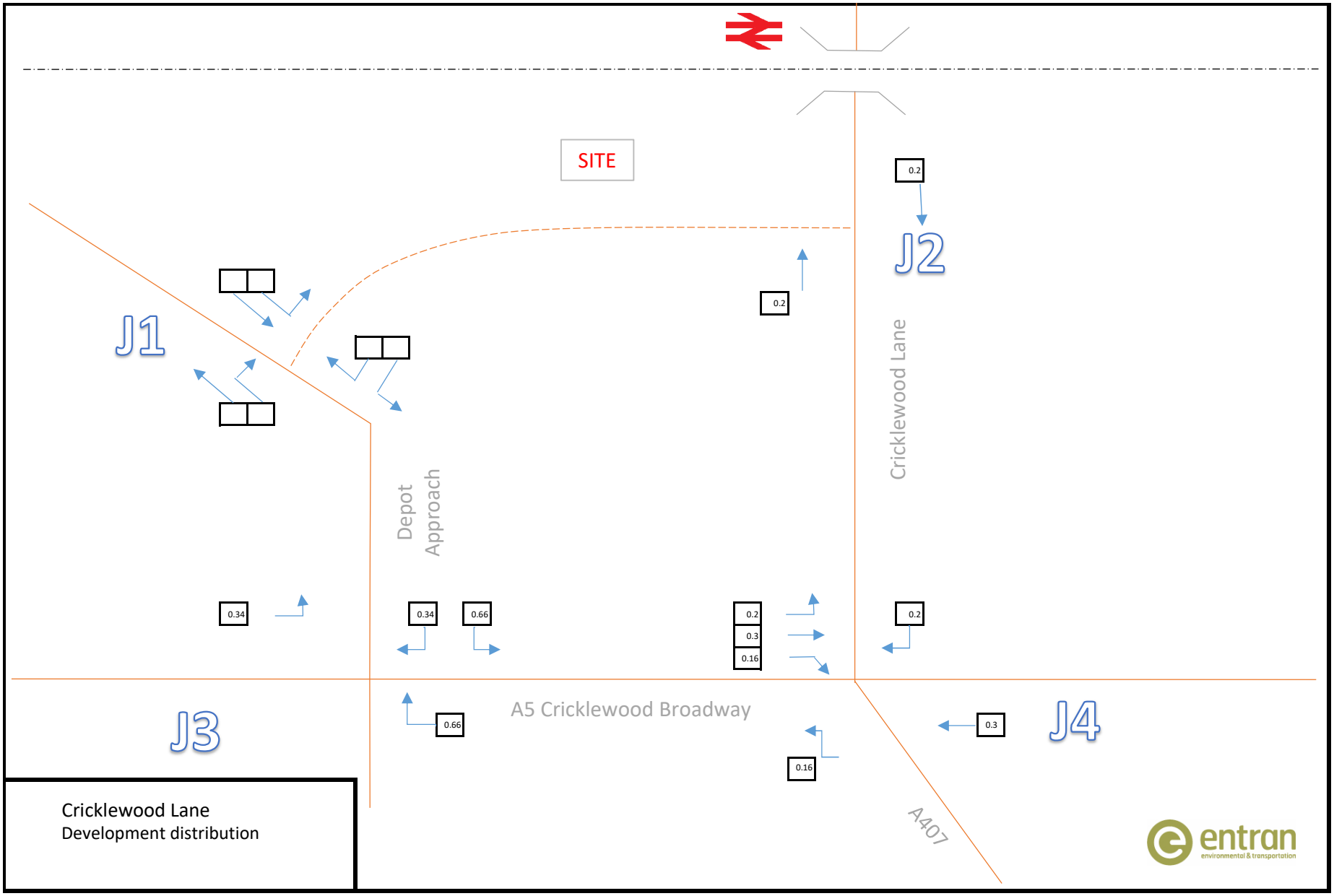
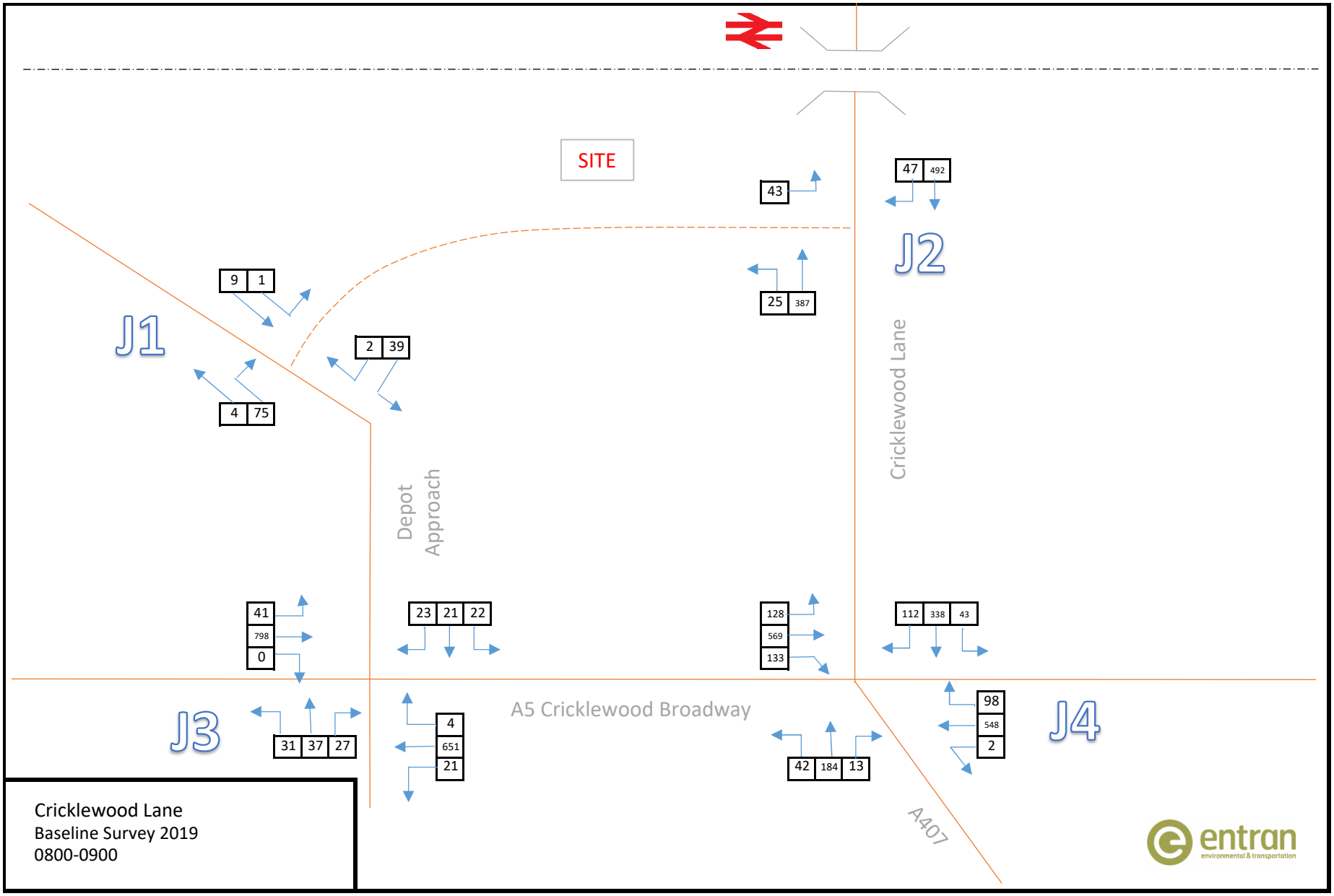


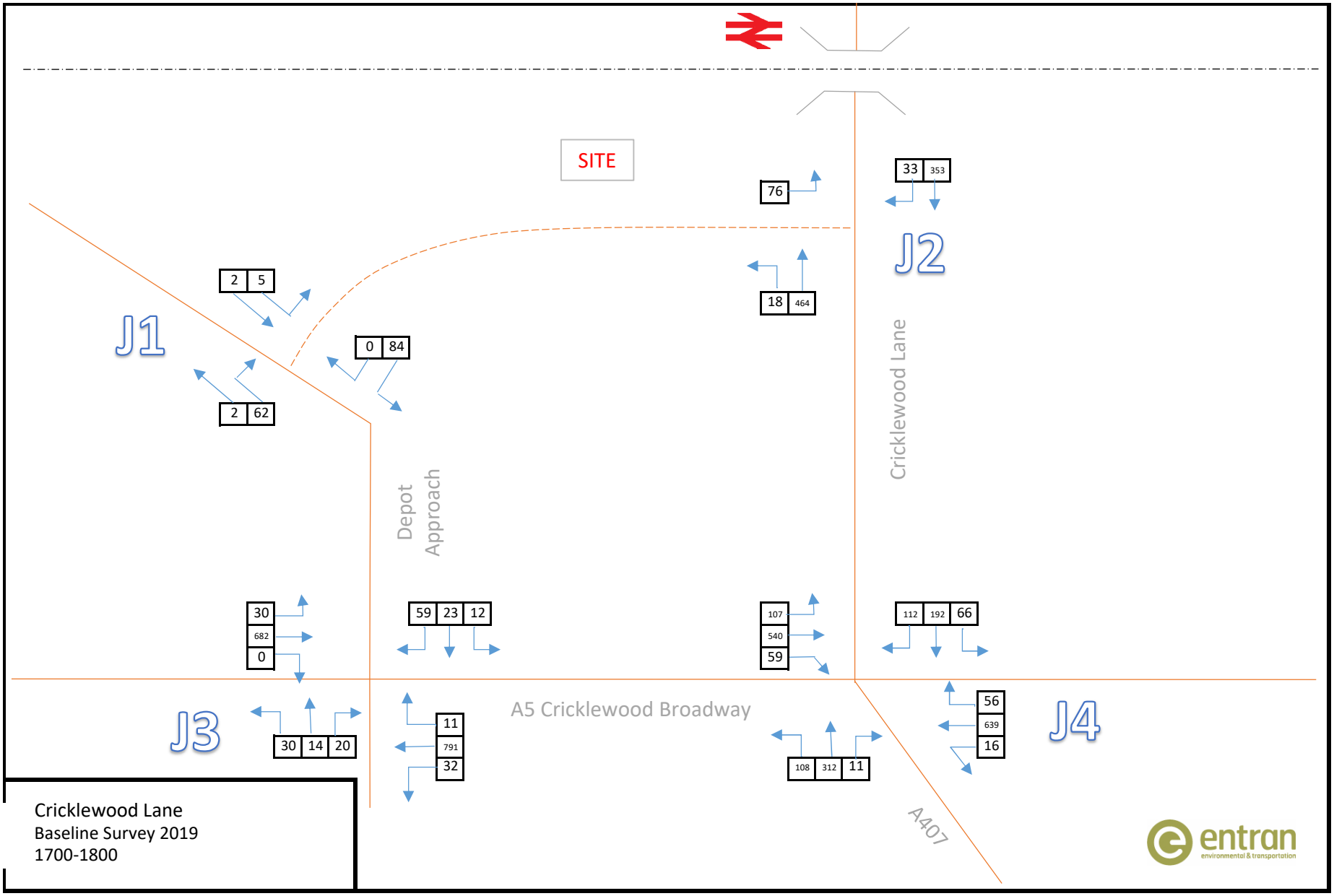
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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

Appendix I

Link flow diagrams


SITE
J1
J2
J3
J4
Depot Approach
Cricklewood Lane
A5 Cricklewood Broadway
A407
0.2
0.2
0.34
0.34
0.66
0.2
0.3
0.16
0.2
0.66
0.3
0.16
Cricklewood Lane
Development distribution
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
9 1
4 75
2 39
43
25 387
47 492
41 798 0
31 37 27
23 21 22
4 651 21
128 569 133
42 184 13
112 338 43
98 548 2
Cricklewood Lane
Baseline Survey 2019
0800-0900
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
2 5
2 62
0 84
76
18 464
33 353
30 682 0
30 14 20
59 23 12
11 791 32
107 540 59
108 312 11
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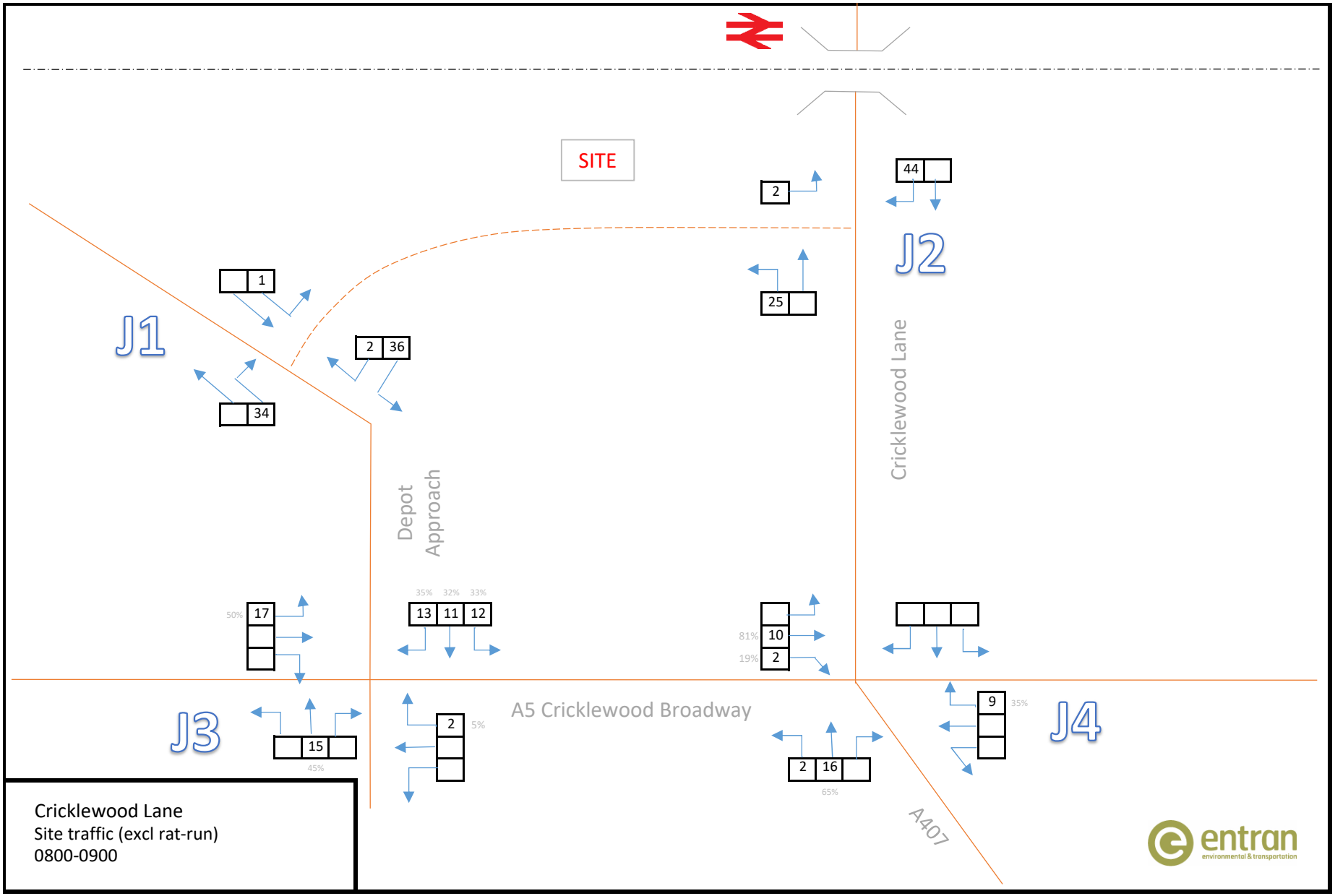
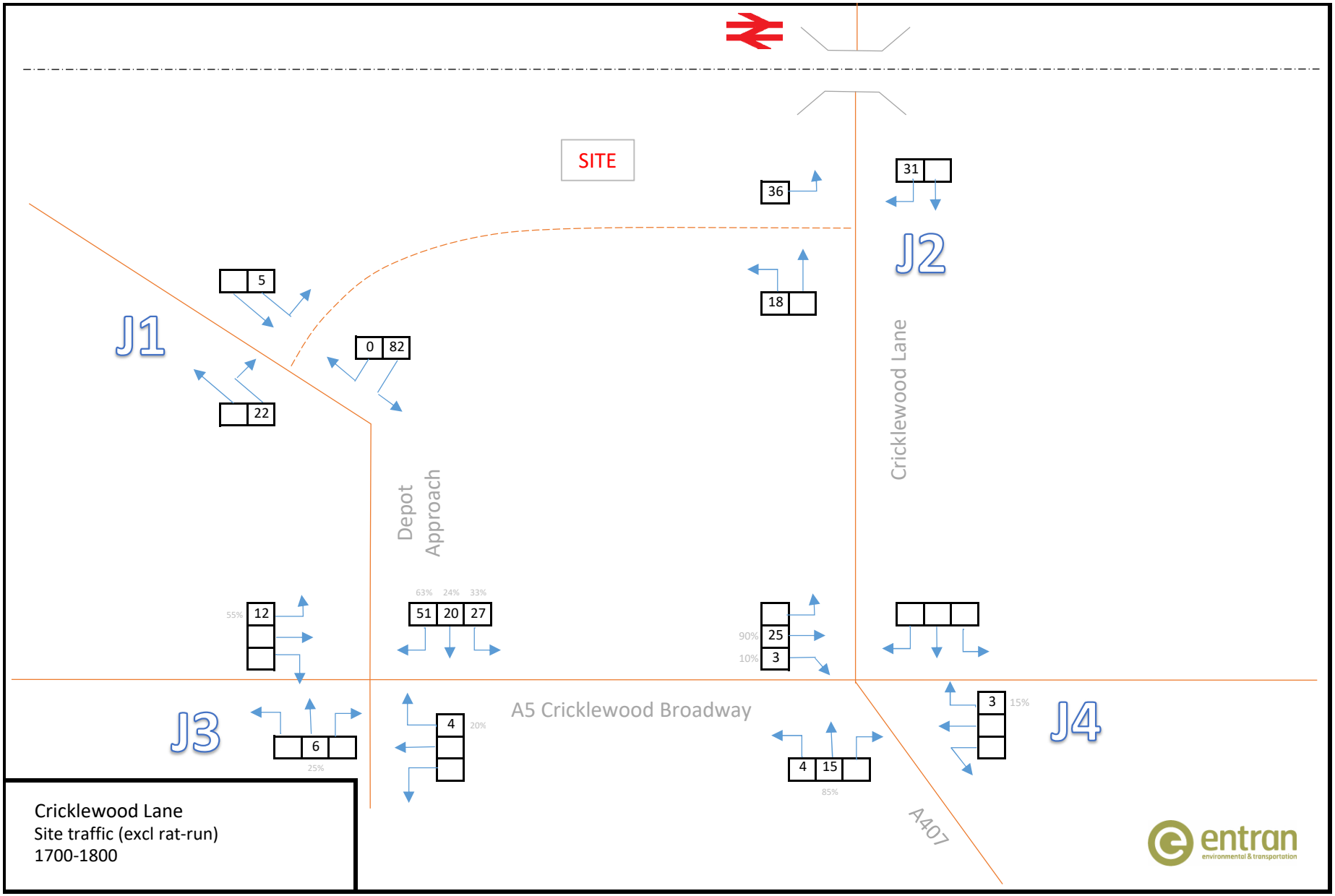
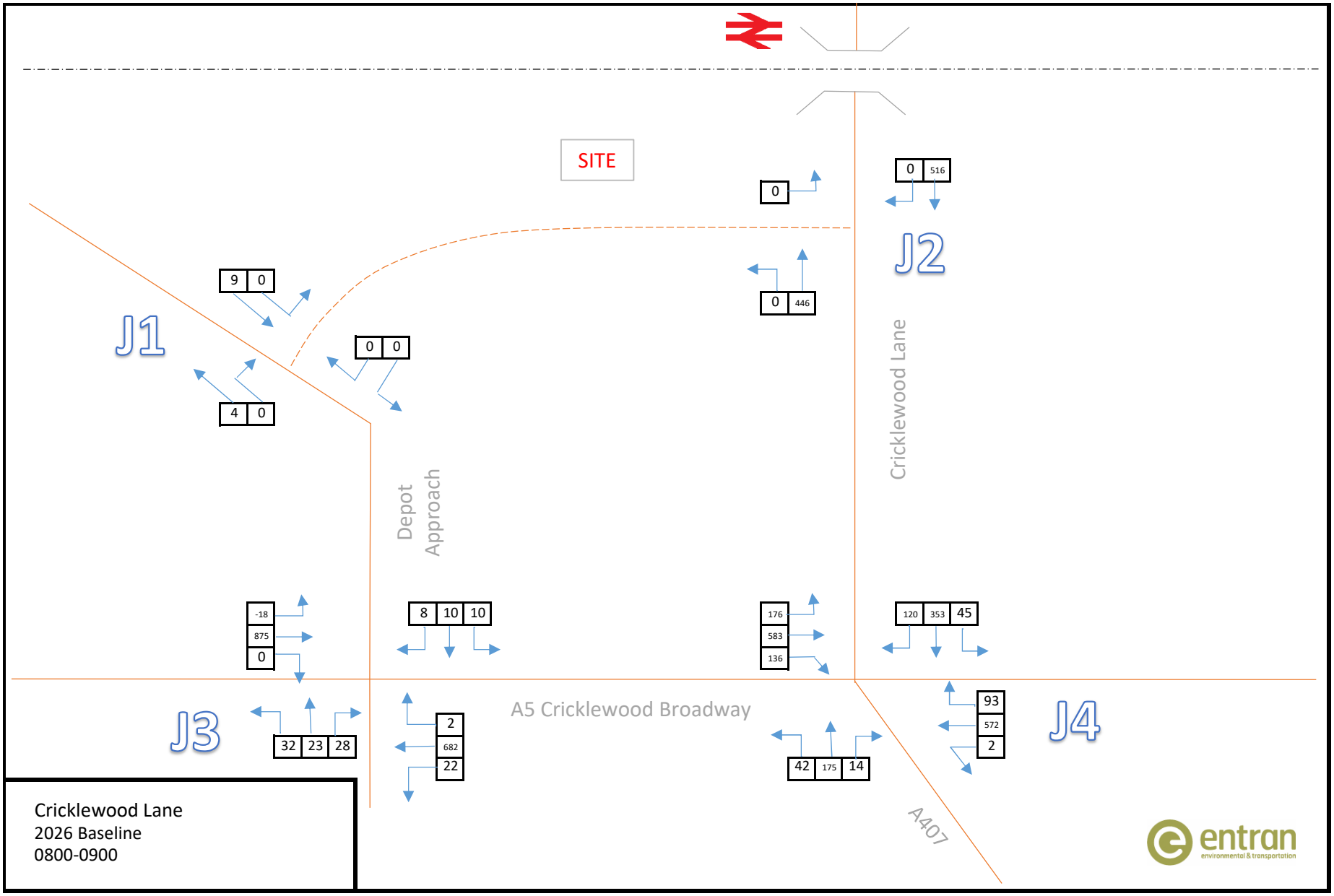
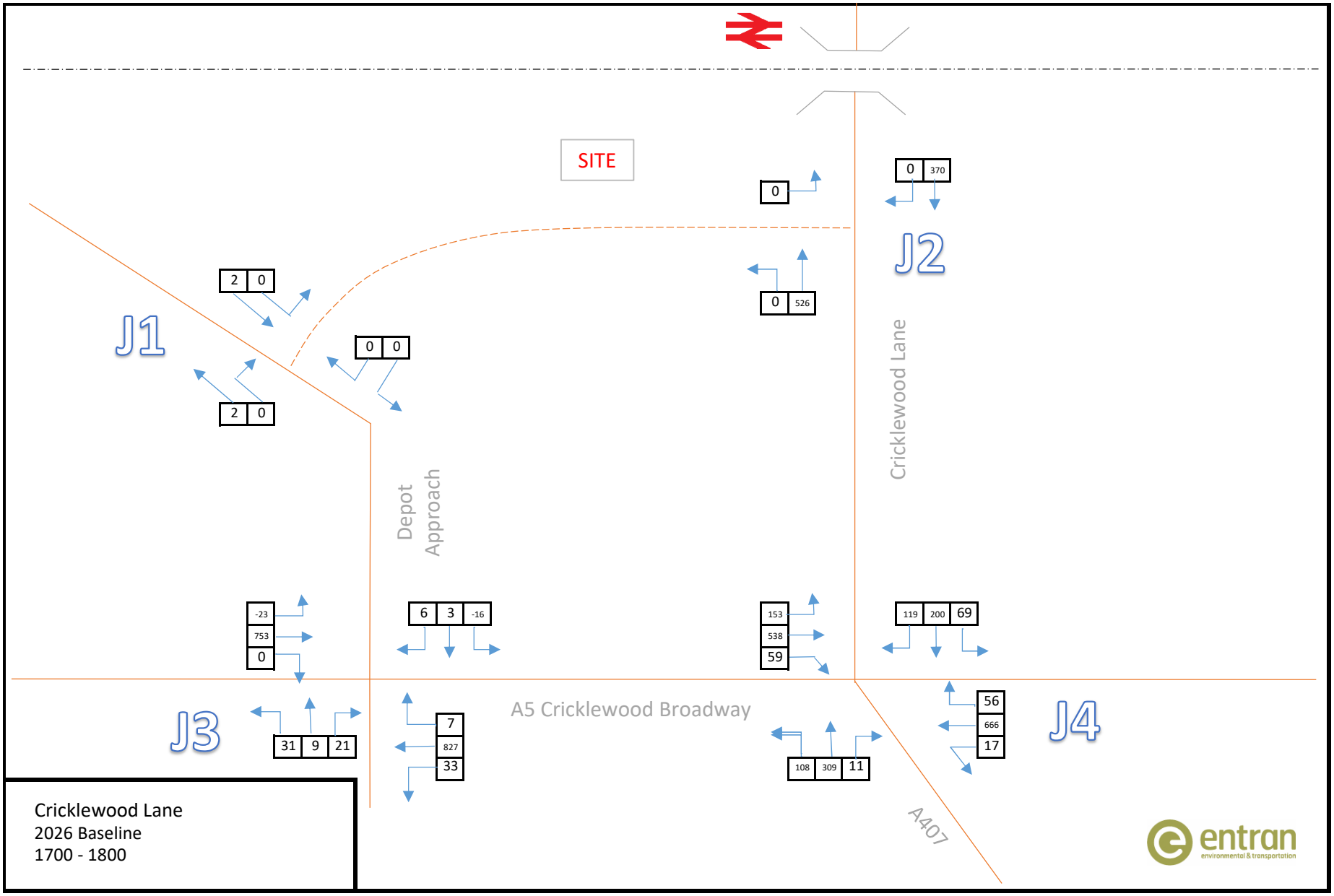
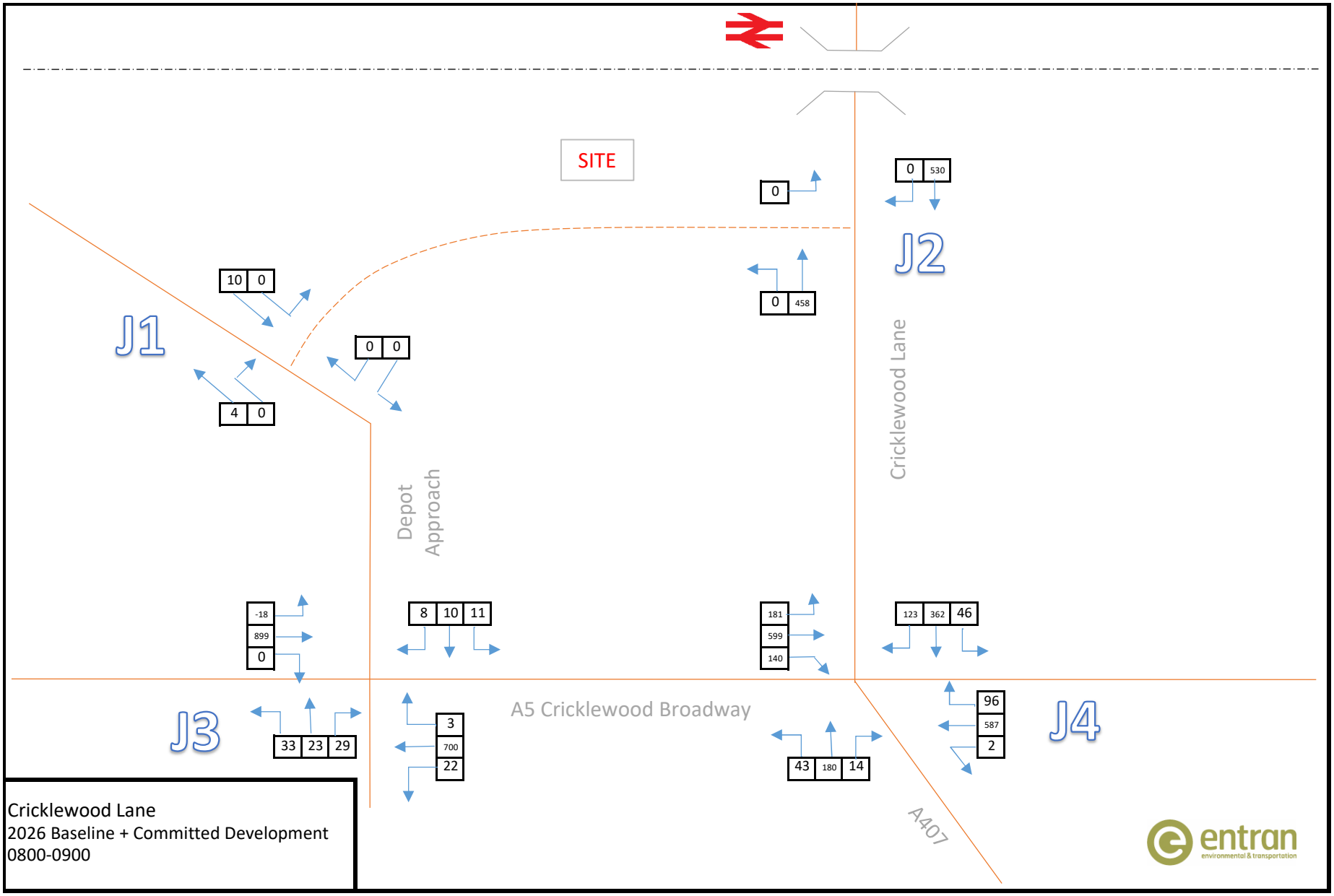
Cricklewood Lane
Baseline Survey 2019
1700-1800
entran
environmental & transportation

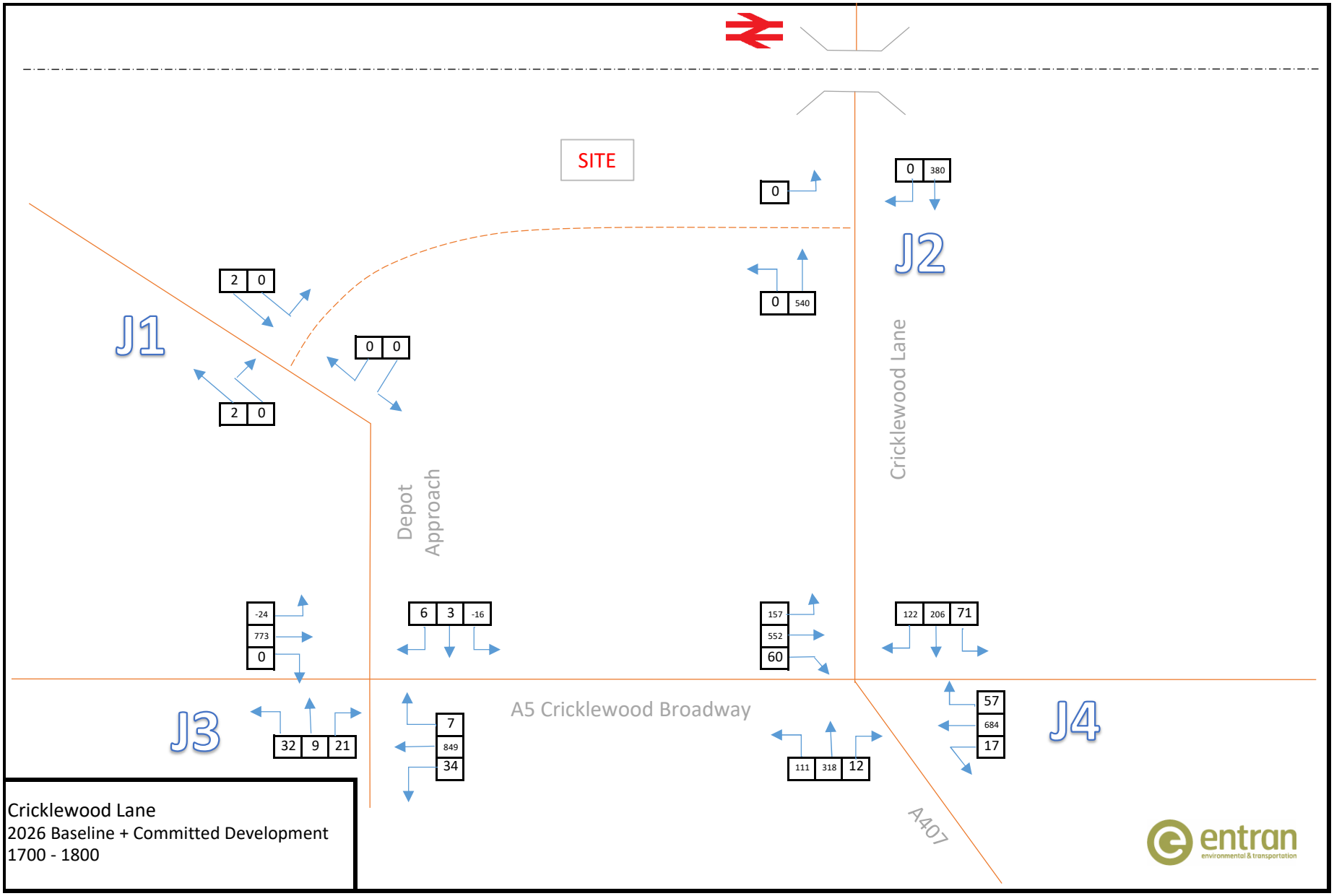

SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
1
34
2
36
2
25
44
17
50%
35%
32%
33%
13
11
12
81%
10
19%
2
2
5%
15
45%
2
16
65%
9
35%
Cricklewood Lane
Site traffic (excl rat-run)
0800-0900
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
5
22
0
82
36
31
18
12
55%
63%
24%
33%
51
20
27
90%
25
10%
3
15%
4
20%
6
25%
4
15
85%
Cricklewood Lane
Site traffic (excl rat-run)
1700-1800
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
9 0
4 0
0 0
0
0 516
0 446
-18 875 0
8 10 10
2 682 22
32 23 28
176 583 136
120 353 45
42 175 14
93 572 2
Cricklewood Lane
2026 Baseline
0800-0900
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
2 0
2 0
0 0
0
0 370
0 526
-23 753 0
6 3 -16
153 538 59
119 200 69
31 9 21
7 827 33
108 309 11
56 666 17
Cricklewood Lane
2026 Baseline
1700 - 1800
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
10 0
4 0
0 0
0
0 530
0 458
-18 899 0
8 10 11
181 599 140
123 362 46
33 23 29
3 700 22
43 180 14
96 587 2
Cricklewood Lane
2026 Baseline + Committed Development
0800-0900
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
2 0
0 0
2 0
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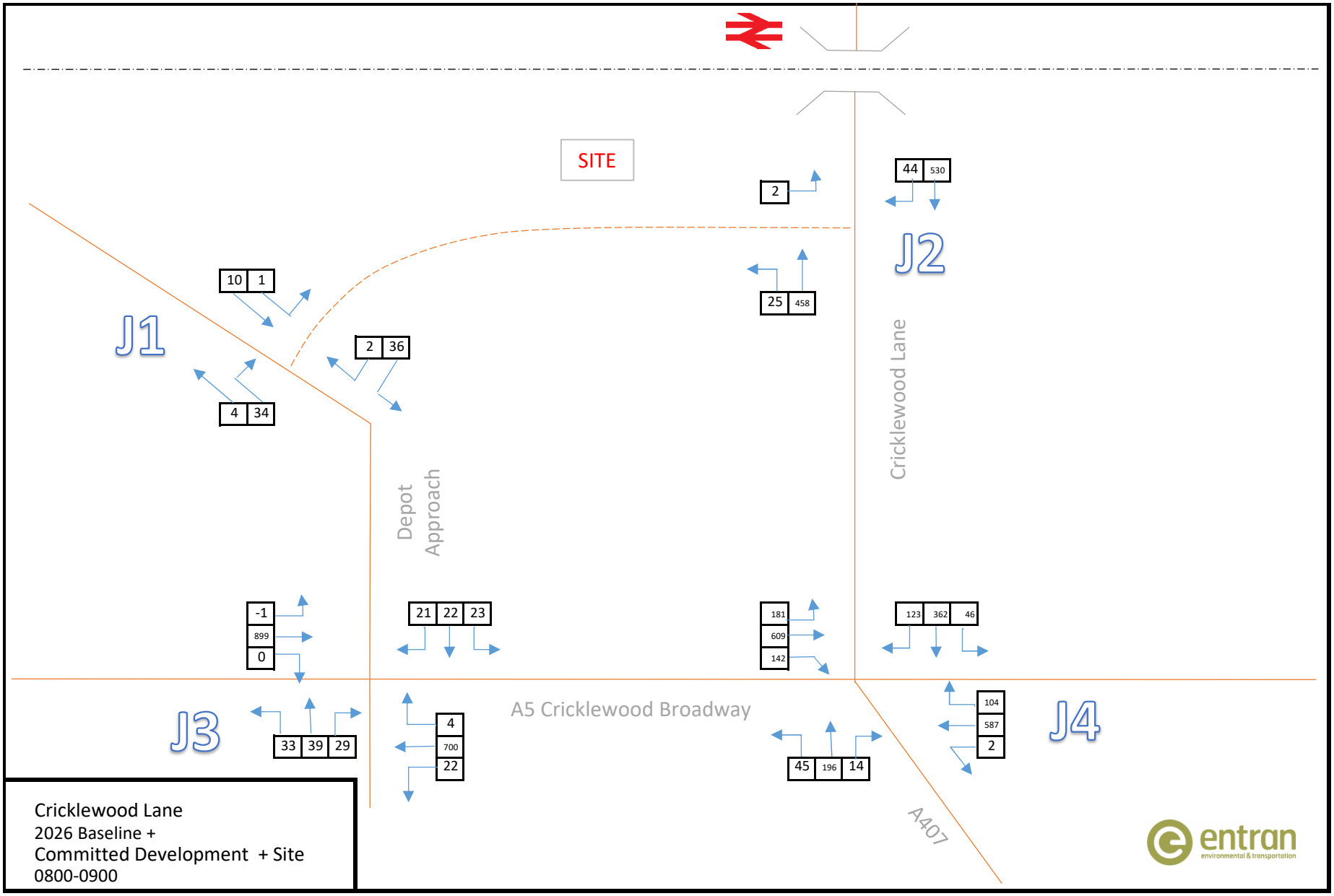
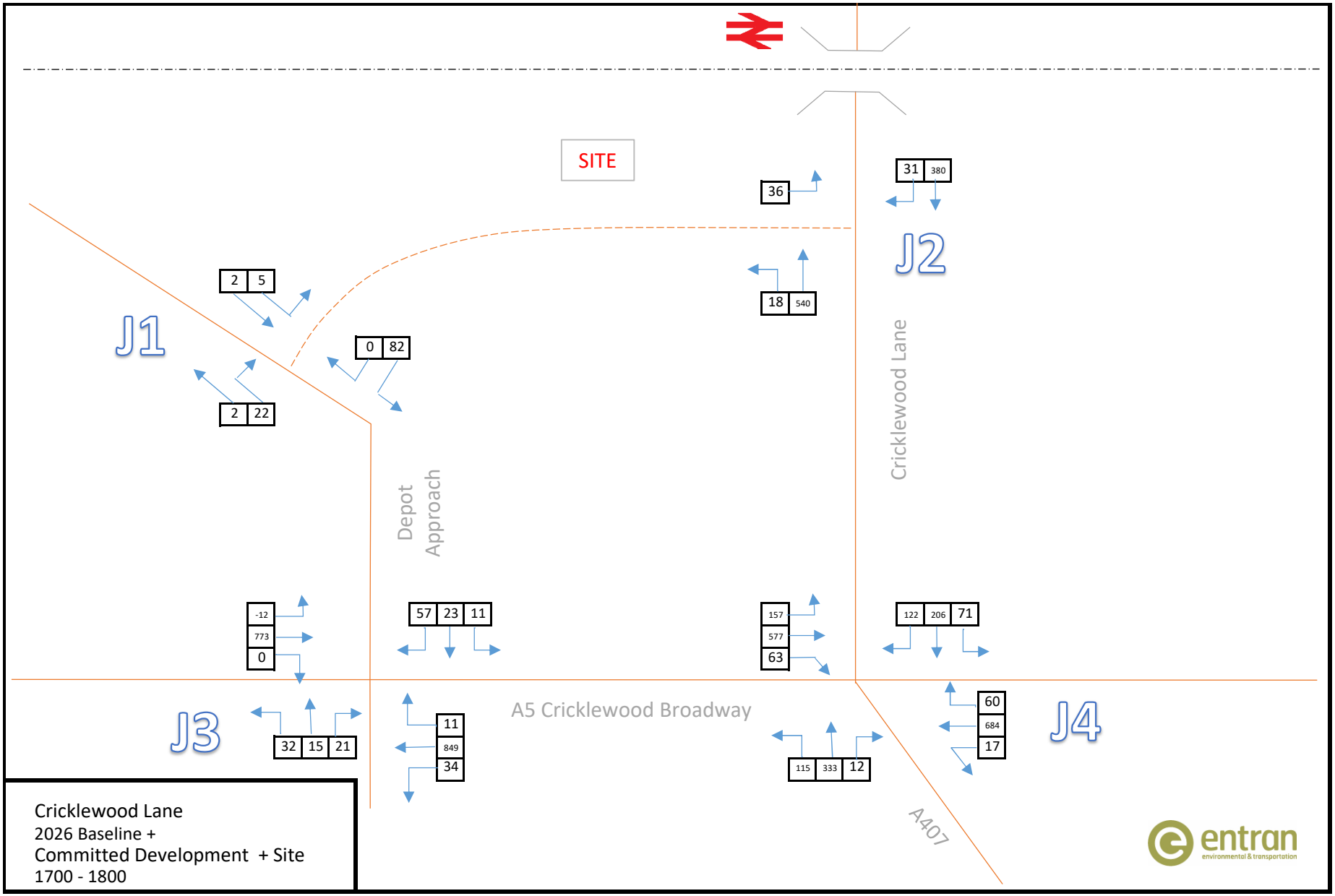
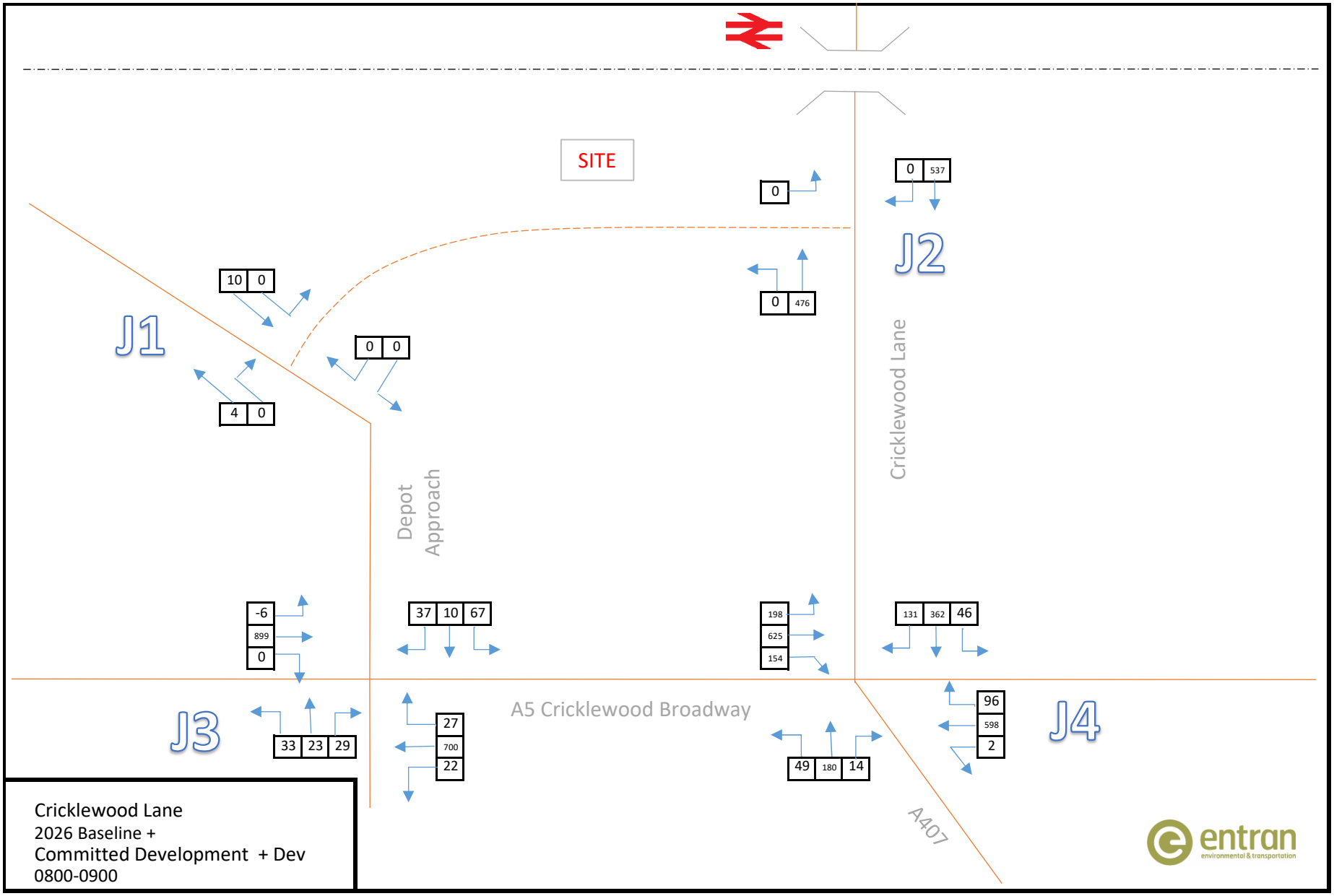
0 540
-24 773 0
6 3 -16
7 849 34
32 9 21
157 552 60
111 318 12
122 206 71
57 684 17
Cricklewood Lane
2026 Baseline + Committed Development
1700 - 1800
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
10 1
4 34
2 36
2
25 458
44 530
-1 899 0
33 39 29
4 700 22
21 22 23
181 609 142
45 196 14
123 362 46
104 587 2
Cricklewood Lane
2026 Baseline +
Committed Development + Site
0800-0900
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
2 5
2 22
0 82
36
18 540
31 380
-12 773 0
57 23 11
11 849 34
32 15 21
157 577 63
115 333 12
122 206 71
60 684 17
Cricklewood Lane
2026 Baseline +
Committed Development + Site
1700 - 1800
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
10 0
4 0
0 0
0
0 537
0 476
-6 899 0
37 10 67
198 625 154
131 362 46
33 23 29
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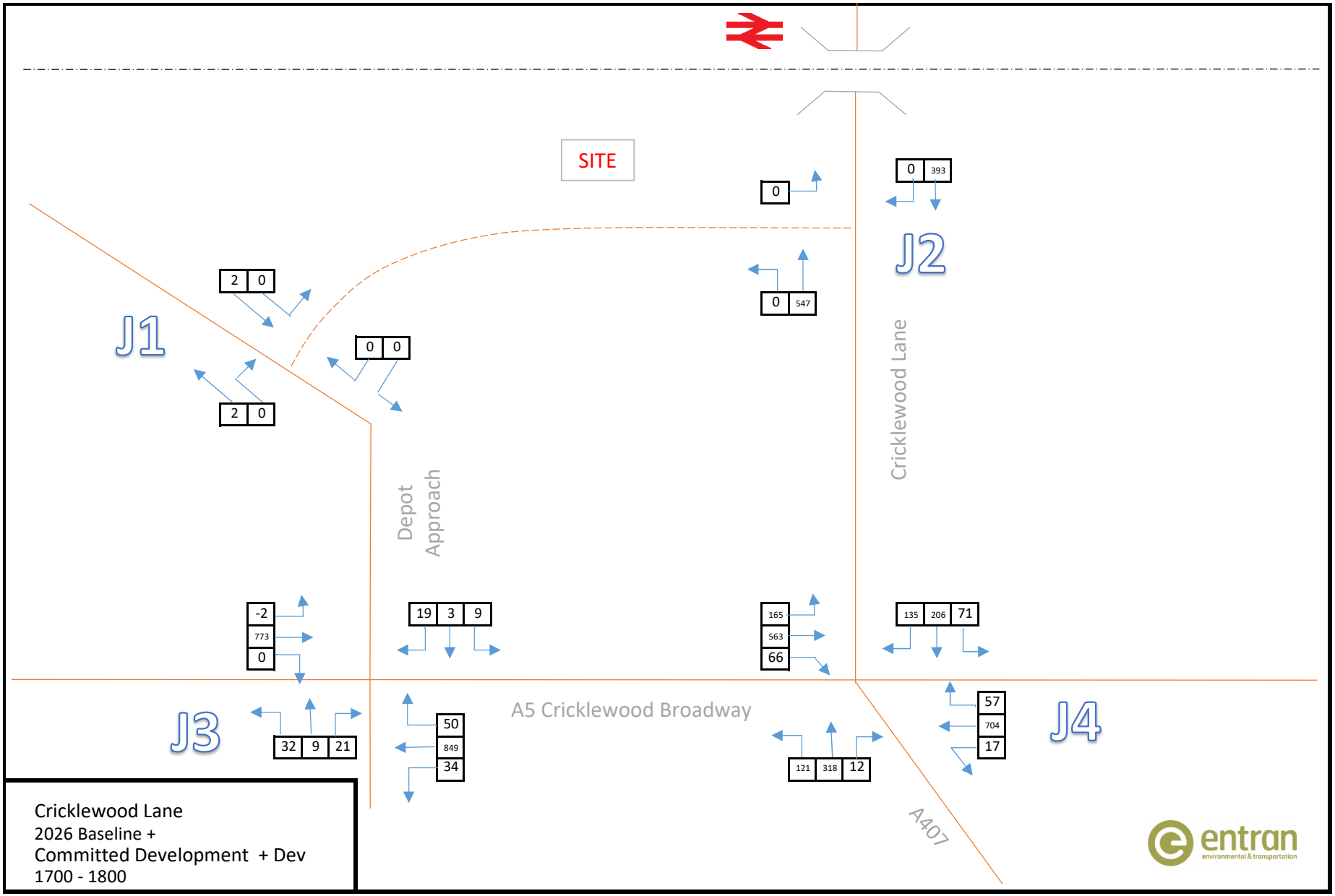
96 598 2
Cricklewood Lane
2026 Baseline +
Committed Development + Dev
0800-0900
entran
environmental & transportation


SITE
J1
J2
J3
J4
Cricklewood Lane
Depot Approach
A5 Cricklewood Broadway
A407
2 0
2 0
0 0
0
0 393
0 547
-2 773 0
19 3 9
165 563 66
135 206 71
32 9 21
50 849 34
121 318 12
57 704 17
Cricklewood Lane
2026 Baseline +
Committed Development + Dev
1700 - 1800
entran
environmental & transportation