

Our Ref: TP53xx\_L4\_RF

Your Ref: 20/3564/OUT

Date: 12<sup>th</sup> March 2021

**Entran Ltd**  
78 York Street  
London  
W1H 1DP

Telephone: 0208 709 0991  
Email: richardfitter@entrantld.co.uk

Robert Nicholas  
Iceni Projects  
Da Vinci House  
44 Saffron Hill  
London  
EC1N 8FH

Dear Robert,

### **Broadway Retail Park, Cricklewood – Revised Transport Assessment**

Thank you for passing us the consultation response from LB Barnet Transport Team and the Stage 1 referral response from the GLA, incorporating comments from TfL. As a result of these consultation responses, we have carried out additional work and have produced a revised Transport Assessment (TA) in support of this outline planning application. However, we thought it would be helpful to provide a covering letter, explaining the additional work that has been carried out, and the changes to the report.

We note that TfL raised fewer points than LBB, and those points they did raise were already included in LBB's consultation response. As a result, this letter is set out in the order of the points raised by LBB, but also addressing the TfL comments.

It is important to note that, following the additional work, the revised TA draws the same conclusion as the original submission, that the Proposed Development will result in a net reduction in vehicle trips on the local highway network, both during the highway peaks and across the day as a whole. The development will also remove an existing restricted-movement junction to the benefit of highway safety, and deliver significant improvements to the public realm, particularly for pedestrians and cyclists. The following comments should therefore be read in the context of the net improvement in local transport conditions that results from this Proposed Development.

#### Local Transport Network.

A review of Personal Injury Accidents has been undertaken for a three-year period, as requested. This is included in the revised TA.

The traffic survey dates were included in the original TA but have been clarified in the revised TA.

Given the net reduction in traffic resulting from the redevelopment of this commercial site, the study area includes all existing and proposed accesses into the site, any road junctions between those accesses, and all road links leading from each of those accesses and junctions. The junction of Claremont Road / Cricklewood Lane therefore logically falls outside the study area as the road link leading to that junction shows a net reduction in peak hour and daily traffic so no further modelling is required.



LBB have requested that the TA should address the two narrow pedestrian refuges on Cricklewood Lane. This was already addressed in the original TA but is clarified in the revised TA.

The TA included a summary of an Active Travel Zone (ATZ) assessment; however, a full ATZ assessment, fully in accordance with TfL guidance, is now appended to the TA and referred to in the body of the revised report. This augments the detailed Healthy Streets Assessment that was already included in the TA.

In addition, a detailed gravity model has been undertaken for pedestrian and cycle movements (including those walking to bus or rail interchanges) which exceeds the TfL ATZ requirements. This informs any predicted increase in the use of the primary ATZ routes and pedestrian desire lines.

### Proposed Development

LBB have requested that a detailed TA should be produced for each phase of development. This is an outline planning application with all matters reserved except for means of access. As a result, the TA considers the transport effects of the completed development but identifies that it will be delivered in phases. Any reserved matters applications will need to be supported by Transport Assessments or Transport Statements which identify any departures from the outline application, or deal specifically with the detailed transport effects of individual phases. This can be secured by appropriate planning condition. Similarly, we would expect detailed Travel Plans, Construction Management Plans and Delivery & Servicing Plans to be secured by planning conditions which may refer to those conditions being discharged for each phase or part of the development to which the reports relate.

As set out in the TA, the entire development will comprise of flats; there will be no houses as part of this development. It is intended that 35% will be affordable housing (subject to agreement with LBB); however, the TA assesses all travel demand on a worst-case basis, assuming all flats are in private ownership. This is stated in the TA and is a robust assessment as it will over-estimate total journeys compared to a mix of private, rented and affordable dwellings.

The original TA included full swept path analyses of the means of access; however, the revised TA included further swept paths together with visibility splays.

Due consideration was given to the provision of a pedestrian refuge at the main vehicle access point; however, the swept path assessment showed that this would require the site access carriageway to be widened and the junction radii increased to accommodate delivery and refuse vehicles. The proposed junction layout has therefore been reviewed and in accordance with TfL best practice, the carriageway width has been kept to a minimum with small radii to reduce vehicle turning speeds and minimise the crossing distance for pedestrians. The accesses will either incorporate side raised entry treatments or junction tables, depending on the timing of their delivery and the ability to carry out work on Depot Approach in conjunction with any other developments in this vicinity.

We are grateful that LBB raised no objections to the principles of the movement strategy and internal layout.

The original TA included refuse vehicle swept paths and details of refuse stores and presentation areas (denoted by P1-P3); however, the revised TA includes further information and clarification, bearing in mind that site layout is a reserved matter.

### Parking

LBB suggest in their comments that the total number of car and cycle parking spaces are not defined as part of this application. That is not correct. The TA clearly sets out the number of car parking spaces and cycle parking spaces based on the illustrative layout; but more importantly, it sets out the methodology by which any full or reserved matters application would calculate the necessary provision. This is further clarified in the revised TA.



LBB have requested that compliance with the LCDS guidance should be demonstrated on a scaled plan. Again, this is an outline application and layout is a reserved matter. Cycle parking will therefore be secured by an appropriate planning condition, requiring provision to be in accordance with the London Plan standards and laid out in accordance with the LCDS guidance.

The TA includes a justification for the low level of parking provision, based on the PTAL rating and London Plan policies, but also includes a details of the wide range of measures to encourage sustainable travel choices. The TA also demonstrates that the public highway surrounding the site is fully covered by existing Controlled Parking Zones. The revised TA clarifies the position in terms of parking enforcement on the private Depot Approach.

### Transport Implementation Strategy

The Planning application is supported by a three-part TIS, comprising a Framework Travel Plan, Construction Logistics Plan and Delivery and Servicing Plan. These will be secured by appropriate planning conditions, linked where necessary to the phased delivery of the Proposed Development.

### Healthy Streets Assessment

As stated earlier, a fully detailed ATZ assessment is appended to the revised TA, including a distribution of pedestrians and cyclists by all primary routes. The TA includes detailed Healthy Streets Assessments in relation to the new route and public realm to be delivered between Cricklewood Lane and Depot Approach, as well as Cricklewood Lane itself. These assessments quantify the improvements to be delivered by the Proposed Development.

### Trip generation

The existing site use is retail which sees peak operation on a Saturday, and lower levels on weekdays. Conversely, the proposed development is predominantly residential which generates more journeys during the weekday highway peaks, than at the weekend. For this reason, the greatest net effect is derived by comparing the existing and proposed uses on a weekday. This is now clarified in the revised TA.

LBB correctly identified a minor error in the TRICS® analysis where some of the survey selections incorrectly included both weekday and weekend surveys. This has been corrected and new TRICS output included in the revised TA based on weekday surveys only. The selection criteria are set out in the TA.

For clarity, no TRICS assessment was undertaken based on trips per parking space. All TRICS analyses were undertaken based on commercial floor area or residential unit numbers. However, where the output was then incompatible with the existing use or proposed development, a necessary adjustment was made so that the predicted multi-modal trips were representative of the Proposed Development.

The original TA included an adjustment to the TRICS-derived retail vehicle trips as a detailed traffic survey had been undertaken which provided observed data for the site. LBB queried whether that reduction in vehicle trips should have been reassigned to the other modes in order to retain the TRICS-derived total journeys. The revised TA includes corrected multi-modal trip rates for the existing retail use based on weekday surveys only. As a result, the TRICS output vehicle numbers are now lower than the observed traffic survey, so the issue raised by LBB no longer exists. The multi-modal trips have been adjusted again to include the observed traffic numbers, but we have retained the trip rates for the other modes rather than adjusting them down. This provides a robust form of assessment.

LBB have queried the TRICS selection criteria for the proposed flats as they are based on sites with 294 to 472 flats. The proposed development is for up to 1100 new flats so normal practice would be to select sites with 550 to 1650 dwellings (+/- 50%); however, for locations with a similar PTAL rating, that delivers no results. The selection criteria are therefore those that best deliver usable multi-modal trip rates for flats in areas with similar levels of public transport accessibility.



The Office trip rates have been corrected, and the appropriate data appended to the revised TA. Furthermore, a summary of the calculation that led to the 'most likely' commercial mix in Table 11.8 has been appended to the revised TA.

We concur with LBB's view that any reserved matters or detailed planning applications submitted for the site in the future will be required to demonstrate how their proposed commercial mix and floor areas compare with the assumptions made in this TA.

The multi-modal assessment in the TA results in a predicted mode share for all journeys. This shows 15% of journeys being undertaken by rail. LBB have queried this figure given the site's proximity to Cricklewood station. They suggested an assessment of Census data to establish journey to work mode share for Cricklewood. It is important to note that the TRICS data includes all journeys for all purposes, not just journeys to work. Many local journeys such as shopping, primary school, health, leisure etc will be undertaken on foot or by bike and are clearly not included in the Census journey to work data. For this reason, the journey to work public transport percentages are clearly not representative of the mode share for all journeys. The TRICS data is more reliable for this purpose.

We note that TfL's 'Travel in London – Report 12' includes a breakdown of trips per person per day, by purpose. In 2019, this breakdown was as follows:

Usual workplace	18%
Other workplace	7%
Education	9%
Shopping	24%
Leisure	31%
Other	15%

This illustrates that journeys to work represent just 25% of all daily journeys. It is clearly inappropriate to apply the Census journey to work mode share figures to all daily journeys as that would misrepresent the likely mode share of 75% of all trips.

Notwithstanding the above, at LBB's request we reviewed the journey to work data for this ward (See appendix 1 to this letter). That data showed 41% travel by car and just 11% by rail. When those figures are adjusted to reflect the low level of car parking to be provided on site, the resultant mode share gives 15% travel by rail, consistent with the TRICS data assessment in the TA.

### Transport effects

The revised TA includes an updated section on the predicted transport effects taking account of all new work and revision.

### Vehicle trips

The observed retail trips were removed from the network to derive a baseline minus Site traffic. That baseline was then growthed-up to derive future year baselines, onto which the development traffic could be added. Additional link flow diagrams (or origin and destination tables) are included in the revised TA to clarify this process.

As stated in the TA, the growth rates applied to derive future year conditions, take account of committed development and any organic background growth in traffic numbers.

Development traffic has been distributed on to the highway network in proportion to the observed baseline traffic flows. This is explained further in the revised TA.

As stated earlier, it is important to recognise that the Proposed Development includes the demolition of an existing retail park with 460 car parking spaces, and the development of a residential-led mixed-use development with low levels of parking provision and significant investment in promoting sustainable travel



choices. The redevelopment of this commercial site will result in a reduction in traffic during the morning and evening highway peaks, and across the day as a whole. Therefore, all link flow diagrams, and origin and destination tables are included in the TA for information only, to assist LBB in their consideration of future highway proposals or future planning applications. The net reduction in traffic means that no junction capacity analyses are required, and no highways impact mitigation is necessary.

### Pedestrian trips

The ATZ, appended to the revised TA, includes a gravity model to assign pedestrian trips to individual walking routes based on the percentage of journeys by purpose, and the destinations that can be reached via each walking route. This includes those people walking to the station or bus stops.

The original TA referred to potential S106 contributions to enhance the pedestrian route under the rail bridge and a new controlled crossing on Cricklewood Lane. The more detailed ATZ assessment and pedestrian distribution corroborates this conclusion. We would add that as site layout is a reserved matter, the precise location of the controlled crossing would need to be established as part of any reserved matters application, but the S106 contribution could be secured as part of this outline application.

### Bus trips

LBB have queried the distribution of bus trips equally on each service. The ATZ assessment now demonstrates a weighted distribution to each bus stop according to the frequency of buses serving that stop. This is a more accurate assessment than the equal distribution set out in the original TA. It should be noted, however, that the original TA demonstrated a net increase of just 1 or 2 passengers on each bus, so even if this figure were higher in the peak travel periods, or certain routes were more popular than others, the maximum net increase would not be expected to exceed 3 or 4 passengers on any individual bus. This information will inform any further discussions regarding CIL payments or S106 contributions.

### Rail trips

LBB queries the methodology for distributing passengers per train; however, a local residents' group also correctly identified some double counting in the TA which suggested more trains per hour than there actually are. This, together with the carriages per train, has been corrected in the revised TA. The result is a predicted 88 peak hour passengers in 32 southbound carriages, equating to 2 or 3 additional passengers per carriage. This information will inform any further discussions regarding CIL payments or S106 contributions.

### Transport improvements

The Proposed Development has been designed to influence travel behaviour rather than just to mitigate predicted effects. The new homes and businesses will be supported by a Framework Travel Plan which will include infrastructure, information and incentives to promote sustainable travel choices. The Proposed development will also deliver the following transport improvements which will benefit the new residents and visitors, as well as the local community.

- New pedestrian/cycle route between Depot Approach and Cricklewood Lane;
- Removal vehicle access from Cricklewood Lane;
- New public realm including a new public square, open space and play areas;
- 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; and
- Potential S106 contribution to upgrade one uncontrolled crossing on Cricklewood Lane to a Puffin.



I trust this information is of use to you and would ask that you pass this letter, together with the revised TA to the planning case officer so they can reconsult the highway authorities. Please let me know if you have any queries or require anything further at this stage. I would be grateful if you could pass this information to the planning case officer for consideration.

Yours sincerely

**Richard Fitter**  
**Director** FCILT, FICE, FIHE  
M. 07798 766025

## **Appendix 1**

### **Census journey to work data**

## QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 9 December 2020]

population All usual residents aged 16 to 74

units Persons

area type 2011 wards

area name E05000045 : Childs Hill

rural urban Total

### Method of Travel to Work

2011

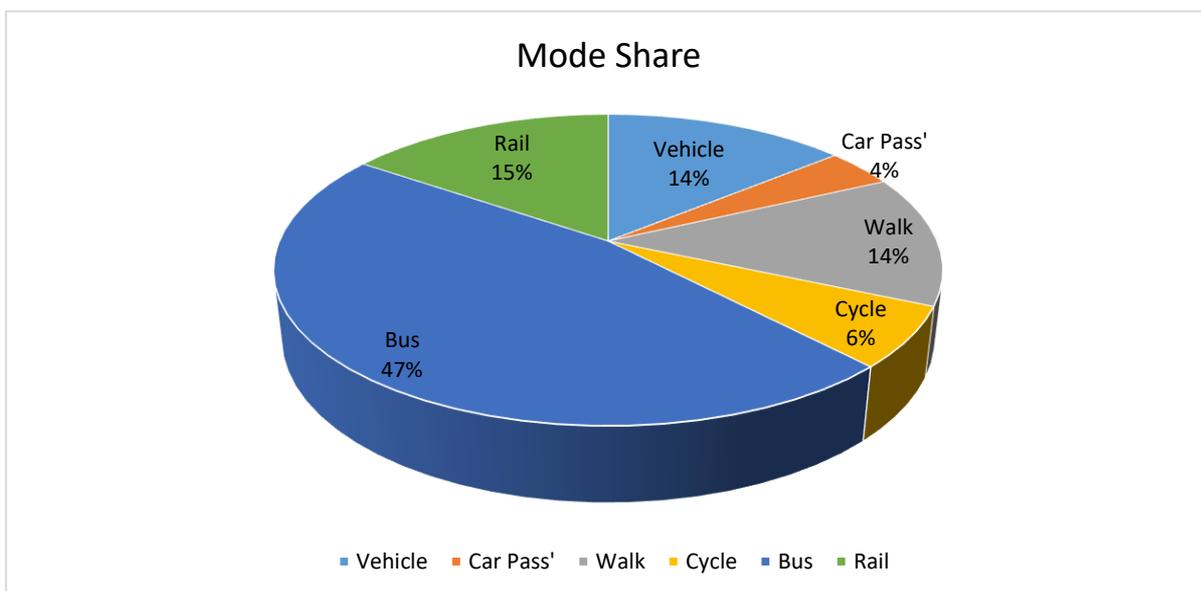
All categories: Method of travel to work	14,850
Work mainly at or from home	836
Underground, metro, light rail, tram	2,926
Train	606
Bus, minibus or coach	1,837
Taxi	36
Motorcycle, scooter or moped	117
Driving a car or van	2,304
Passenger in a car or van	157
Bicycle	247
On foot	535
Other method of travel to work	98
Not in employment	5,151

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Used the orange cells data

Mode Share					
Vehicle	Car Pass'	Walk	Cycle	Bus	Rail
41%	3%	9%	4%	32%	11%
	5%	16%	7%	54%	18%

Mode Share (adjusted to better represent development)					
Vehicle	Car Pass'	Walk	Cycle	Bus	Rail
14%	4%	14%	6%	47%	15%





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

## **TRANSPORT ASSESSMENT**

**Prepared by: Entran Ltd**

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

**DATE: March 2021**



WEST OF ENGLAND  
TRAVEL PLAN AWARDS  
**GOLD AWARD**



Entran is committed to reducing unnecessary waste in the environment. For this reason our paper reports are printed:

- Double sided;
- Using 10 point font; and
- On recycled paper.

Additional copies of this report are available on CD-ROM. If you require this report in another format please ask.



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

# TRANSPORT ASSESSMENT

Revision	Date	Notes	Author	Checked	Approved
V1	Jul 2020	DRAFT	LL	RLF	RAF
V2	July 2020	Issue	RAF	RLF	RGW
V3	Mar 2021	Revised	JPB	RLF	RAF

**Entran Limited**  
**78 York Street**  
**London**  
**W1H 1DP**

**T: 0208 709 0991**



## CONTENTS

EXECUTIVE SUMMARY	4
1. INTRODUCTION	5
2. SITE LOCATION AND DESCRIPTION	6
3. LOCAL TRANSPORT NETWORK	7
4. PROPOSED DEVELOPMENT	14
5. PARKING	18
6. TRANSPORT IMPLEMENTATION STRATEGY	24
7. FRAMEWORK TRAVEL PLAN	25
8. DELIVERY AND SERVICING PLAN	28
9. CONSTRUCTION LOGISTICS PLAN	30
10. HEALTHY STREETS ASSESSMENT	32
11. TRIP GENERATION	35
12. TRANSPORT EFFECTS	41
13. TRANSPORT IMPROVEMENTS	43
14. SUMMARY AND CONCLUSIONS	44

## FIGURES

2.1	Site location plan
3.1	PTAL contour plan (2011 base)
3.2	Pedestrian isochrones
3.3	Local cycle network
3.4	Cycle isochrones
3.5	Proposed Brent Cross West rail station
3.6	Waiting restrictions
3.7	Traffic survey locations
3.8	Multi modal travel times (TfL 2021 forecast)
4.1	Extract from Illustrative Masterplan
4.2	Movement Strategy principles
4.3	Service routes
5.1	Percentage of Blue Badge holders
5.2	Blue Badge holders as a proportion of the population
5.3	Existing Car Club vehicle locations
8.1	Service route
9.1	Average monthly construction vehicle trips
10.1	Cricklewood Lane – Healthy Streets assessment
10.2	Depot Approach – Healthy Streets assessment
10.2	Internal routes – Healthy Streets assessment
11.1	Proposed Development, forecast mode share



## TABLES

- 3.1 Bus route summary
- 3.2 Summary of existing services from Cricklewood rail station
- 3.3 Existing baseline traffic flows
- 4.1 Schedule of accommodation
- 5.1 Extract from London Plan cycle parking standards
- 11.1 Retail Parks trip rates per 100m<sup>2</sup>
- 11.2 Retail Parks multi-modal trips for 7990m<sup>2</sup>
- 11.3 Retail Parks trip rates per parking space
- 11.4 Retail Parks multi-modal trips for 470 spaces
- 11.5 Retail Parks multi-modal trips for 470 spaces (adjusted)
- 11.6 Private flats trip rates per dwelling
- 11.7 Private flats multi-modal trips for 1100 dwellings
- 11.8 Non-residential units options analysis
- 11.9 A3 restaurant trip rates per 100m<sup>2</sup>
- 11.10 A3 restaurant multi-modal trips for 434m<sup>2</sup>
- 11.11 B1 employment restaurant trip rates per 100m<sup>2</sup>
- 11.12 B1 employment multi-modal trips for 332m<sup>2</sup>
- 11.13 D2 leisure trip rates per 100m<sup>2</sup>
- 11.14 D2 leisure multi-modal trips for 434m<sup>2</sup>
- 11.15 Commercial and community multi-modal trips
- 11.16 Total development multi-modal trips
- 12.1 Net change in multi-modal trips

## APPENDICES

- A Bus routes
- B Traffic survey data
- C Architects' Parameter Plans
- D Site access visibility splays
- E Artist's impressions of public realm provision
- F Pedestrian desire lines
- G Refuse collection strategy and swept path analyses
- H Framework Travel Plan
- I Healthy Streets Assessment
- J ATZ assessment
- K TRICS data
- L Census journey to work review
- M Link flow diagrams



## EXECUTIVE SUMMARY

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

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

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

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

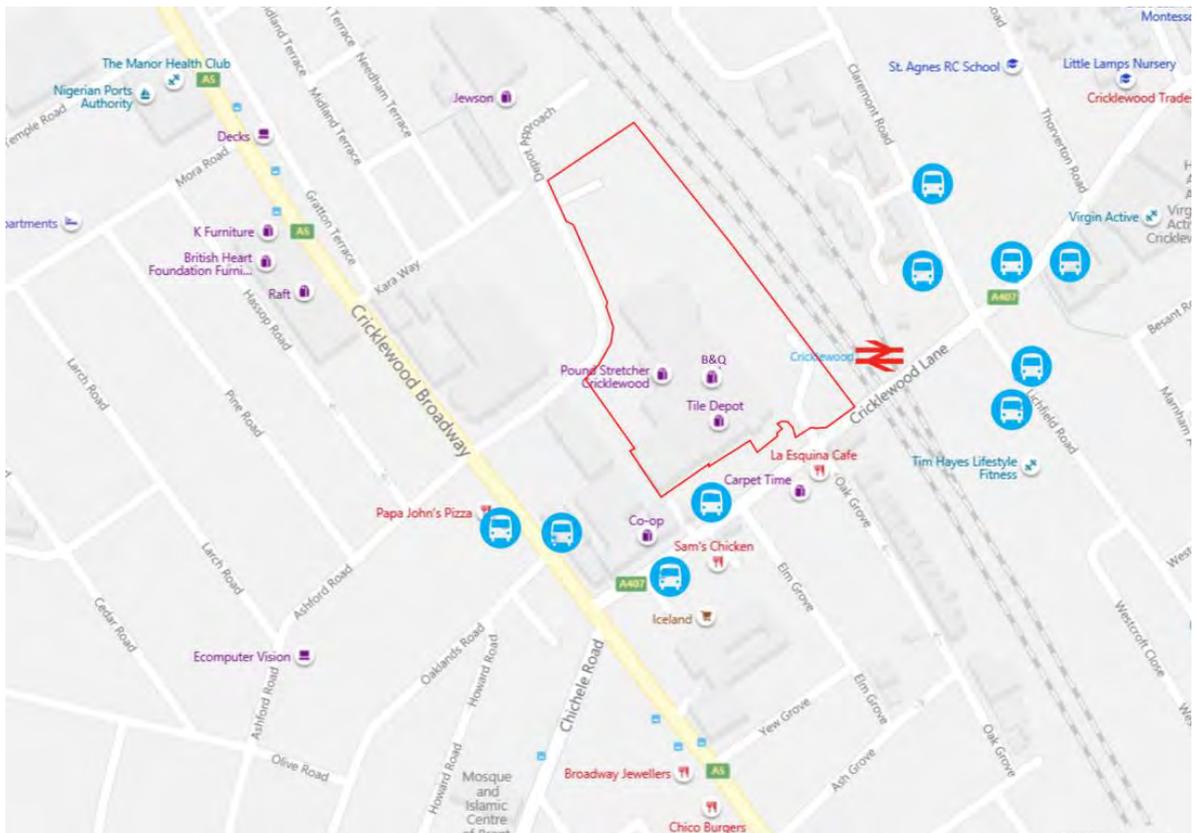
### Report layout

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

## 2. SITE LOCATION AND DESCRIPTION

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

**Figure 2.1 – Location Plan**



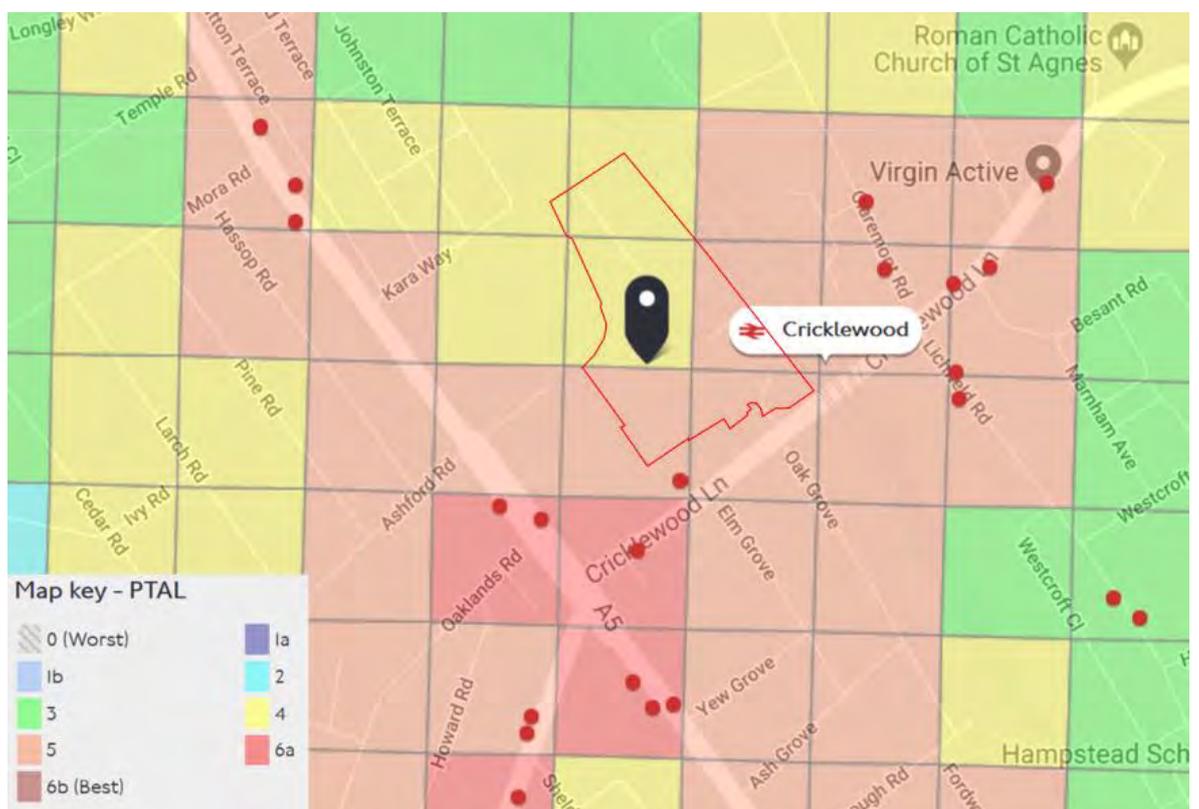
- 2.2. The Site is currently occupied by a retail warehouse (use class A1) owned and operated by B&Q. Two additional smaller retail warehouse units (Poundstretcher and Tile Depot) adjoin B&Q. The combined gross floor area (GFA) of the existing retail units is 7,990m<sup>2</sup>. The existing Site use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

### 3. LOCAL TRANSPORT NETWORK

#### General

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

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



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

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

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



#### Pedestrians

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

**Figure 3.2 – Pedestrian isochrones.**



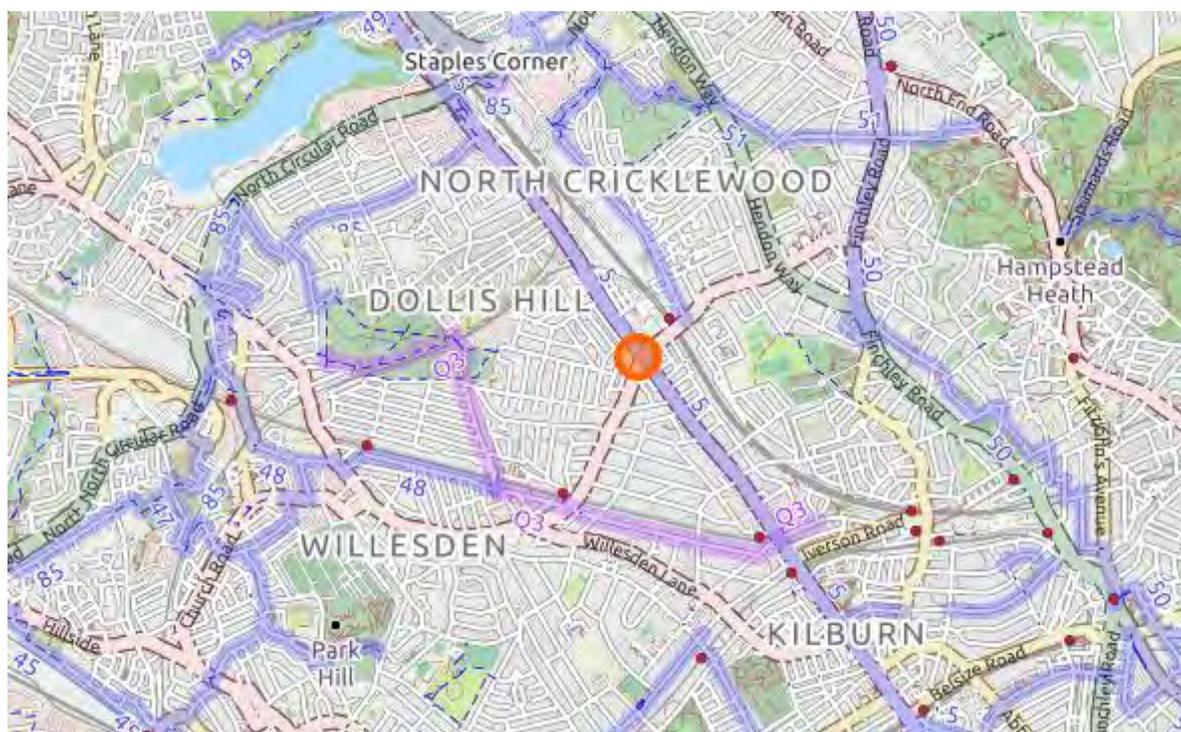
- 3.12. This site benefits from good existing pedestrian facilities. To the east of the Site, Depot Approach joins the Cricklewood Broadway where many shops and services are located. This stretch of Cricklewood Broadway is a heavily trafficked road but with wide footways, street lighting and regular controlled pedestrian crossings along its length, it is suitable for travel on foot.
- 3.13. The junction between Depot Approach and Cricklewood Broadway is signal controlled with pedestrian stages on all four arms. The same applies to the junction between Cricklewood Lane and Cricklewood Broadway, providing safe pedestrian routes to all local shops and services.
- 3.14. Cricklewood Lane on the south-eastern boundary of the Site is another well-lit street with wide footways, joining Cricklewood Broadway to the south-west and passing under the railway bridge and continuing towards Childs Hill to the north-east. There is currently a very wide footway below Cricklewood Green flanking the Northern side of the road, and a 3m footway on its southern side. Cricklewood Lane benefits from three uncontrolled pedestrian crossing islands within the vicinity of the Site and controlled crossings at the junctions with Cricklewood Broadway and Claremont Road.
- 3.15. An audit of pedestrian facilities within the identified Active Travel Zone shows that on the primary pedestrian desire lines are wide and well lit.
- 3.16. The ATZ assessment described later in **Section 10**, identified that there is a degree of street furniture 'clutter' on some principal routes, but not to the degree that it results in any unacceptable footway widths.
- 3.17. All footways in the vicinity of the Site are well lit. All pedestrian crossing points across side roads and across primary links, benefit from flush dropped kerbs (max upstand 6mm) and tactile paving.

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

Cycle

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

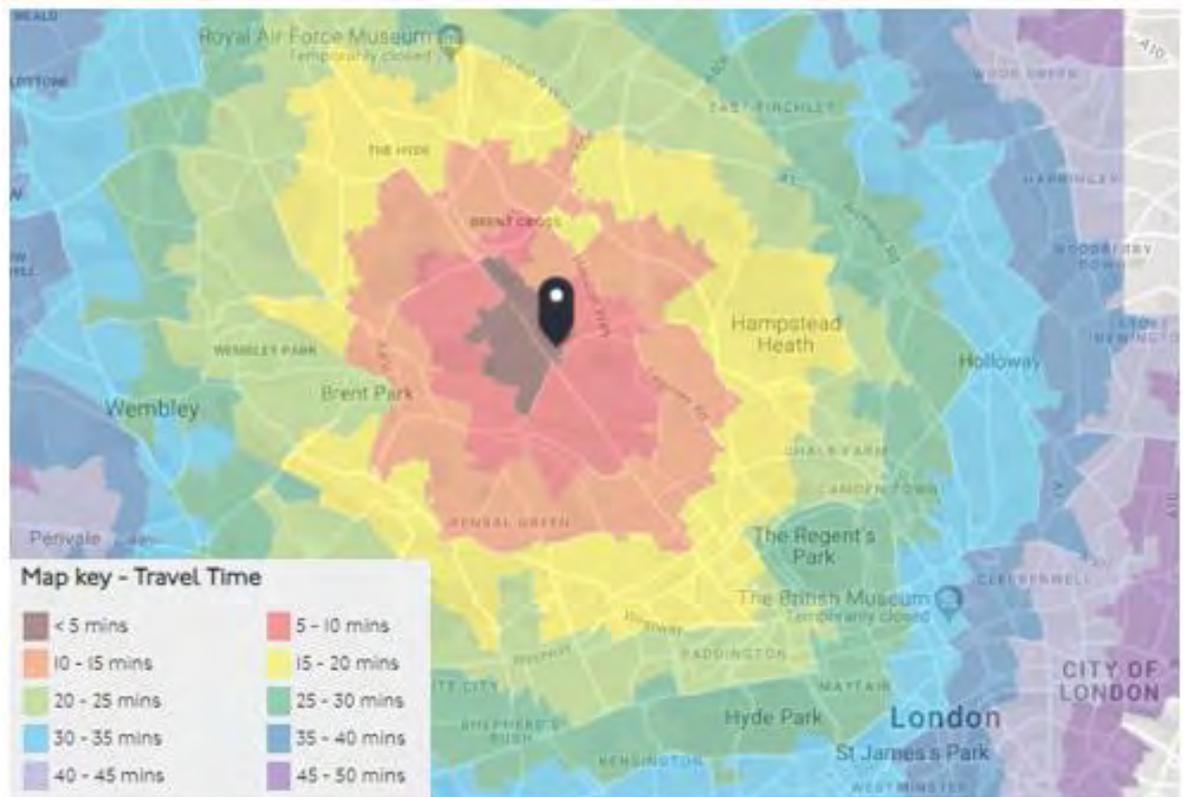
**Figure 3.3 – Local Cycle Infrastructure.**



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



**Figure 3.4 – Cycling isochrones.**



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

Bus

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

**Table 3.1 –Bus route summary**

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

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

#### Rail

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

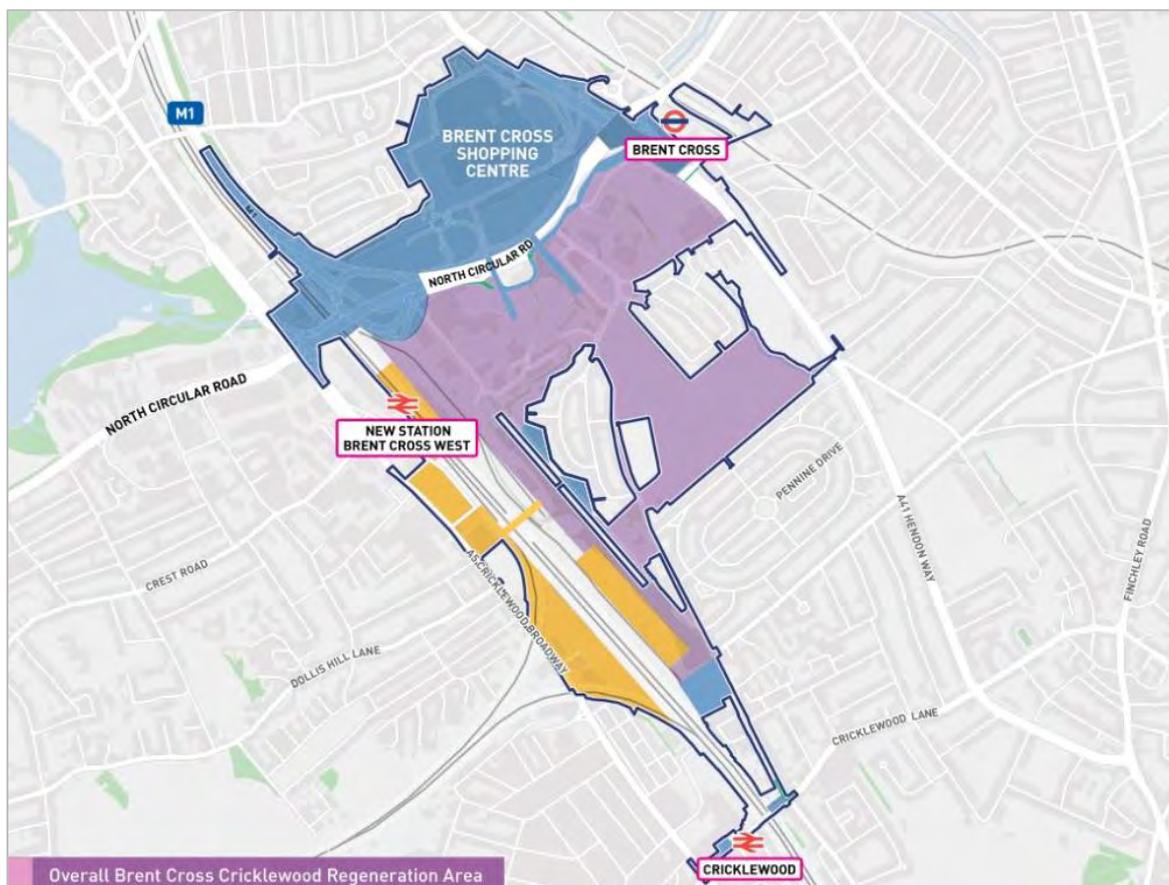
**Table 3.2 – Summary of existing services from Cricklewood station.**

Route	Duration	Frequency	Capacity
Sutton (Surrey)	0456-2330	15 mins	8 carriages
Sutton via Wimbledon	0316-2330	30 mins	8 carriages
London Blackfriars (on Sutton route)	24 hours	15 mins	8 carriages
St Albans	24 hours	15 mins	8 carriages

- 3.29. This shows that at present the trains stopping at Cricklewood Station provide an average of 8 trains per hour, with 4 northbound and another 4 southbound, equating to 32 carriages in either direction, or 144 trains per day (tpd).

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

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

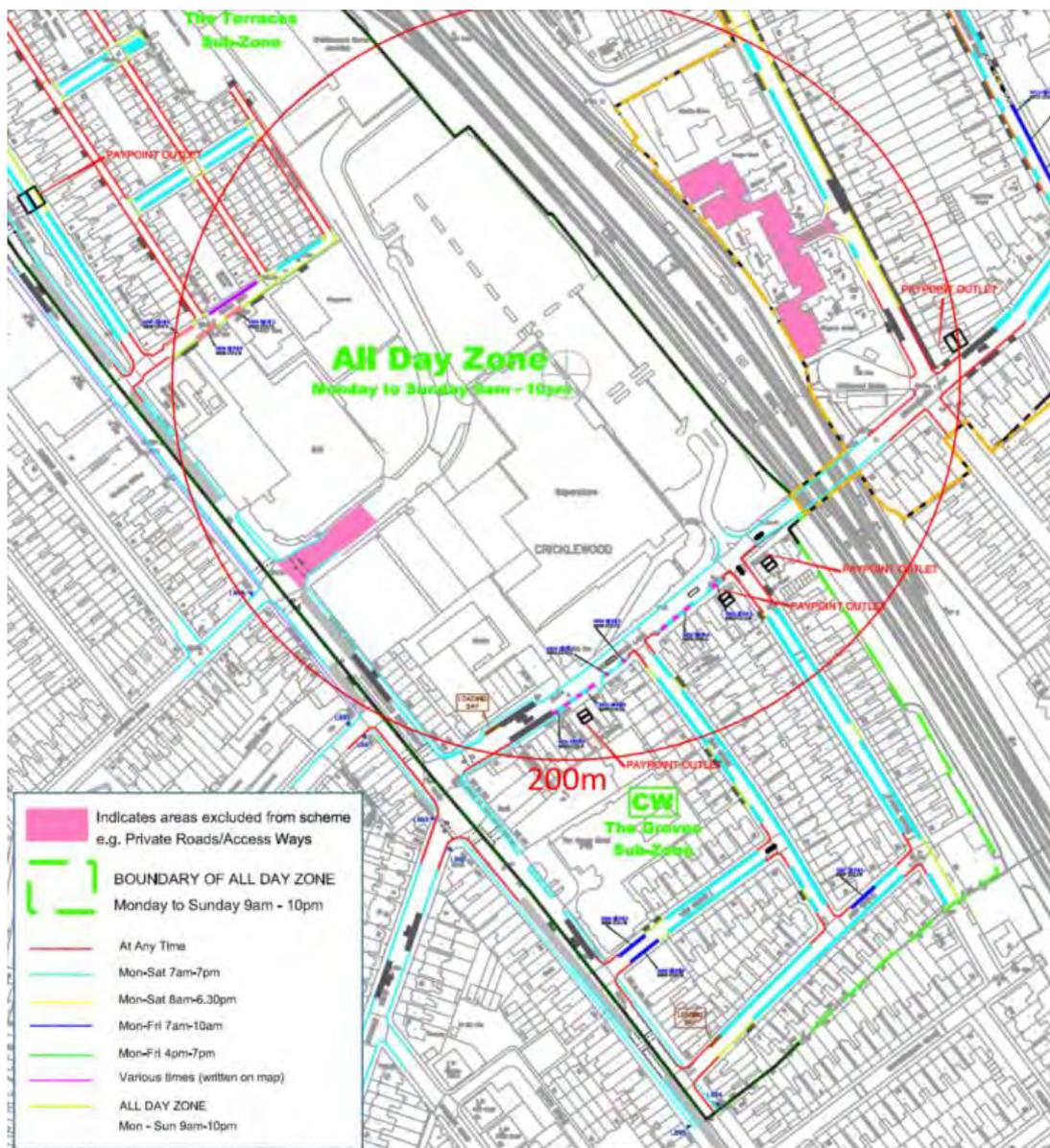


- 3.35. The new station will have four platforms, two of which will be used by slow stopping services. The forecast capacity is a peak of eight trains per hour and an off-peak service of four trains per hour.

Parking controls

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

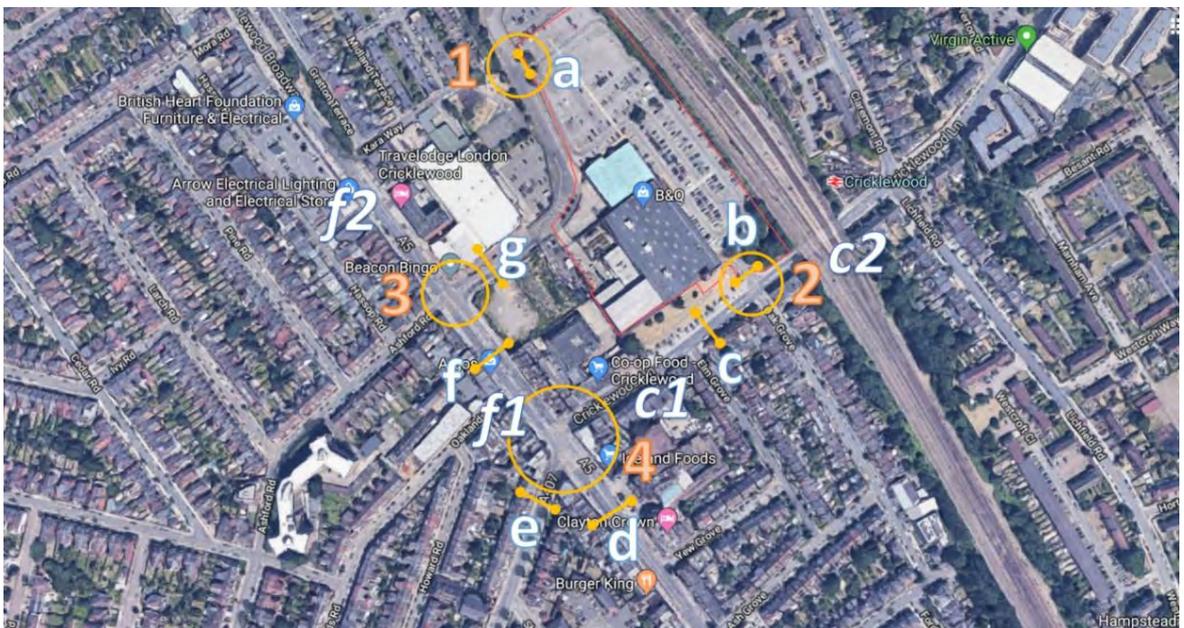
**Figure 3.6 – Waiting restrictions**



Baseline traffic flows

- 3.40. A detailed traffic survey was carried out from 20<sup>th</sup> to 26<sup>th</sup> June 2019. The survey locations are shown in Figure 3.7 below. The traffic survey included peak hour manual turning counts on June 26<sup>th</sup> 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 seven-day 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. Section 12 of the TA demonstrates the proposed development results in a net reduction in traffic. For this reason, the study area includes the existing and proposed site accesses, the road links between those junctions, and all road links leading from those junctions. Accordingly, the Claremont Road junction has not been assessed for operational capacity as the reduction in traffic is beneficial to the junction.
- 3.45. 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. Full traffic survey data is provided as **Appendix B**.

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

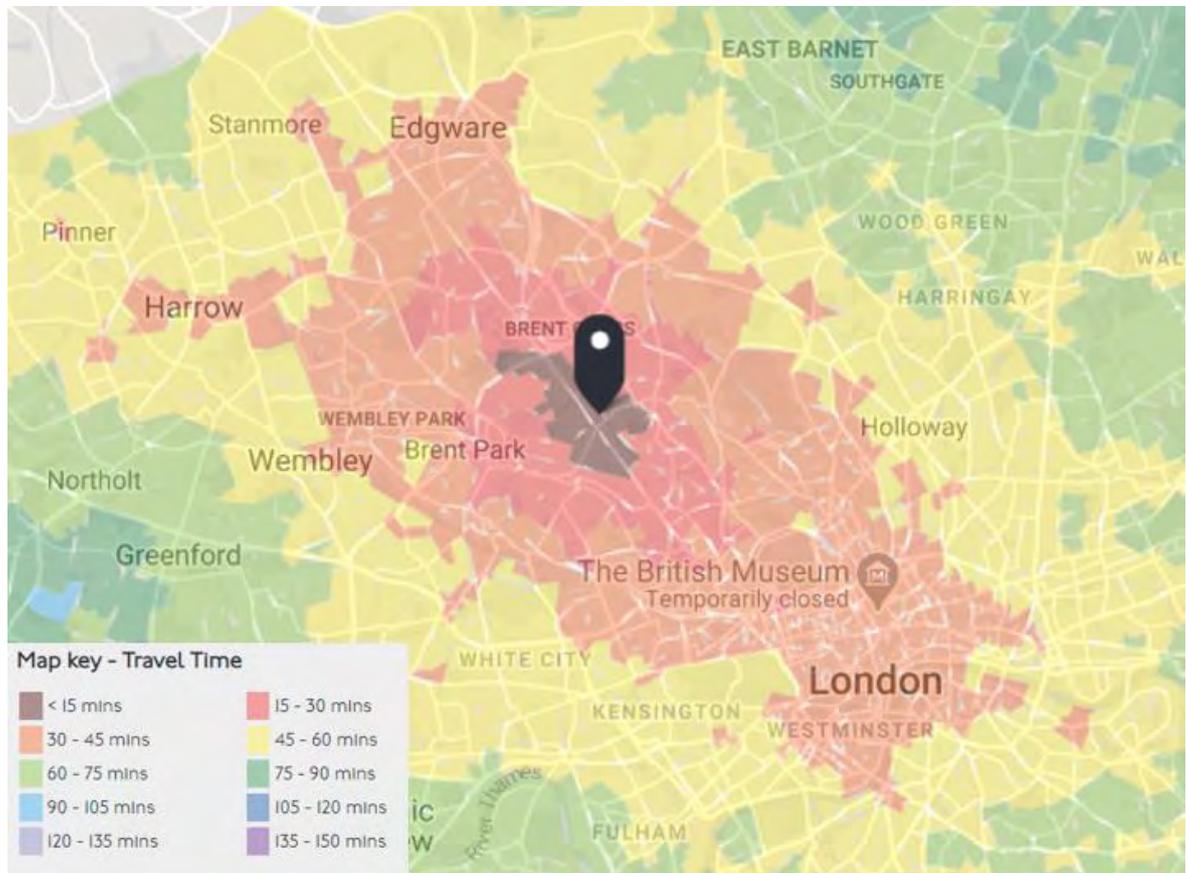
Road link	2019 observed two-way traffic (AADF)	2020 baseline two-way traffic (AADF)
North car park access	2075	2075
South car park access	2516	2516
Cricklewood Lane (A407)	14167	14280
Cricklewood Broadway (A5) (SE)	21723	21897
Chichele Road (A407)	11313	11404
Cricklewood Broadway (A5) (NW)	24572	24768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

- 3.46. 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.
- 3.47. The Site currently generates 4591 vehicle trips per day via the two Site accesses.

### Multi-modal travel times

- 3.48. 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)**



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

### Accessibility audit summary

- 3.50. 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.

### Accident review

- 3.51. An assessment has been carried out to review all Personal Injury Accident data within the defined study area surrounding the Site. The study area has been broken down into 5 sections, 3 junctions these are Depot Approach/ A5 junction, the Cricklewood Ln./ A5 junction and the Cricklewood Ln./ B&Q access junction, the remaining two will consist of the A5 and Cricklewood Ln. this breakdown is



demonstrated on the figure below, using the same location references as figure 3.7 above.

**Figure 3.9 – Plan of Personal Injury Accidents (PIA)**



3.52. The map breaks down incidents by severity with orange indicating slight injury, red indicating serious injury and black indicating a fatality. Table 3.4 provides a summary of accident severity by location.

**Table 3.4 – Accident severity breakdown**

	Slight	Serious	Fatal	Total
Depot Approach/ Cricklewood Junction	2	0	0	2
A5	4	0	0	4
Cricklewood Ln/ B&Q access junction	8	1	0	9
Cricklewood Ln	12	2	0	14
A5/Cricklewood Ln Junction	2	1	0	3
	28	4	0	32

3.53. As shown by the table above, approximately 90% of all incident in the past 3 years have resulted in slight injuries.

3.54. The tables below provide a further assessment of PIAs by mode of travel at each junction and road link within the study area.

**Table 3.5 - Depot Approach/ A5 Junction types of accidents**

	Number of accidents	Percentage
Single Vehicle	0	0%
Vehicle - Vehicle	2	100%
Vehicle - Cyclist	0	0%
Vehicle - Pedestrian	0	0%
Cyclist - Pedestrian	0	0%

**Table 3.6 – A5 types of accidents**

	Number of accidents	Percentage
Single Vehicle	1	25%
Vehicle - Vehicle	1	25%
Vehicle - Cyclist	1	25%
Vehicle - Pedestrian	1	25%
Cyclist - Pedestrian	0	0%

**Table 3.7 - A5/Cricklewood Ln Junction types of accidents**

	Number of accidents	Percentage
Single Vehicle	2	22%
Vehicle - Vehicle	3	33%
Vehicle - Cyclist	0	0%
Vehicle - Pedestrian	4	44%
Cyclist - Pedestrian	0	0%

**Table 3.8 – Cricklewood Ln. types of accidents**

	Number of accidents	Percentage
Single Vehicle	2	14%
Vehicle - Vehicle	7	50%
Vehicle - Cyclist	0	0%
Vehicle - Pedestrian	5	36%
Cyclist - Pedestrian	0	0%

**Table 3.9 - Cricklewood Ln/B&Q access junction accidents breakdown**

	Number of accidents	Percentage
Single Vehicle	0	0%
Vehicle - Vehicle	2	67%
Vehicle - Cyclist	0	0%
Vehicle - Pedestrian	1	33%
Cyclist - Pedestrian	0	0%

**Table 3.10 – All locations types of accidents**

	Number of accidents	Percentage
Single Vehicle	5	16%
Vehicle - Vehicle	15	47%
Vehicle - Cyclist	1	3%
Vehicle - Pedestrian	11	34%
Cyclist - Pedestrian	0	0%

- 3.55. This assessment demonstrates that the majority of PIAs within the study area either involve a single vehicle or a collision between two vehicles. Within section 12 of the TA, it is shown how the proposed development will result in a net reduction in traffic on the local highway network and close up an existing junction onto Cricklewood Lane. This will have a positive effect on the safety of the network.
- 3.56. The assessment also demonstrates that 36% of PIAs occur between a vehicle and a pedestrian; approximately 50% of these incidents occur along Cricklewood Lane. which will see a reduction in traffic and improvements in pedestrian crossing facilities as a result of the development.
- 3.57. The assessment has also identified a small number of incidents at the existing Site access from Cricklewood Lane; these will no longer occur as the redevelopment of the Site will remove this access.



## 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 of which 35% will be affordable housing (subject to final agreement with LBB) and 1200m<sup>2</sup> of commercial and community uses.

- 4.4. The application is also supported by an Illustrative Masterplan which seeks to establish a vision and framework for development across the site. The Illustrative Masterplan is not for approval and is for information only.

- 4.5. A full set of EPR Architects Parameter Plans are included as **Appendix C**.

- 4.6. The schedule of accommodation (also included at Appendix C) is summarised below.

**Table 4.1 – Schedule of accommodation**

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

### Means of access

- 4.7. The Proposed Development will deliver significant improvements to the public realm, including the creation of a new public square and a high quality pedestrian and cycle route through the site, linking Depot Approach and Cricklewood Lane. This new public realm will create new cycle and pedestrian accesses into the site but also create new direct, attractive routes between the centre of Cricklewood and future development land to the north-west of the Site.
- 4.8. Cricklewood Green does not form part of the planning application but the movement strategy includes new landscaped routes through Cricklewood green which are expected to be secured by means of a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990.
- 4.9. The closure of the existing vehicle access onto Cricklewood Lane will improve the pedestrian realm along Cricklewood Lane and, by virtue of removing vehicle turning movements, improve highway safety in this location.
- 4.10. The Proposed Development will take vehicle access from Depot Approach, a private access road over which the Site has a right of access. Vehicle visibility splays for the proposed site accesses are included as **Appendix D**. These accesses have been designed with both pedestrian and cyclists in mind. The access dimensions have been designed to operational minimal width, for the benefit of pedestrians. The access widths and radii will ensure slow vehicle speeds and reduce pedestrian crossing distance to a minimum in line with best practice.

- 4.11. 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**



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

### Movement Strategy

- 4.14. 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.**



- 4.15. The movement strategy shows a clear segregation of vehicle and pedestrian/cycle routes
- 4.16. Primary and secondary pedestrian desire lines are illustrated in **Appendix F**, including all controlled and uncontrolled crossing points on the desire line routes.
- 4.17. 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

- 4.18. 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, shown as P1 to P4 in Figure 4.3 below. 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 G**.

**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 Intend to Publish London Plan 2019 (ITP London Plan) 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 ITP London Plan cycle parking standards**

Land use		Long-stay	Short stay
A3	Cafés and restaurants	1 per 175m <sup>2</sup>	1 per 20m <sup>2</sup>
B1	Employment	1 per 75m <sup>2</sup>	1 per 500m <sup>2</sup>
C3- C4	Dwellings (all)	1 space per studio or 1 person 1-bedroom dwelling 1.5 spaces per 2-person 1- bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
D1	Community	1 per 8 FTE staff	1 per 100m <sup>2</sup>
D2	Health/leisure	1 per 8FTE staff	1 per 100m <sup>2</sup>

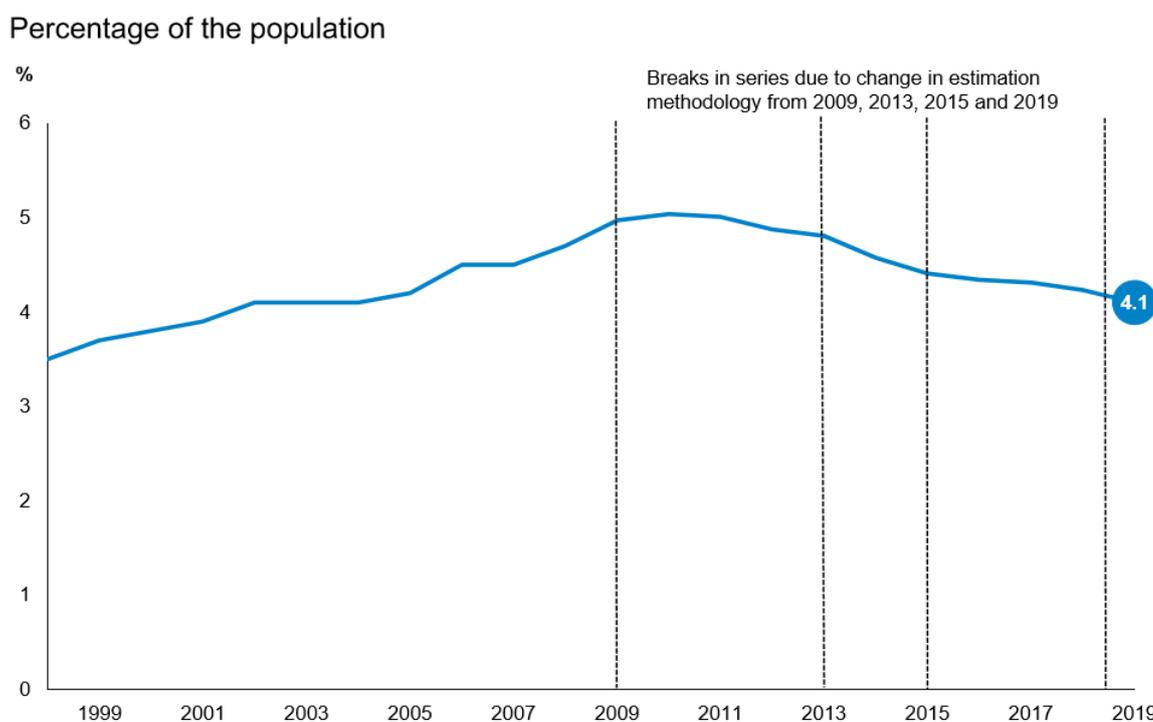
- 5.3. The proposed development comprises up to 1100 dwellings (148 x studio; 413x1B; 539x2+B). The minimum cycle parking requirement therefore comprises 1,846 long-stay spaces and 28 short stay spaces. The long-stay spaces will be provided in secure cycle stores at ground floor level and the short stay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



### Car parking provision

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

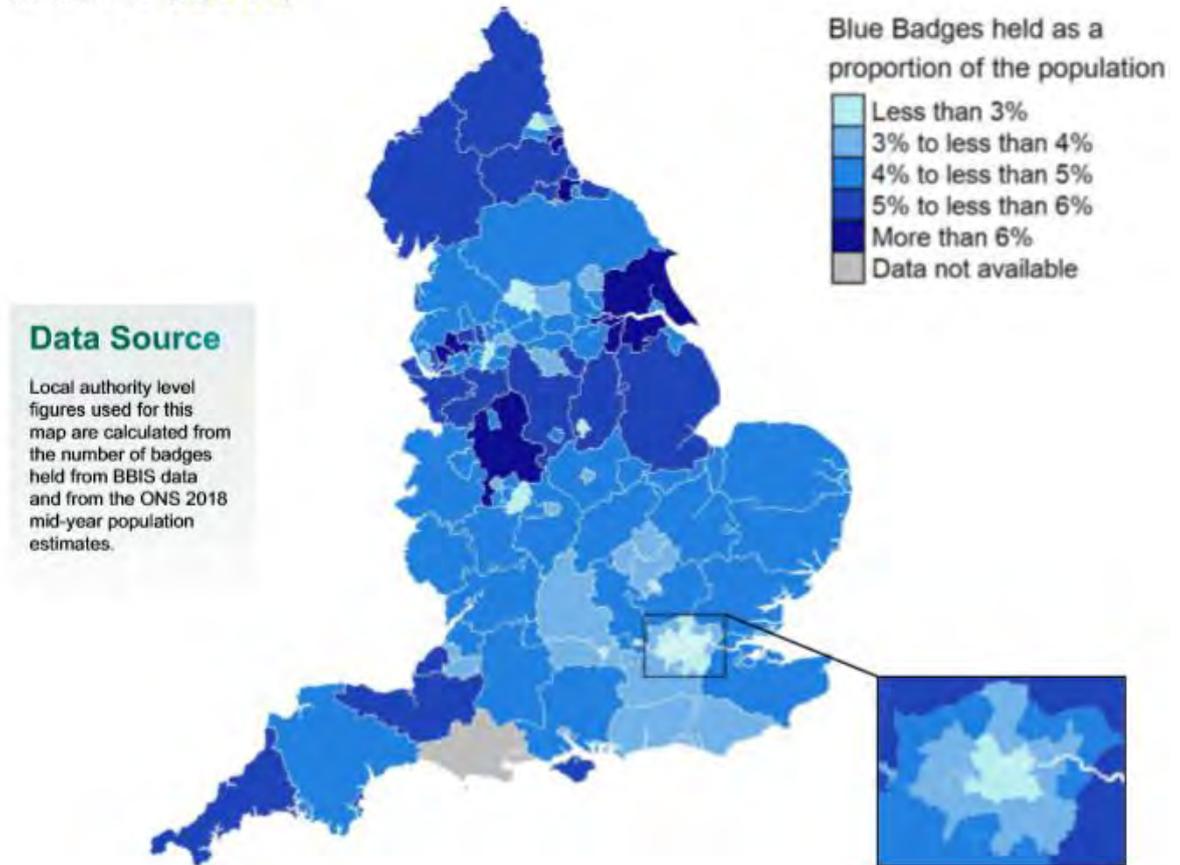
**Figure 5.1 – Percentage of population that hold a Blue Badge: England annually since 1998.**



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

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

March 2019 ([DIS0108](#))



- 5.12. This figure demonstrates that Blue Badge holders as a proportion of the population are at their lowest in London. This is directly related to the density in population and the accessibility by public transport and other modes. Figure 5.2 above illustrates that in 2019 the percentage of the population in London that held Blue Badges was less than 3% in Inner London and 3-4% in Outer London. Figure 5.1 would suggest that this proportion is likely to fall but ignoring this fact this statistic would provide evidence for the GLA move towards a requirement for 3% disabled persons parking in the 2019 ITP 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.
- 5.16. The ITP London Plan differs slightly from the LBB draft Local Plan 2020 in terms of residential car parking standards whereas commercial and cycle parking standards follow those in the ITP London



Plan. The LBB residential parking standards are shown in table 5.2 below:

**Table 5.2 – LBB 2020 draft local plan residential parking standards**

PTAL	Maximum spaces per unit	
	LBB Proposed Parking Standards for 1/2 bed units	LBB Proposed Parking Standards for 3+ bed unit
0	up to 1.25	up to 1.5
1	up to 1.25	up to 1.5
2	up to 1	up to 1.25
3	up to 0.75	up to 1
4	up to 0.5	up to 0.75
5	Car free - 0.5†	Car free - 0.5†
6	Car free	Car free

- 5.17. As explained earlier in the TA, as a result of the new public realm and routes through the Site, the development will result in an improvement in PTAL rating to the rear of the Site. The Site currently has a 4/5 PTAL rating, with the proposed improvements this is expected to improve to 5 across the whole Site. With the PTAL improvement the parking strategy is appropriate for this location and in accordance with the LBB and ITP London Plan standards. According to the standards, the development should aim towards the lower limit of car-free rather than the upper limit of 0.5 spaces per unit. The proposed development seeks to provide 10% of the number of flats with parking spaces, equivalent to 0.1 space per unit.

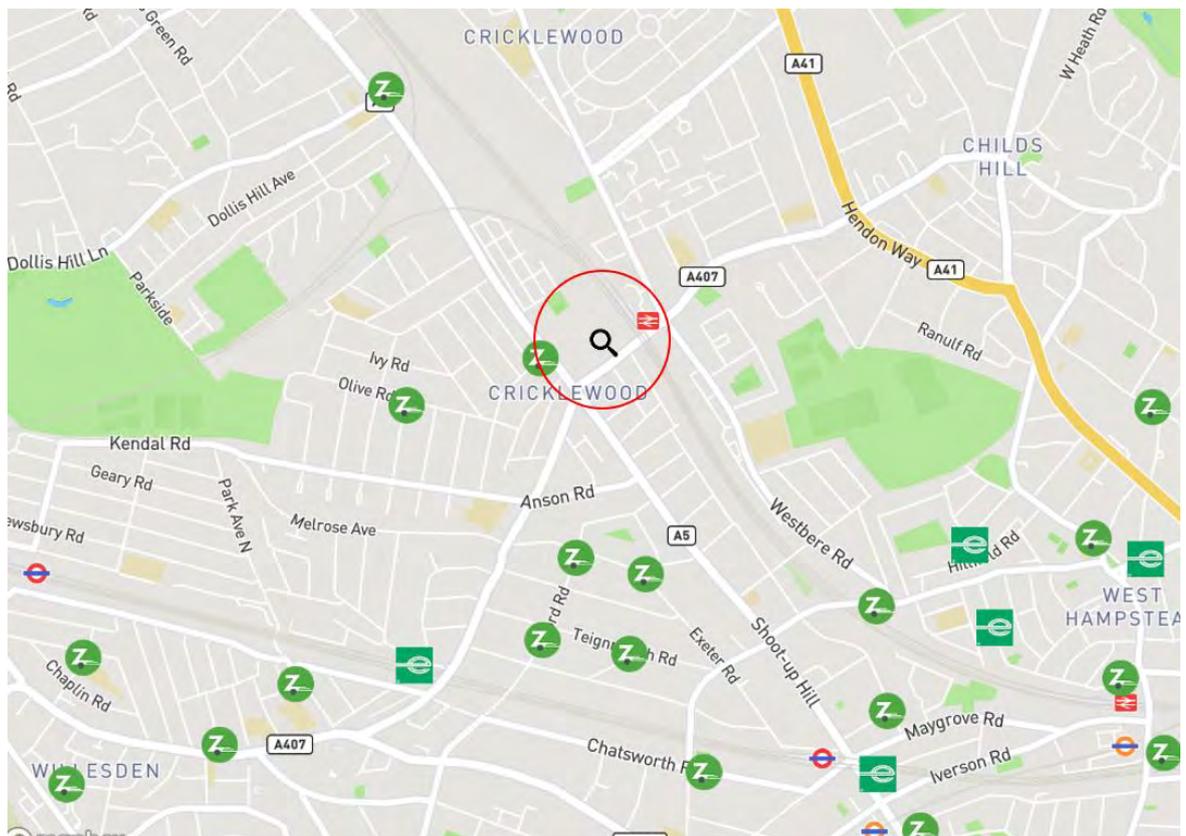
#### Parking need and harm

- 5.18. 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 existing PTAL rating of 4/5, rising to 5 across the Site. The development will also provide a comprehensive Travel Plan for residents and employees which will further encourage sustainable travel choices. The issue of parking 'need' is fully addressed by the Proposed Development.
- 5.19. 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. Depot approach is a private road, on which the developer/ owner will be able to implement private parking enforcement measures. This addresses the issue of harm.
- 5.20. 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

- 5.21. 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**



- 5.22. 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.
- 5.23. 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

- 5.24. Secure cycle parking will be provided in accordance with the London Plan and London Cycle Design Standards.
- 5.25. 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.
- 5.26. Electric Vehicle Charging Points will be introduced in accordance with TfL and LBB requirements.
- 5.27. 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 H**. 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 H**, will be secured by condition and agreed as part of any reserved matters or detailed planning permission.
- 7.2. The FTP provides a framework against which individual travel plans will be prepared for the residential, commercial and community elements of the scheme. The form of the commercial TP(s) will depend on the number of occupiers. The employment use may be occupied by a single employer or a number of smaller businesses, therefore the need for commercial TPs must be flexible enough to accommodate different future circumstances. The provision of a FTP at the outline planning stage therefore secures the necessary obligations and procedures whilst allowing the individual TPs to be tailored to the needs of the development as it progresses.
- 7.3. The FTP includes an audit of sustainable travel options available to this Site as described earlier in this TA. It also includes details of mode-share targets, informed by the predicted mode-share set out in the TA, following the implementation of the proposed development.
- 7.4. The FTP sets out clear objectives and targets and then lists a range of proposed measures. The measures are described as follows:
  - **Hard measures** – these are infrastructure provision or improvements;
  - **Soft measures** – these are management measure, incentives, marketing initiatives etc.;
  - **Secured measures** – these are either existing measures or those to be delivered by the development;
  - **Potential measures** – these are an ‘arsenal’ of measures available to the TP Co-ordinator if required, to be chosen according to survey feedback so that resources can be targeted towards those measures found to be most effective.
- 7.5. The FTP includes an action plan with a clear schedule of surveys, monitoring and reviews. It also explains how the FTP can be secured and enforced.
- 7.6. The TP will play a valuable role in supporting the development’s sustainability concepts and extend them to the way in which people travel to, from and within Cricklewood.
- 7.7. The proposed development will provide appropriate infrastructure to encourage sustainable travel and will also provide information and incentives where practicable.
- 7.8. Unlike employment, retail or educational sites it is not possible to dictate to residents how they should travel. For this reason, residential travel plans are based on the provision of infrastructure, information and incentives rather than the imposition of management procedures. In the case of this proposed residential development the introduction of appropriate infrastructure and the communication of relevant information are included within the Framework Travel Plan.
- 7.9. TfL’s ‘Guidance for Residential Travel Planning in London’ sets thresholds above which travel plans are required for new developments. It suggests that a full Residential Travel Plan should be provided for developments of 80 dwellings or more.
- 7.10. The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through suggested linkages to climate change. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers.
- 7.11. Travel planning must be realistic and should not expect to remove car usage altogether. Instead, an effective travel initiative will maximise the use of sustainable travel to achieve more sensible and appropriate use of the private car. If every car commuter used an alternative to the car on just one day a week, car usage levels for commuting would be reduced by as much as 20% immediately, with commuter parking requirements also reduced by up to 20%. In an accessible location such as Cricklewood, however, low-car or car-free housing is a realistic prospect.



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

#### Residents' Welcome Pack

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



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

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

#### Framework

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

## 8. DELIVERY AND SERVICING PLAN

- 8.1. This Delivery and Servicing Plan (DSP) highlights the implications of the proposed redevelopment with regard to existing and also proposed servicing constraints. The DSP refers to the *'London Freight Plan' (LFP)* and takes into consideration the adopted methods of good design practice. The DSP has been prepared in accordance with the Freight Transport Association document *'Designing for Deliveries'* and TfL's guidance document *'Delivery and Servicing Plans: Making freight work for you'*.
- 8.2. The LFP recognises that a DSP will aim to provide consideration of consolidation and collaborative delivery arrangements to help reduce the impact of commercial goods and servicing vehicle activity in and out of premises/developments.
- 8.3. A final version of this DSP will be prepared in partnership with LBB prior to the proposed development being occupied; however, the structure, obligations and principles are included here for agreement prior to determination of the outline planning application.
- 8.4. The servicing route is shown highlighted in pink on the Illustrative Masterplan in Figure 6.1 below. This route would allow refuse collection vehicles (RCVs) to collect bins with a maximum carry distance of 10m from each bin store or presentation area. The vehicle swept path is included in **Appendix G**. 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 G** 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. 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, as demonstrated in figure 4.3 (presentation areas P1 to P4). 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. 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.

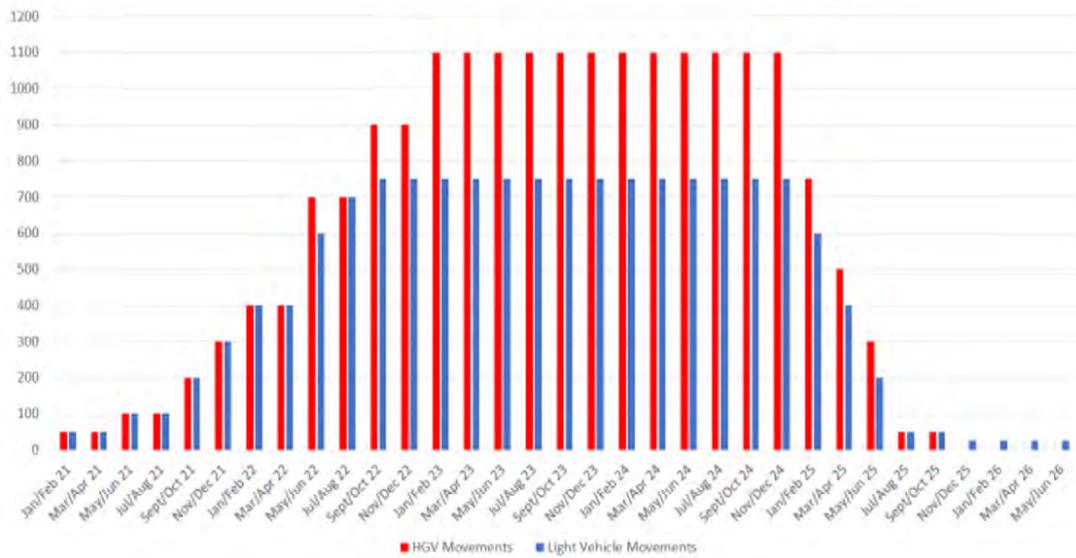


## 9. CONSTRUCTION LOGISTICS PLAN

- 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)**



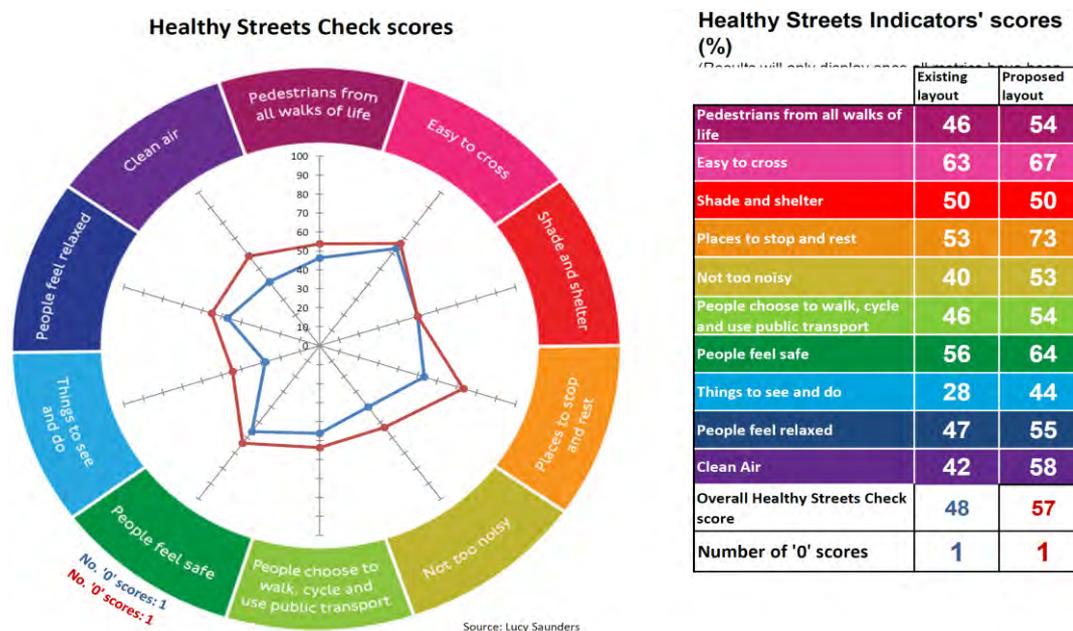
- 9.5. This indicates that the peak construction period will be during 2024. At peak construction, the average daily vehicle movements will comprise 40 HGV trips (i.e. 20 HGVs arriving and then departing) and 30 LGV trips (15 cars and vans arriving and then departing). All vehicles will arrive via Cricklewood 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 AND ACTIVE TRAVEL ZONE ASSESSMENT

### Healthy Streets

- 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 I** for reference.
- 10.5. Figure 10.1 shows that the proposed arrangement of Cricklewood Lane is an improvement compared to the existing environment with the enhanced public realm, landscaping and activated frontage improving the 'quality of place to stay' clear air and levels.

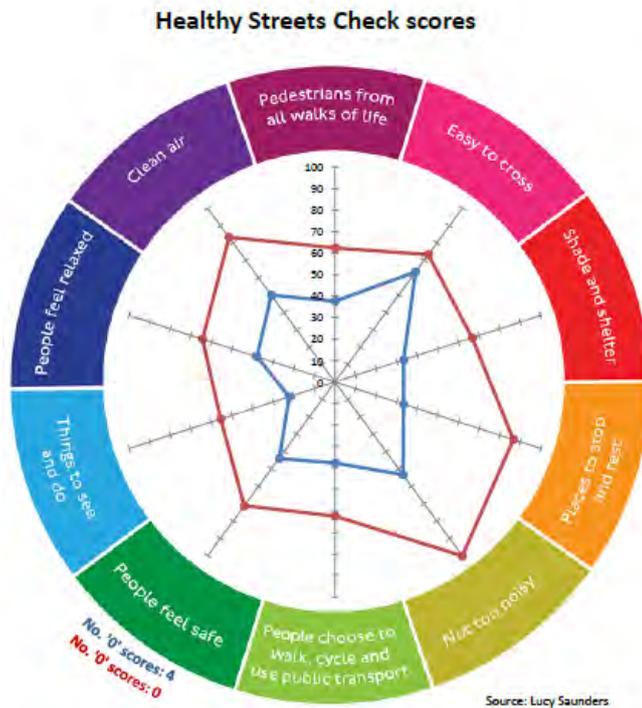
**Figure 10.1 – Cricklewood Lane – Healthy Streets**





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

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

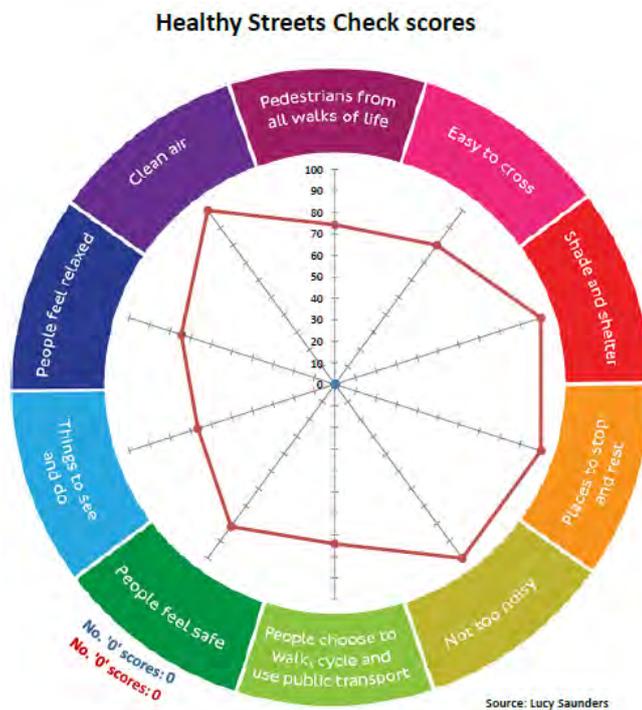


**Healthy Streets Indicators' scores (%)**

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

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

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



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

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



Active Travel Zone (ATZ) Assessment

- 10.8. A full ATZ assessment has been carried out in accordance with TfL guidance. The full report is included as **Appendix J**.
- 10.9. The ATZ assessment examines a study area equivalent to a 20-minute cycle ride from the Site. Within the study area, the assessment reviews the location of significant local facilities and the routes to them from the Site.
- 10.10. In addition to the standard ATZ assessment, a detailed pedestrian gravity model has been undertaken in order to weight the predicted pedestrian movements to each of the study routes. For the purpose of this assessment, pedestrian trips include those walking to bust stops or stations as part of a longer journey.



## 11. TRIP GENERATION

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

***“Baseline transport data***

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

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

Existing use

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

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

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	0.185	0.357	1.209	0.069	0	0	1.82
PM	0.265	0.46	0.346	0.127	0	0	1.198
Daily	8.691	14.596	6.839	0.336	0.047	0	30.509

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

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

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	15	29	97	6	0	0	145
PM	21	37	28	10	0	0	96
Daily	694	1166	546	27	4	0	2438

- 11.8. The daily vehicle trips in Table 11.2 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 11.3 and 11.4 below.

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

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	0.043	0.084	0.284	0.016	0.000	0.000	0.43
PM	0.062	0.108	0.081	0.030	0.000	0.000	0.28
Daily	2.041	3.427	1.606	0.079	0.011	0.000	7.16

- 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 weekday, multi-modal trips (470 spaces)**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	20	39	133	8	0	0	201
PM	29	51	38	14	0	0	132
Daily	959	1611	755	37	5	0	3367

- 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 weekday, multi-modal trips (470 spaces) (adjusted)**

	Vehicles	Car Pass	Walk	Cycle	Bus	Rail	TOTAL
AM	232	39	133	8	0	0	412
PM	278	51	38	14	0	0	381
Daily	4591	1611	755	37	5	0	6999

- 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 weekday**

	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 1100 new flats, the resultant multimodal trips are as shown below.

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

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

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

Proposed flexible commercial and community uses

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

11.26. Again, as the D2 use will only have operational parking the peak hour vehicle trips are reasonable, but the daily trips are higher than might be expected.

11.27. The total non-residential multi-modal travel demand, based on the 'reasonable worst case' mix, is shown below.<sup>1</sup>

**Table 11.15 – Commercial and community weekday 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.

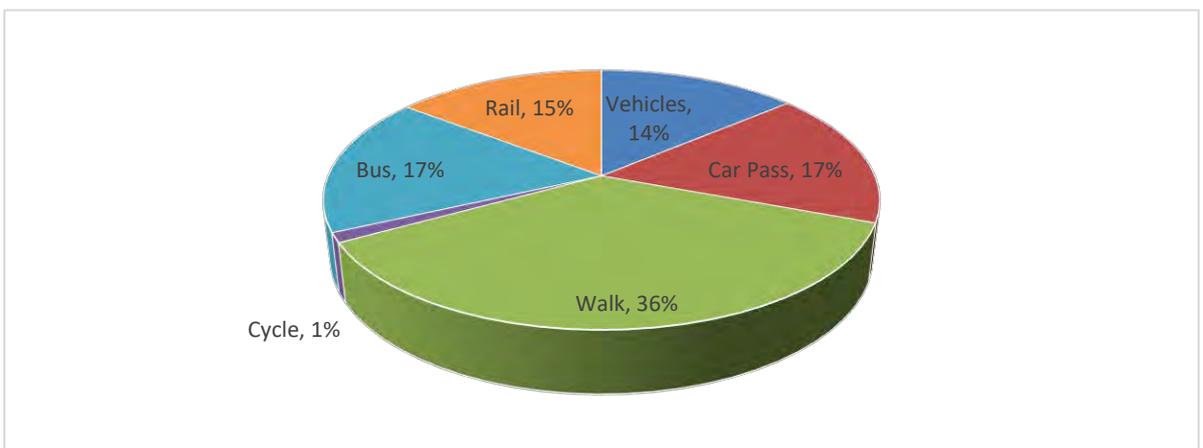
**Table 11.16 – Total weekday development multi-modal trips**

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

11.29. This clearly shows that the proposed development will have a highly sustainable travel profile making use of the very good accessibility of the site.

11.30. The mode share set out in Table 8.14 is illustrated in Figure 11.1 below:

**Figure 11.1 – Predicted mode share**



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



- 11.31. LBB previously queried the figure of 15% travel by rail given the Site's proximity to Cricklewood station. They suggested an assessment of Census data to establish journey to work mode share for Cricklewood. It is important to note that the above TRICS data includes all journeys for all purposes, not just journeys to work. Many local journeys such as shopping, primary school, health, leisure etc will be undertaken on foot or by bike and are clearly not included in the Census journey to work data. For this reason, the journey to work public transport percentages are clearly not representative of the mode share for all journeys. The TRICS data is more reliable for this purpose.
- 11.32. It should be noted that TfL's 'Travel in London – Report 12' includes a breakdown of trips per person per day, by purpose. In 2019, this breakdown was as follows:
- Usual workplace 18%
  - Other workplace 7%
  - Education 9%
  - Shopping 24%
  - Leisure 31%
  - Other 15%
- 11.33. This illustrates that journeys to work represent just 25% of all daily journeys. It is clearly inappropriate to apply the Census journey to work mode share figures to all daily journeys as that would misrepresent the likely mode share of 75% of all trips.
- 11.34. Notwithstanding the above, at LBB's request the journey to work data for this ward has been reviewed (See **Appendix L**). That data shows 41% travel by car and just 11% by rail. When those figures are adjusted to reflect the low level of car parking to be provided on-site, the resultant mode share gives 15% travel by rail, consistent with the above TRICS data assessment.



## 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	117	80	4	126	133	350
PM	-176	79	182	-10	119	112	307
Daily	-3596	-387	1858	50	1245	1052	222

- 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, PM peak and the day as a whole. Although this assessment shows a slight increase in overall trips, it should be noted that robust values have been used for the existing baseline and proposed development.
- 12.3. The development would result in a net increase in walking, cycling and public transport use. This is examined further below.

### Vehicle trips

- 12.4. 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.
- 12.5. For clarity, a series of link-flow diagrams are included as **Appendix M** to demonstrate existing and proposed turning movements at each junction in the study area. Traffic distribution is based on observed baseline proportions.

### Pedestrian trips

- 12.6. 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 F**, indicate three primary routes, into and out of the site, namely Depot Approach, Cricklewood Lane towards the Station and Cricklewood Lane towards Cricklewood Broadway. This is expanded upon in the ATZ assessment at **Appendix J**. The ATZ assessment also includes a pedestrian gravity model which assigns pedestrian trips to individual walking routes based on the percentage of journeys by purpose, and the destinations that can be reached via each walking route. This includes those people walking to the station or bus stops.
- 12.7. The local network is considered to be able to accommodate this scale of net increase in pedestrian trips without capacity, comfort or amenity issues.
- 12.8. 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 an average of one or two additional bus passengers per bus. The ATZ assessment now demonstrates a weighted distribution to each bus stop according to the frequency of buses serving that stop. This is a more accurate assessment. It should be noted, however, that as the average net increase is just 1 or 2 passengers on each bus, even if this figure were higher in the peak travel periods, or certain routes were more popular than others, the maximum net increase would not be expected to exceed 3 or 4 passengers on any individual bus. This increase would therefore be imperceptible to other bus passengers and would have no effect on capacity, comfort or passenger amenity. This information will inform any further discussions regarding CIL payments or S106 contributions

#### 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 8 trains per hour (64 carriages), with half travelling south bound towards central London and the other half traveling north bound.
- 12.12. During the most affected peak period, if we were to assume two thirds travel southbound towards Central London, the predicted trip generation from the Site will result in an additional 2-3 passenger per carriage on the most affected trains. This increase would therefore be imperceptible to other rail passengers and would have no effect on capacity, comfort or passenger amenity. Again, this information will inform any further discussions regarding CIL payments or S106 contributions



### 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;
  - Contribution towards improvements to the pedestrian route beneath the rail bridge to be secured by S106 agreement;
  - Contribution to upgrade on uncontrolled crossing on Cricklewood Lane to a Puffin to be secured by S106 agreement.
- 13.3. In addition to the above the Proposed Development will include a three-part Transport Implementation Strategy to actively manage and influence the movement of goods and materials to and from the Proposed Development.



## 14. SUMMARY AND CONCLUSIONS

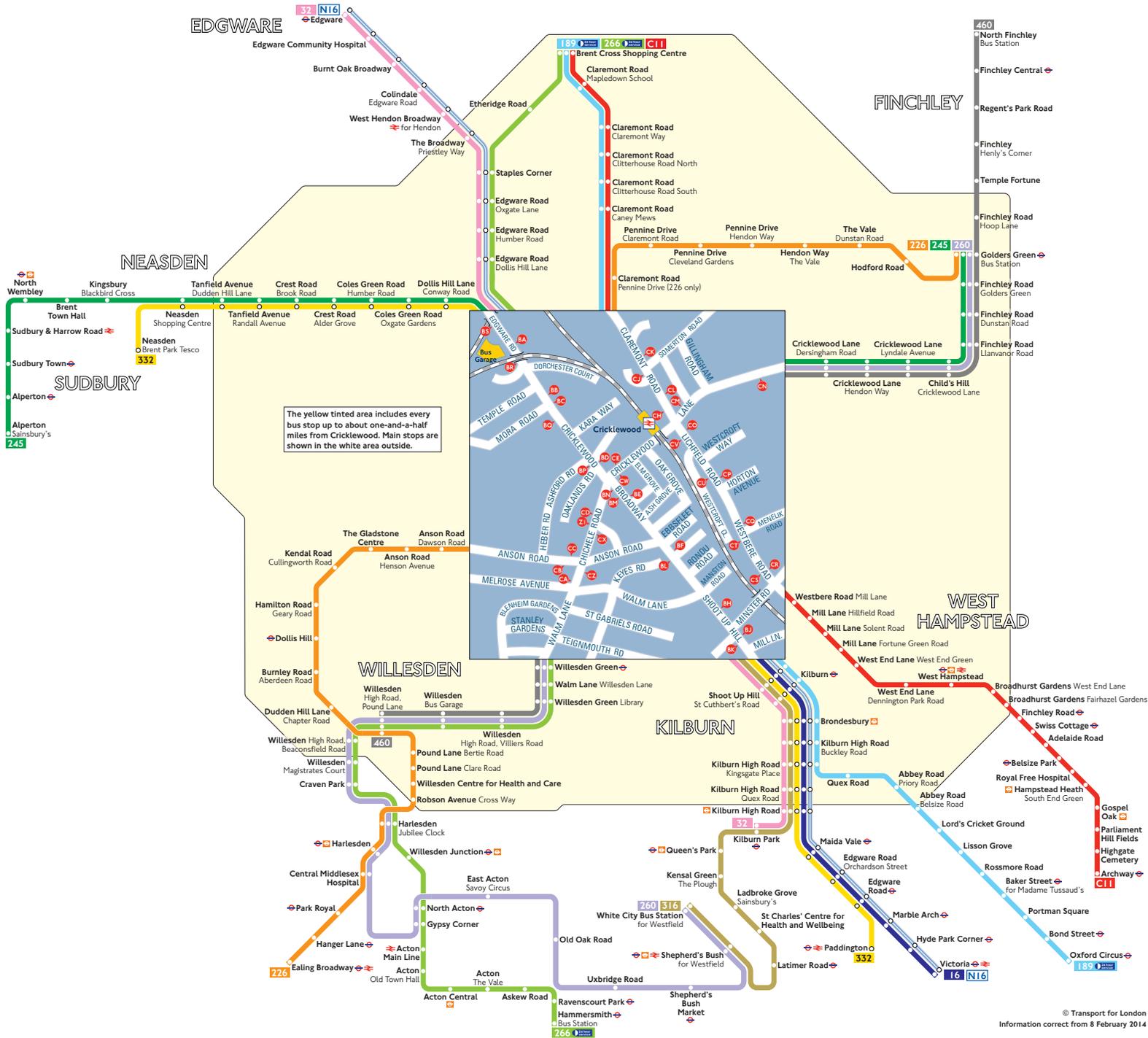
- 14.1. This Transport Assessment (TA) has been prepared by Entran Ltd in support of an outline planning application for a residential led, mixed-use development of new homes and complimentary commercial and community uses on land at Cricklewood Lane, Cricklewood.
- 14.2. This TA has been prepared alongside a Transport Implementation Strategy which provides the opportunity to reduce dependence on travel by private car and seeks to influence travel to and from the site rather than merely assessing its impact.
- 14.3. The development comprises the construction of up to 1100 residential dwellings and 1200m<sup>2</sup> of flexible A3/B1/D1/D2 non-residential use at ground floor. The Proposed Development includes new public realm including pedestrian and cycle routes as well as a new public square and landscape enhancements. The proposed development will provide car parking spaces for 10% of the residential dwellings, of which 3% will be for disabled drivers from the outset. Operational car parking will be provided for the non-residential units. Electric Vehicle Charging Points will be installed in accordance with TfL and LBB requirements. Secure cycle parking will be provided in accordance with ITP 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



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

## Key

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



## Route finder

### Day buses including 24-hour services

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

### Night buses

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

---

# Appendix B

## Traffic survey data

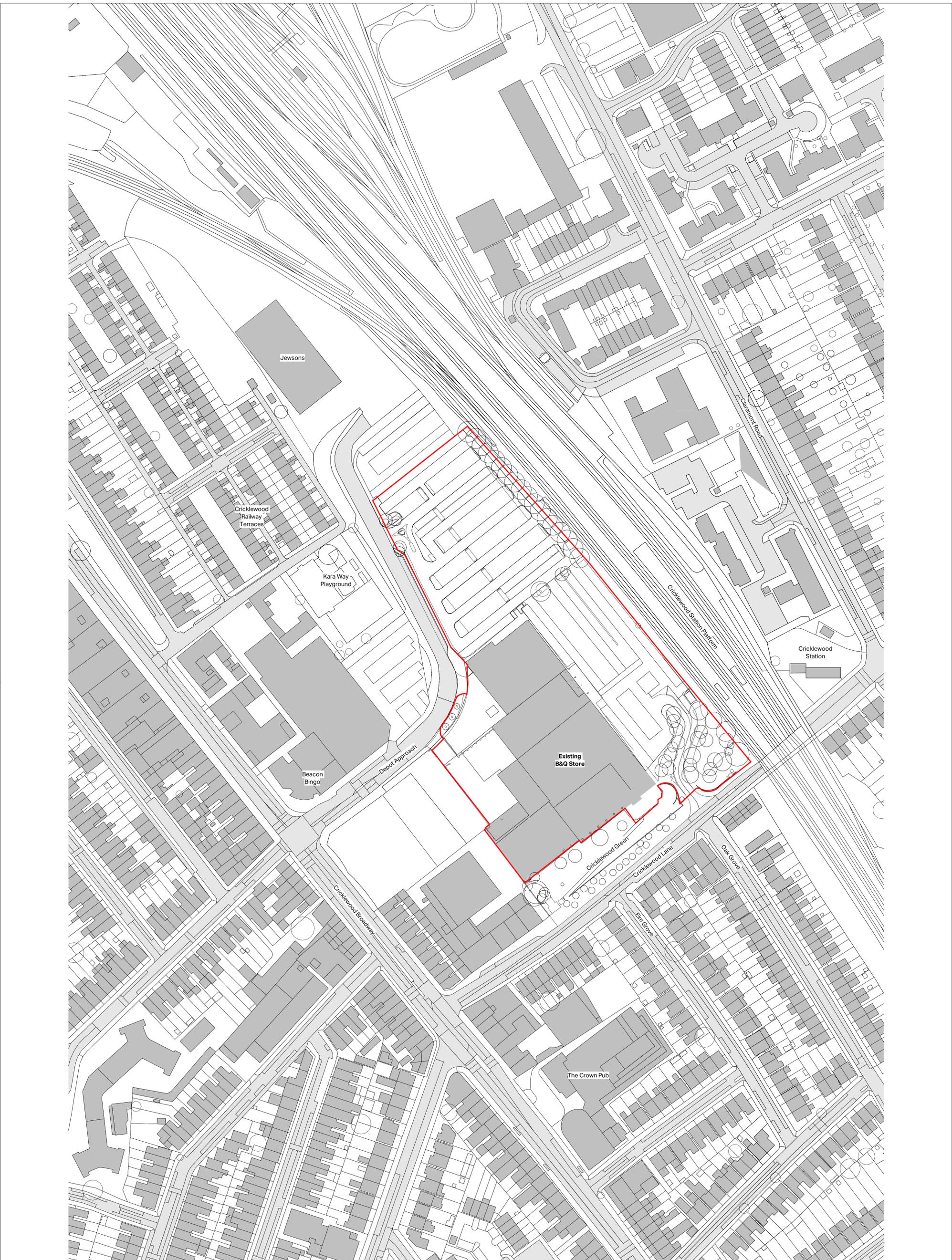
[Excel spreadsheet provided under separate cover]





# Appendix C

## Architects' Parameter Plans and Schedule of Accommodation



Keypan

North

N

Notes:

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

No.	Revision	Date	Initial	Chk'd
1	For Approval	2023/31	SN	JE

— Outline Application boundary

■ Existing building

■ Existing road

NOTE:

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

**EPR Architects**

30 Millbank, London SW1P 4DU  
 4440203 79327093  
 www.epr.co.uk

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

**Location Plan  
 Outline Application Boundary**

Scale @A1 Status Suitability Revision

1:1000 For Approval **S4 - P1**

Project Code Originator Zone Level Type Role Class Number

10965 - EPR - XX - DR - A - TP-0100



# Appendix D

## Site access visibility splays



REV	DATE	REVISION DETAILS	BY



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

PROJECT TITLE  
**CRICKLEWOOD GREEN**

DRAWING TITLE  
**VISIBILITY SPLAYS  
 AND  
 FORWARD VISIBILITY ENVELOPE**

CLIENT / ARCHITECT

STATUS

SCALE	AT A3	DRAWN	JPB
CHECKED	RF	APPROVED	RF

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	DEC 2020	SK301	-



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

PROJECT TITLE CRICKLEWOOD GREEN

DRAWING TITLE 43m FORWARD VISIBILITY ENVELOP CONSTRUCTION

DATE DEC 2020

SCALE

AT A4

STATUS

DRAWN JPB

CHECKED RF

APPROVED RF

DRG SIZE

A4

DRAWING NUMBER

SK302

REV

-





# Appendix E

## Artist's impressions of public realm provision



The development will deliver a new public square



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

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





The public realm has been designed around the Healthy Streets principles



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

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



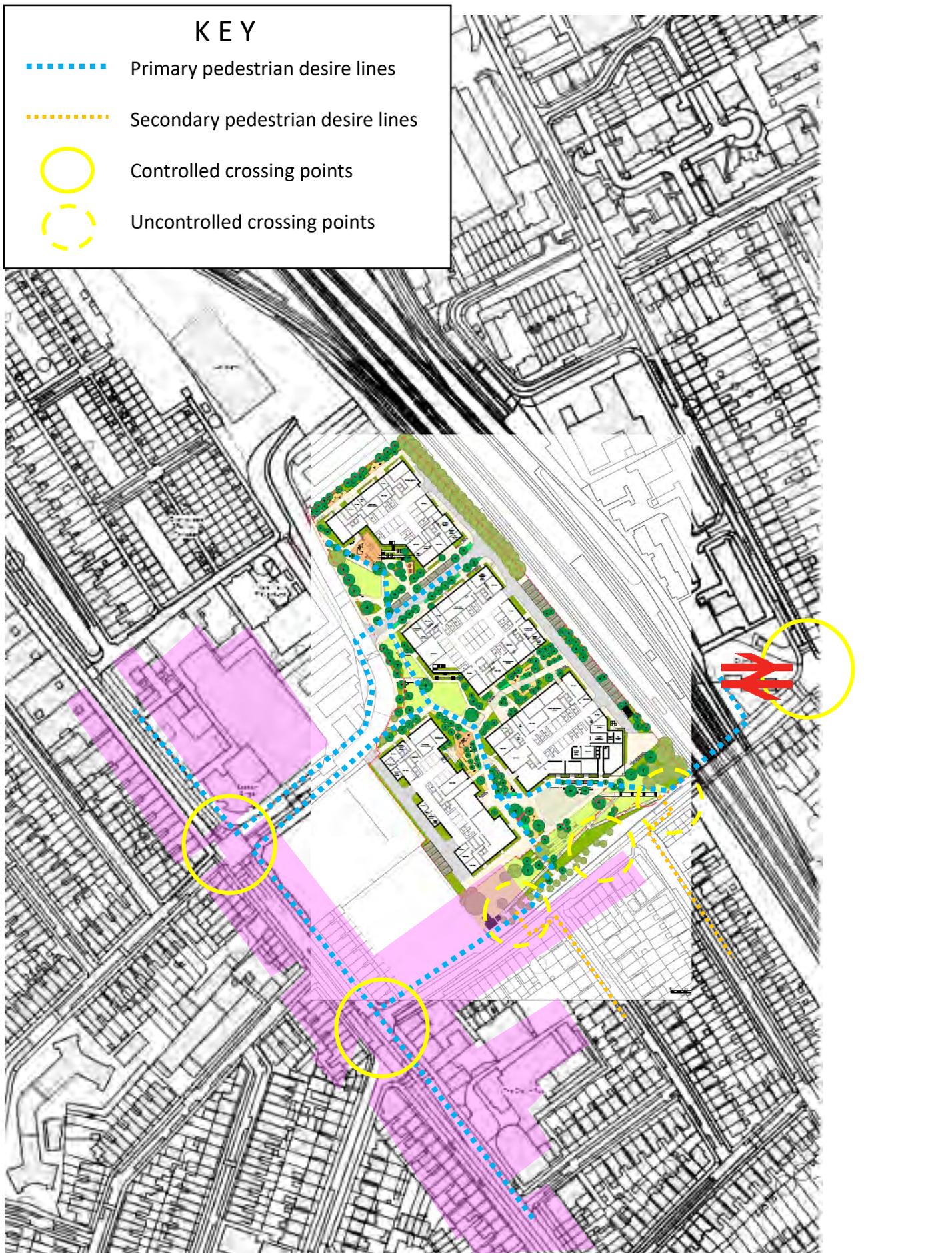


# Appendix F

## Pedestrian desire lines

# KEY

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



Cricklewood Lane  
Pedestrian desire lines

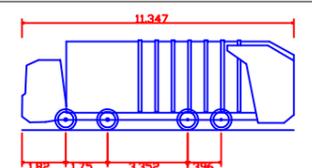
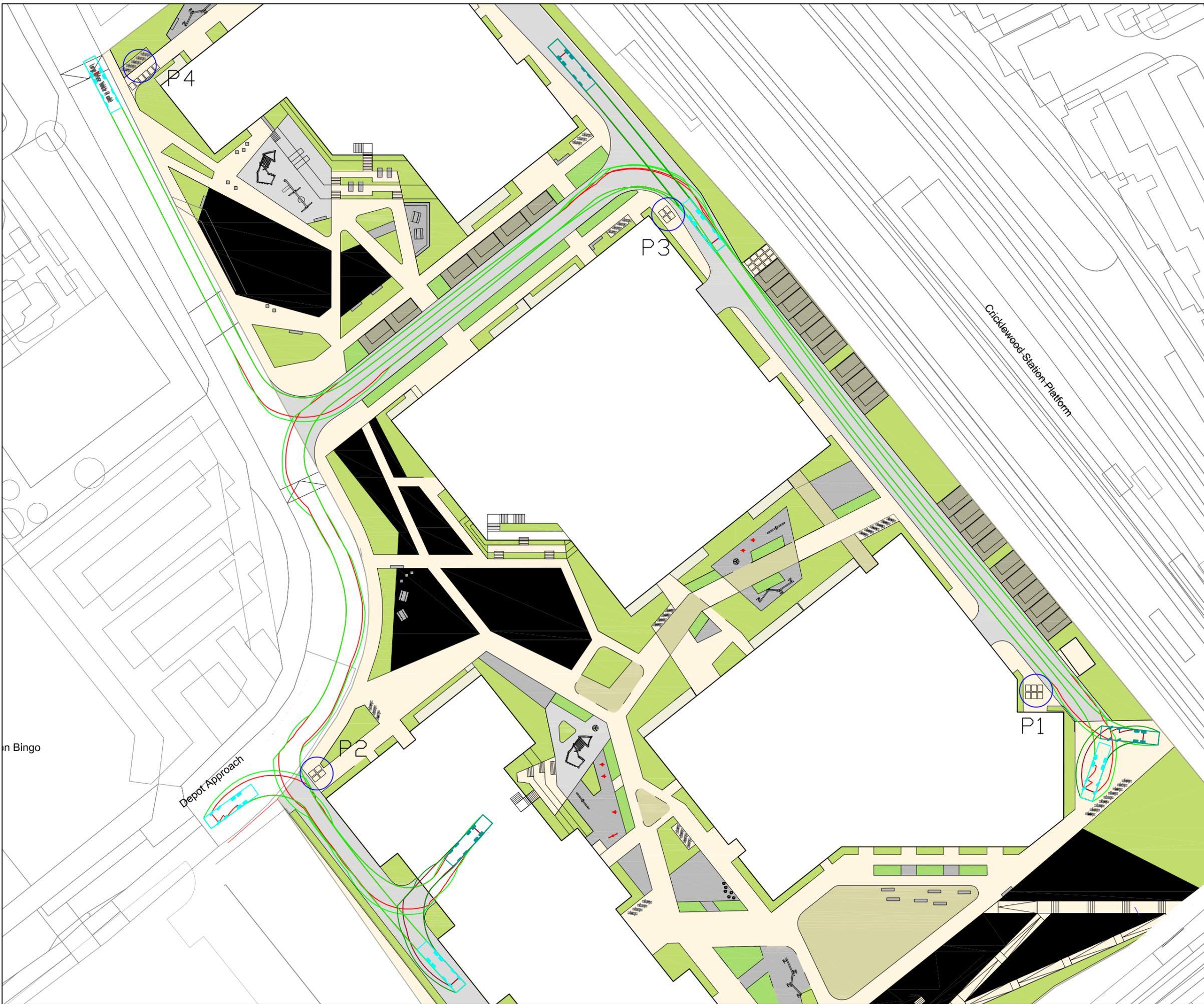


# Appendix G

## Refuse collection strategy and swept path analyses



Cricklewood Lane  
 Refuse collection strategy review – July 2020



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

Annotations of 'P' relates to refuse presentation areas.

REV	DATE	REVISION DETAILS	BY
A	JUL20	Additional annotations	LL



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

PROJECT TITLE  
 LAND AT CRICKLEWOOD LANE  
 NW2 1ES

DRAWING TITLE  
 REFUSE COLLECTION STRATEGY  
 SPA LARGE REFUSE

CLIENT / ARCHITECT  
 MONTREAUX

SCALE	AT A3	DRAWN	LL
CHECKED	RF	APPROVED	RF
DRG SIZE	DATE	DRAWING NUMBER	REV
A3	07/2020	SK201	A



# Appendix H

## Framework Travel Plan

[Separate document]





# Appendix I

## Healthy Streets Assessment

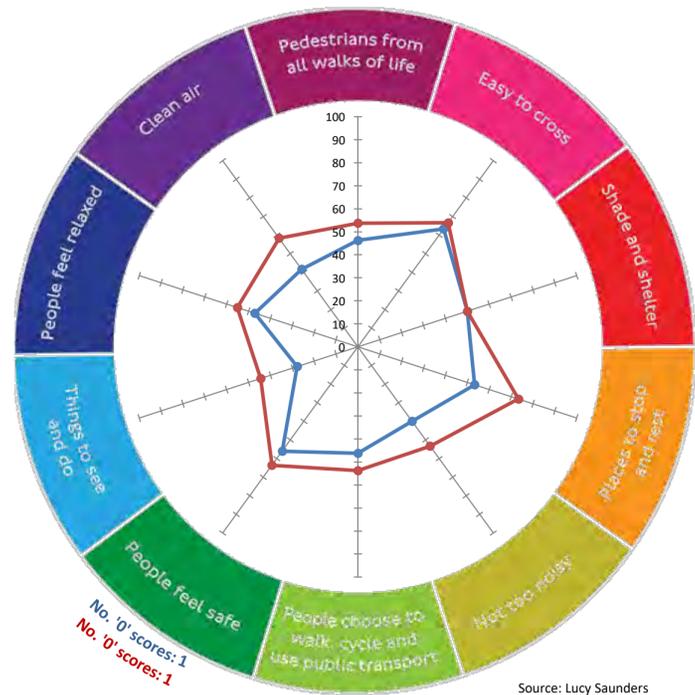
**Segment 1: Cricklewood Ln from Entrance to Kingsway Ct to Oak Grove**

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

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

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

### Healthy Streets Check scores



Source: Lucy Saunders

### Healthy Streets Indicators' scores (%)

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

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

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



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

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

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

#### How to interpret the results

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

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

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

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

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

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

#### What the numbers mean

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

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

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

#### What '0' scores mean

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

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

#### Why you cannot get a perfect score

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

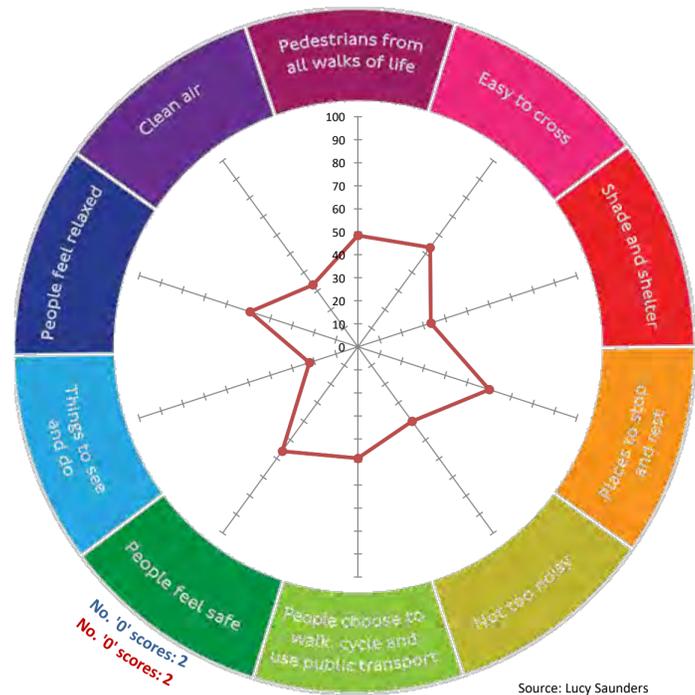
## Segment 2: Cricklewood Broadway from Cricklewood Ln to Depot Approach

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

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

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

### Healthy Streets Check scores



Source: Lucy Saunders

### Healthy Streets Indicators' scores (%)

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

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

**i**

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

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

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

**How to interpret the results**

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

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

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.

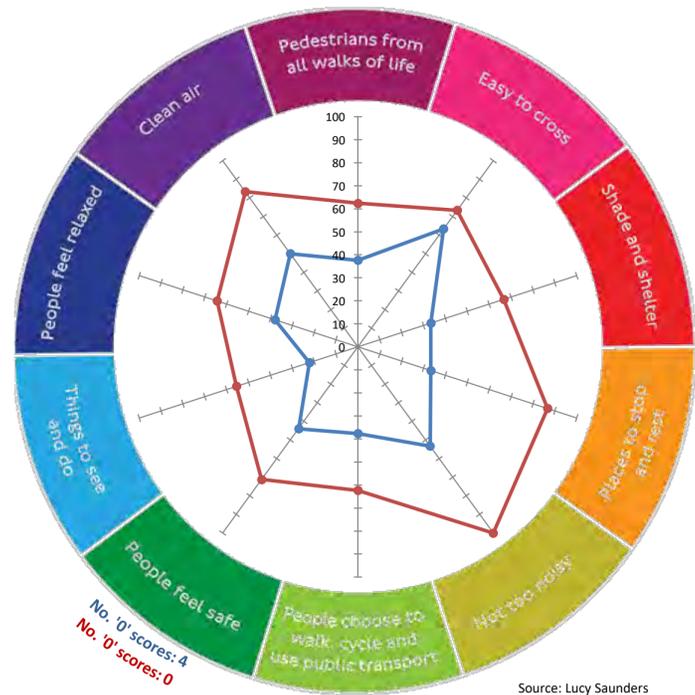
### Segment 3: Depot Approach from Cricklewood Broadway to End of Road

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

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

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

### Healthy Streets Check scores



Source: Lucy Saunders

### Healthy Streets Indicators' scores (%)

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

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

**i**

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

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

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

**How to interpret the results**

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

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

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

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

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

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

**What the numbers mean**

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

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

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

**What '0' scores mean**

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

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

**Why you cannot get a perfect score**

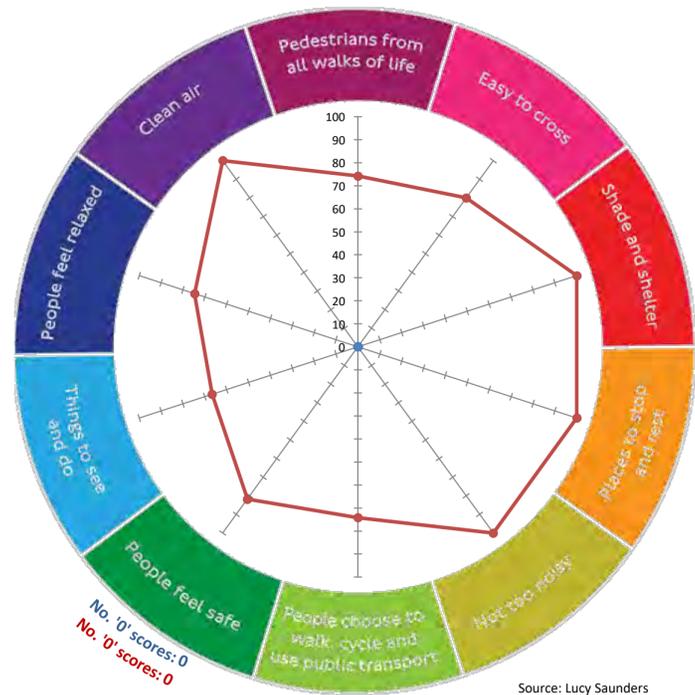
In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective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

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

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

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

### Healthy Streets Check scores



Source: Lucy Saunders

### Healthy Streets Indicators' scores (%)

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

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



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

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

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

#### How to interpret the results

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

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

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

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

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

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

#### What the numbers mean

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

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

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

#### What '0' scores mean

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

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

#### Why you cannot get a perfect score

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



# Appendix J

## ATZ assessment

## Broadway Retail Park, Cricklewood [20/3564/OUT]

# TECHNICAL NOTE 4

## Healthy Streets and Active Travel Zone assessments

### 1. Introduction

- 1.1. This technical note (TN4) has been prepared by Entran Ltd in response to consultation responses from LBB Highways and receipt of the GLA Stage 1 report in respect of a planning application for a mixed-use development on land at Broadway Retail Park, Cricklewood.
- 1.2. The planning application was supported by a Transport Assessment (TA) which referred throughout to the Healthy Streets objectives and included an assessment of routes to and from the Site on foot and by bike. However, LBB have asked for a more comprehensive Healthy Streets assessment and a formal ATZ assessment. The purpose of this note is to provide that information as requested.

### 2. Public realm improvements

- 2.1. The planning application is Outline with site layout and landscaping being reserved matters. However, the redevelopment of this Site will deliver extensive improvements to the public realm both within the scheme itself and to Cricklewood Green and the Cricklewood Lane frontage.
- 2.2. These improvements will deliver new purpose-built pedestrian and cycle links into the Site from Cricklewood Lane, and between Cricklewood Lane and Depot Approach. The development will also provide new areas of public open space and public squares. This will not only provide high quality amenity space for the new residents, but will also provide new public spaces for the benefit of the local community.



The development will deliver a new public square



- 2.3. 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.



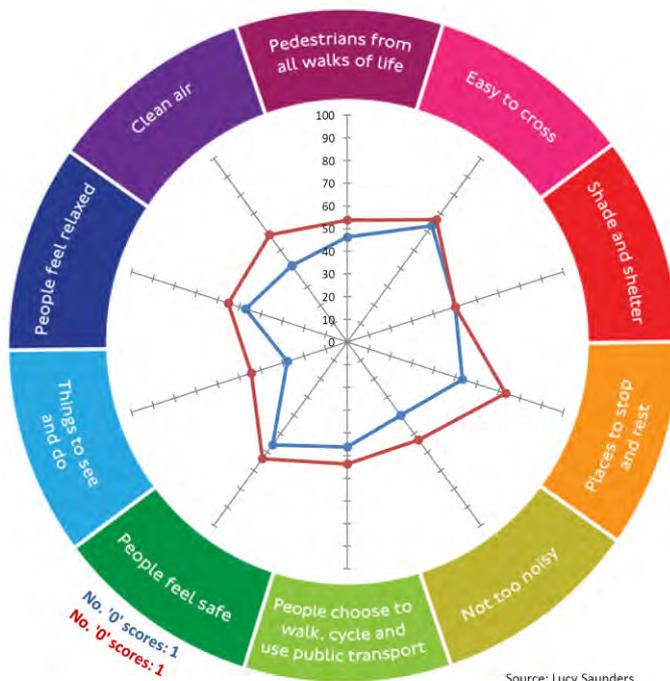
- 2.4. Beyond the site boundaries, the redevelopment of the Site will reduce traffic on the surrounding highway network and will remove an existing junction onto Cricklewood Lane, both of which will improve local highway conditions for pedestrians and cyclists. The development will also make appropriate financial contributions to enhance the pedestrian route to Cricklewood Station beneath the rail bridge, and to provide a new controlled crossing across Cricklewood Lane. This is expected to be in the form of a Puffin crossing; the precise location will be determined as part of any reserved matters application for the site and once the layout has been determined.



### 3. Healthy Streets

- 3.1. 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; 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 TN-A** for reference.
- 3.2. Figure 3.1 shows that the proposed arrangement of Cricklewood Lane is an improvement compared to the existing environment with the closure of an existing vehicle access, enhanced public realm, landscaping and activated frontage improving the 'quality of place to stay' clean air and levels.

**Figure 3.1 – Cricklewood Lane, Healthy Streets**  
Healthy Streets Check scores



Source: Lucy Saunders

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

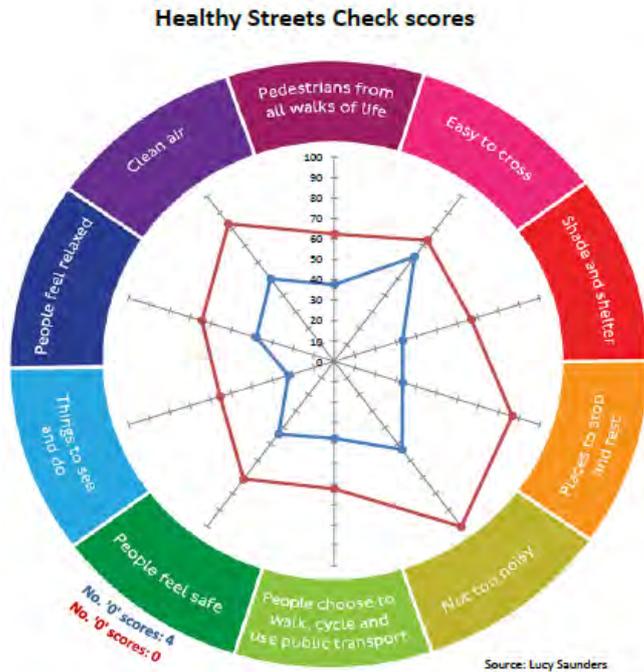
(Results will only display scores that are greater than 0%)

	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



3.3. Depot Approach as shown in Figure 3.2 would also be improved by virtue of improved supervision, reduced vehicle speeds and enhanced pedestrian environment.

**Figure 3.2 – Depot Approach, Healthy Streets**

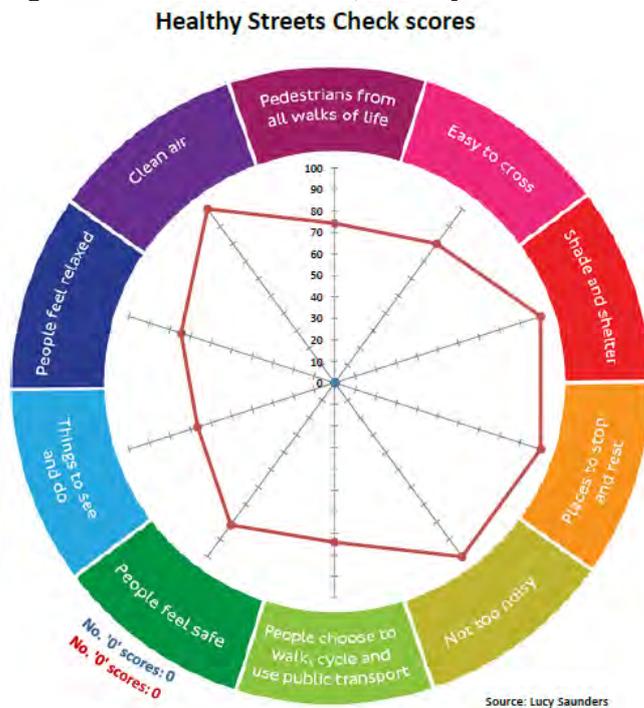


**Healthy Streets Indicators' scores (%)**  
(Results will only display one illustration for each indicator)

	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

3.4. Figure 10.3 demonstrates that the new route through the Proposed Development has been designed to reflect the Healthy Streets aspirations, with high scores in all categories.

**Figure 3.3 – Internal Routes, Healthy Streets**



**Healthy Streets Indicators' scores (%)**  
(Results will only display one illustration for each indicator)

	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



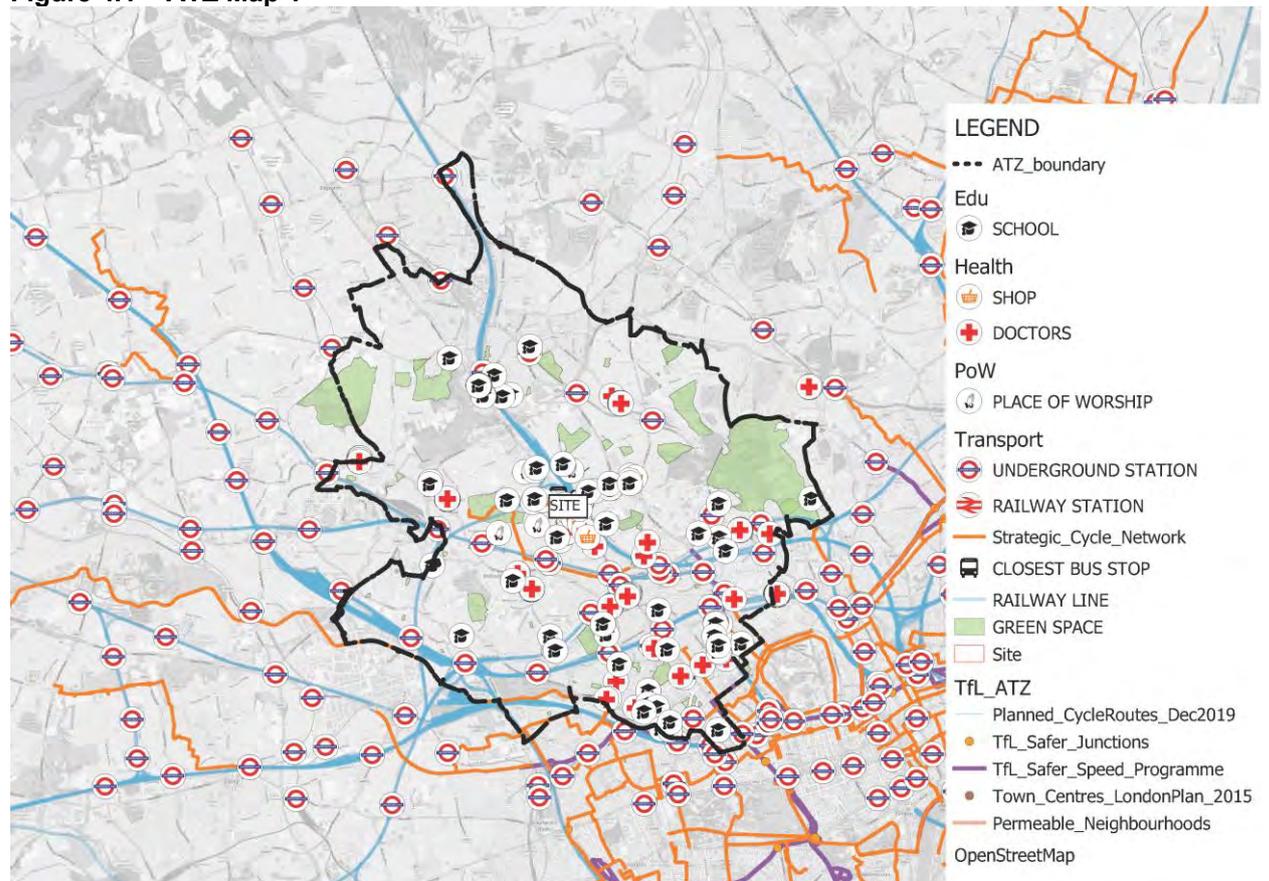
A new, high-quality pedestrian/cycle route through the heart of the scheme

- 3.5. The health streets assessment demonstrates that the existing roads in the vicinity of the site will be improved in all 10 Healthy Streets categories, and that new public realm will be delivered that complies with all Healthy Streets objectives. This demonstrates that the development of this site will have a positive, beneficial effect on the surrounding highways and public realm.
- 3.6. With regards to Vision Zero, the assessment was two-stage. Section 3 of the TA includes an objective appraisal of collision data and a review of the significance of those collisions on the Proposed Development. However, a series of public consultation events in Cricklewood ensured all highways and transportation issues could be discussed in full with interested members of the public and other stakeholders. Through that detailed process the development team gained very important local knowledge and were also able to establish the safety issues that were most important to the local community. On the basis of this two-tier approach, the Proposed Development includes measures to improve safety and the perception of safety at the site access and proposed public realm improvements on Cricklewood Lane. In addition, the Proposed Development will deliver and enhanced pedestrian route to Cricklewood Station and a new controlled crossing on Cricklewood Lane. This is entirely consistent with the Vision Zero principles.

#### **4. Active Travel Zone (ATZ) Assessment**

- 4.1. An accessibility audit was included as part of the TA; however, this has now been expanded to a full ATZ assessment.
- 4.2. An active travel zone assessment (ATZ) is an assessment of key journeys and their routes using a mapping system designed by TfL. During this assessment, the TfL guidance was followed starting with 'Map 1'. This map is to demonstrate a 20-minute cycle catchment from the site, this was achieved using the London WebCat software. This base map illustrates all underground, overground, national rail and DLR stations. The ATZ assessment then illustrates the listed amenities surrounding the site, starting with those closest to the site and then radiating outwards. The amenities shown on this 'Map 1' are public transport stops, primary and secondary school, shopping centres, supermarkets, leisure centres, places of worship and medical centres.

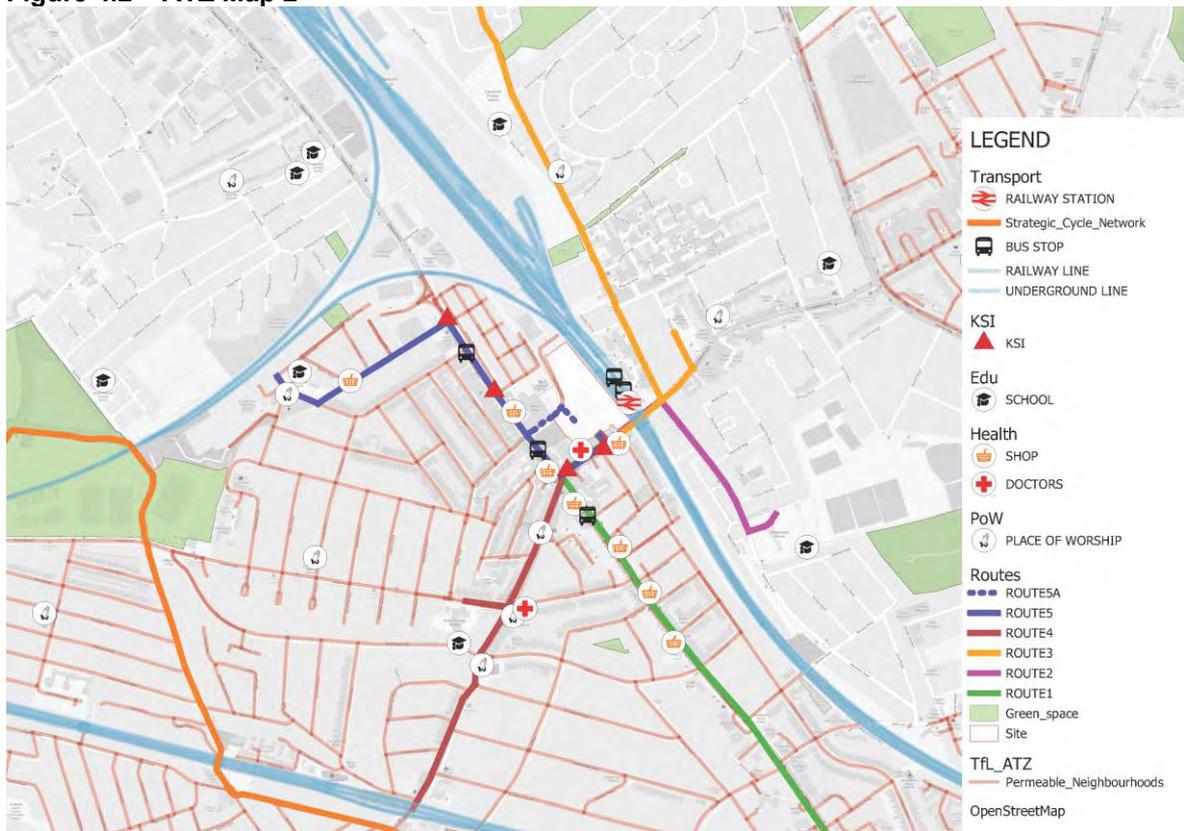
Figure 4.1 – ATZ Map 1



- 4.3. The adopted methodology was to indicate the closest of each of these facilities, as well as sufficient additional amenities to inform Map 2 (local neighbourhood). A significant proportion of amenities plotted using this method are shown to be less than 10 minutes from the site, with further facilities also plotted beyond 0 minutes. This assessment also demonstrates that a large area of interest falls within a 20-minute cycle catchment.
- 4.4. Following the TfL guidance, a second map has been produced at a neighbourhood scale. This is presented as 'map 2'. Within this second map all the previously demonstrated amenities have been presented while also demonstrating routes to key destinations. There are five key routes from the site which have been sub-divided into links and assessed against the Healthy Streets objectives.
- 4.5. Map 2 is shown in Figure 4.2 below, and a commentary is included as **Appendix TN-B**.

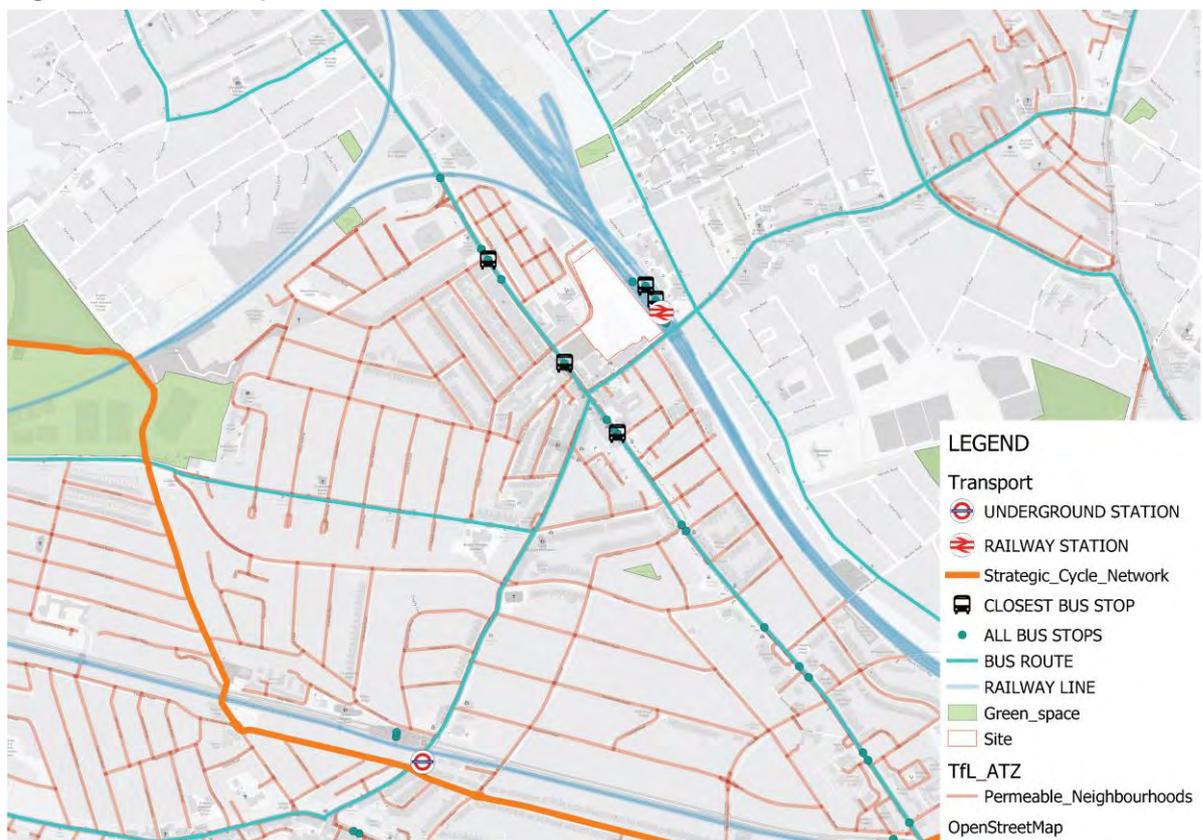


**Figure 4.2 – ATZ Map 2**



4.6. In accordance with TfL guidance, the characteristics of a healthy neighbourhood have been mapped out, showing public transport interchanges and facilities, local green spaces, quiet routes and safer junctions. These are shown on Map 3.

**Figure 4.3 – ATZ Map 3.**





- 4.7. Following completion of the desktop work, a detailed study was carried out on-site. This involved walking and cycling the key routes and identifying significant features that either enhance or detract from the journeys on foot or by bike. In each case, a detailed photographic record was kept to illustrate important elements of each route.
- 4.8. The results of the detailed site study are recorded in the Route Commentary in **Appendix TN-C**.

## **5. Gravity Model**

- 5.1. An audit to obtain pedestrian desire lines was demonstrate in the TA, however after receiving comments from LBB this has been expanded into an in-depth assessment of pedestrian movements following the finding from the ATZ assessment.
- 5.2. The adopted methodology assesses the trip attracters within a close proximity to the site and assigns pedestrian and cycle movements to the appropriate key routes. Based on the location of these trip attracters the number of pedestrians and cyclists are distributed onto the identified routes demonstrated earlier on the ATZ's Map 2. Full details of the gravity model are included as **Appendix TN-D**. The predicted pedestrian trips are included in Section 11 of the TA. For the purpose of this exercise, pedestrian trips include all those walking to bus stops or rail stations.
- 5.3. This exercise demonstrates that the pedestrian route along depot approach will carry 44 pedestrians during the busiest peak hour. That equates to an average of one pedestrian in each direction every three minutes. This is the gross pedestrian movements, not the net change when compared to the existing retail park. This modest level of pedestrian movement does not necessitate improvements to this route.
- 5.4. The route beneath the rail bridge would carry 126 pedestrians during the busiest hour. This equates to one pedestrian in each direction per minute. Again, this is the gross pedestrian movements, not the net change when compared to the existing retail park. This route will receive a financial contribution from the development to improve the pedestrian route. Furthermore, the development will safeguard a parcel of land to the south of the rail line so as not to preclude the provision of a southern access into the station at some point in the future.
- 5.5. The proposed development will improve the pedestrian crossing point on Cricklewood Lane, located near the primary pedestrian access. That crossing will carry 173 pedestrians per hour during the busiest AM peak. The existing uncontrolled crossings (pedestrian refuges) will be supported by an additional controlled crossing (Puffin), the precise location of which will be determined as part of any detailed or reserved matters application for the Site, once the layout Site has been determined.

## **6. Proposed Transport Improvements**

- 6.1. The Healthy Streets assessment demonstrates that the proposed development will result in an overall improvement to the public realm local to the site, and that the internal street has been designed in accordance with the Healthy Streets principles.
- 6.2. The ATZ assessment has shown that an improved form of pedestrian crossing across Cricklewood Lane would benefit the development and the local community and that routes to the Station should be improved. The proposed development will address both these issues, as well as improving facilities for cyclists.
- 6.3. The Proposed Development provides the opportunity for a new Car Club space to be provided on-site. 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.
- 6.4. A Framework Travel Plan was submitted in support of the planning application which includes ambitious sustainable mode share targets and extensive measures in the form of infrastructure, information and incentives. The TA confirms that the final TP will be secured by appropriate condition.



- 6.5. In addition to the robust targets and measures contained in the Travel Plan, the Proposed Development will deliver a suite of transport improvements designed to promote sustainable travel behaviour. The original list of improvements were set out in full in the TP and Section 13 of the TA, but these have now been expanded following the ATZ assessment as summarised below:
- 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;
  - Contribution towards improvements to the pedestrian route beneath the rail bridge to be secured by S106 agreement;
  - Contribution to upgrade on uncontrolled crossing on Cricklewood Lane to a Puffin to be secured by S106 agreement.
- 6.6. The Proposed Development has been designed from the outset to encourage sustainable travel behaviour and to reduce the need to travel, especially by car. This primary objective is balanced with the practical requirements of a development in this location; in particular, the proximity of existing retail stores with large car parks, and the need to avoid displaced parking.



---

## **Appendix TN-A**

### Healthy Streets Assessment

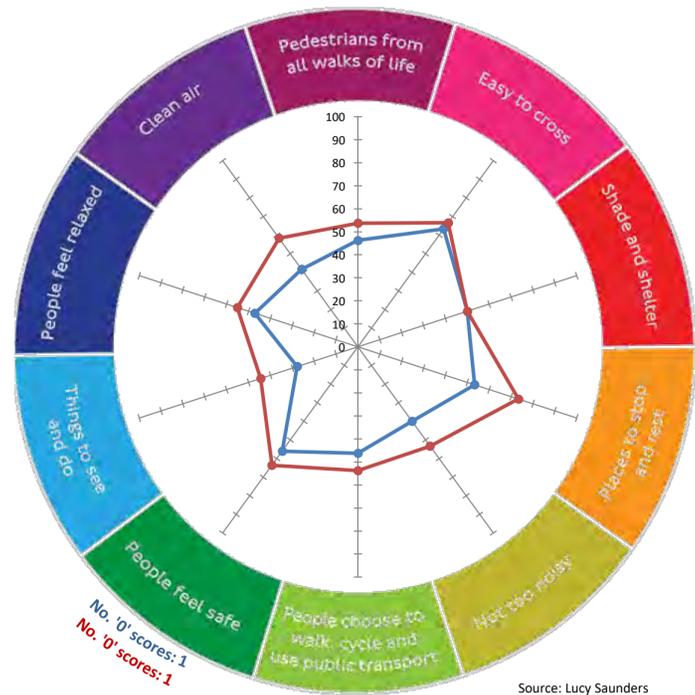
**Segment 1: Cricklewood Ln from Entrance to Kingsway Ct to Oak Grove**

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

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

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

### Healthy Streets Check scores



Source: Lucy Saunders

### Healthy Streets Indicators' scores (%)

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

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

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



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

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

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

#### How to interpret the results

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

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

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

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

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

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

#### What the numbers mean

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

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

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

#### What '0' scores mean

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

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

#### Why you cannot get a perfect score

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

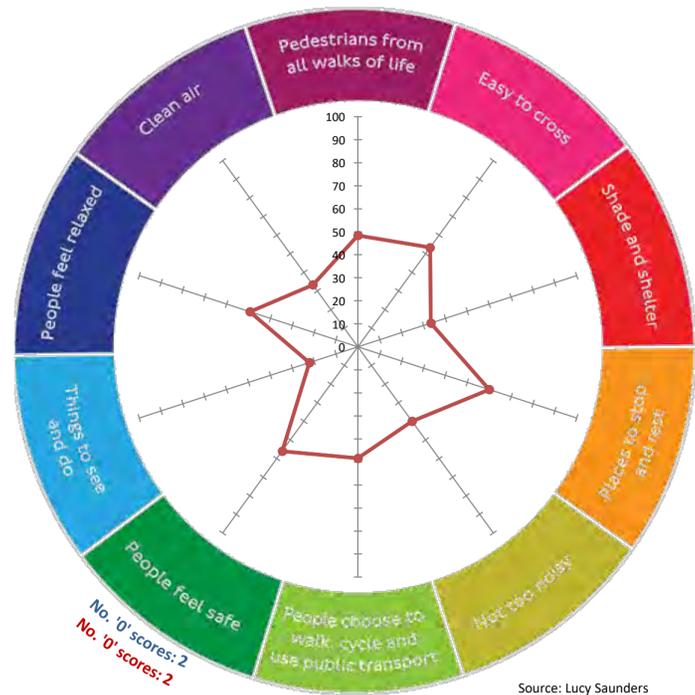
## Segment 2: Cricklewood Broadway from Cricklewood Ln to Depot Approach

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

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

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

### Healthy Streets Check scores



### Healthy Streets Indicators' scores (%)

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

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

**i**

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

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

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

**How to interpret the results**

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

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

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.

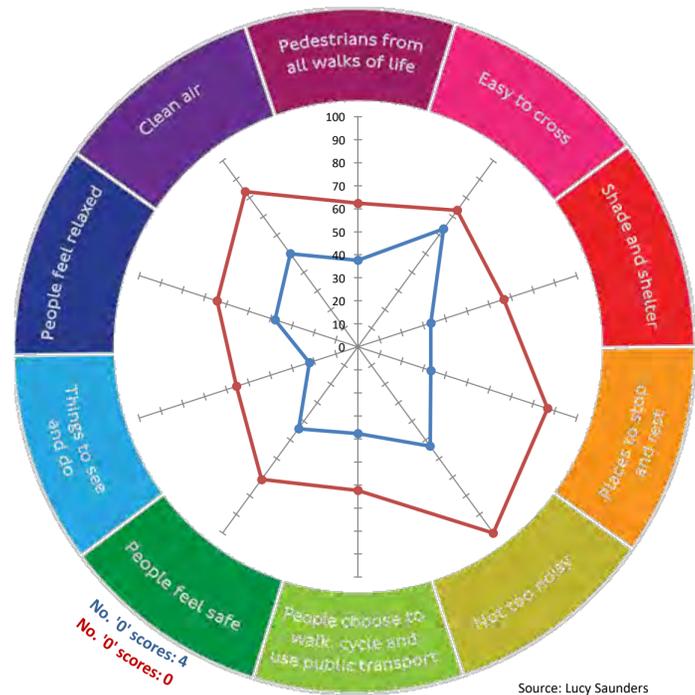
### Segment 3: Depot Approach from Cricklewood Broadway to End of Road

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

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

24	Planting at footway-level (excluding trees)	 If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.	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 indicative scheme there will be regular planting the full length of the road.	✓	-	-	✓	✓	✓	✓	✓	✓	✓
25	Walking distance between resting points (benches and other informal seating)	 There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	-	1	3	No existing resting places. Not clear as yet but likely to be resting places on the edges of the	✓	-	-	✓	-	✓	-	✓	✓	-
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	 There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	-	1	1	No specific shelters existing or proposed.	✓	-	✓	-	-	✓	-	✓	✓	-
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.	-				✓	-	-	-	-	✓	-	-	✓	-

### Healthy Streets Check scores



Source: Lucy Saunders

### 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
<b>Overall Healthy Streets Check score</b>	<b>40</b>	<b>67</b>
<b>Number of '0' scores</b>	<b>4</b>	<b>0</b>

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

**i**

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

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

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

#### How to interpret the results

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

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

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

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

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

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

#### What the numbers mean

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

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

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

#### What '0' scores mean

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

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

#### Why you cannot get a perfect score

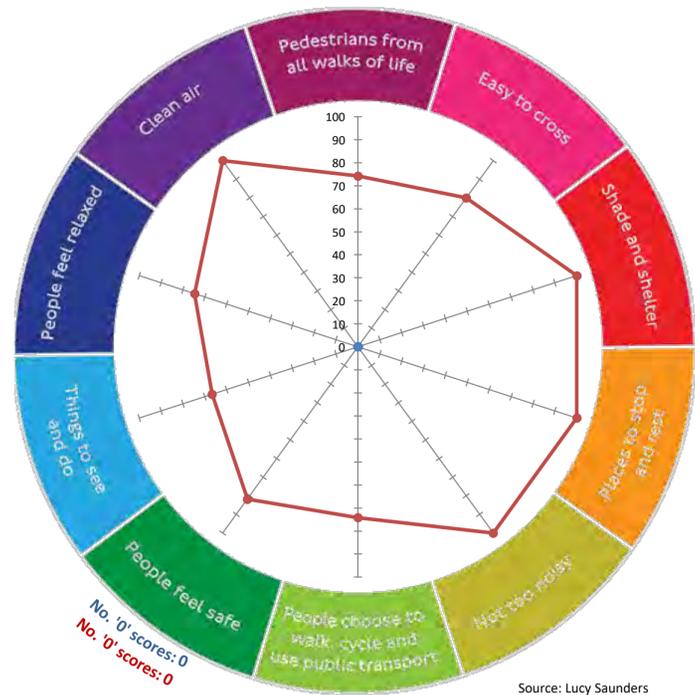
In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective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

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

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

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

### Healthy Streets Check scores



Source: Lucy Saunders

### Healthy Streets Indicators' scores (%)

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

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



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

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

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

#### How to interpret the results

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

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

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

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

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

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

#### What the numbers mean

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

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

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

#### What '0' scores mean

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

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

#### Why you cannot get a perfect score

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

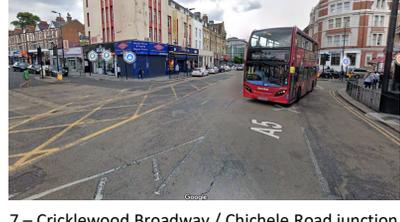


---

**Appendix TN-B**  
Map 2 route commentary

Route	Destination (s)	Walking route description (from site)	Cycling route description (from site)	Safety concerns and photographs
Route 1	<ul style="list-style-type: none"> <li>Kilburn Underground Station (Jubilee)</li> <li>Gesher School</li> <li>Mulberry House School</li> <li>Mapesbury Medical Group</li> <li>Bus stops BN, CE, CW</li> <li>Shops and services along Cricklewood Broadway (A5)</li> <li>Kilburn town centre</li> </ul>	<p>Leave site via Cricklewood Green, following Cricklewood Lane West A407 for 120m to the junction with Cricklewood Broadway (A5). Turning left onto Cricklewood Broadway for local shops and services with controlled pedestrian crossings at regular intervals. Continuing 1.4km pedestrians can reach Kilburn Underground Station.</p>	<p>Cyclist would follow same route as pedestrians beginning on the shared path in front of Cricklewood Green before joining the highway and turning left onto Cricklewood Broadway.</p>	<ul style="list-style-type: none"> <li>Crossing at the junction with Cricklewood Lane and Cricklewood Broadway (<b>Photograph 1</b>). 5 KSI since 2015.</li> <li>In general pedestrian walkways ok along Cricklewood Ln and Cricklewood Broadway but unsafe for cyclists; no segregated or unsegregated cycle lane, with large proportion of large vehicles and fast traffic (30mph) <b>Photograph 2</b>.</li> <li>Cyclists will struggle joining Cricklewood Lane after using the shared path in front of Cricklewood Green <b>Photograph 3</b></li> </ul>
Route 2	<ul style="list-style-type: none"> <li>Hampstead School</li> <li>Hampstead Underground Station (Northern)</li> <li>Bus stop CO</li> <li>Hampstead town centre</li> </ul>	<p>Pedestrians leave site via Cricklewood Green, turning left onto Cricklewood lane for 200m, walking beneath the Cricklewood underpass. Pedestrians will then use the controlled crossing at the junction with Lichfield Road before walking another 500m to the Hampstead school or another 1.8km to Hampstead Underground station.</p>	<p>Cyclists would leave the site via Cricklewood Green, turning left onto Cricklewood Lane before turning right at the junction with Lichfield Road. A short 500m cycle will take cyclist to the Hampstead School. Hampstead Underground Station (the site's nearest Northern Line station) is within reasonable cycling distance; past the school and along lightly trafficked Froggnall Lane onto Hampstead High Street to the Station.</p>	<ul style="list-style-type: none"> <li>One KSI incident has been recorded since 2015 at the junction between Cricklewood Lane and Lichfield Road. <b>Photograph 4</b></li> <li>Cricklewood underpass is reasonably lit. <b>Photograph 5</b>.</li> <li>No dedicated cycle lanes on heavily trafficked Hampstead High Street. 2 KSI have been identified here. No obvious access to the station.</li> </ul>
Route 3	<ul style="list-style-type: none"> <li>St Agnes Catholic Primary School</li> <li>Claremont Primary School</li> <li>Whitefield School</li> <li>Greenfield medical centre</li> <li>Claremont and Childs Hill Churches</li> <li>Cricklewood Station</li> <li>Temple Fortune and Hendon Central town centres</li> </ul>	<p>Begins same as route 2 but turning left at the junction with Lichfield Road. Pedestrians continue North to the schools, medical centres, and places of worship. Whitefield School is approximately 1.8km along Claremont Road past the Golder's Green Estate.</p>	<p>Same as pedestrian route, no dedicated cycle lanes.</p>	<ul style="list-style-type: none"> <li>Wide junction in <b>photograph 6</b> could present safety concerns for pedestrians, particularly as they both house large vehicles.</li> <li>No significant safety concerns for cyclists given this route is lightly trafficked residential road once turning off Cricklewood Lane.</li> </ul>
Route 4	<ul style="list-style-type: none"> <li>Anso and Ramin primary Schools</li> <li>Chichele Road and Wilesden Green surgeries</li> <li>Central Brent Mosque and St Gabriel's places of worship.</li> <li>Wilesden Green Underground Station (Jubilee)</li> <li>Kensal Green Underground Station (Bakerloo)</li> <li>Brodensbury Station.</li> <li>Harlesden and Wilesden Green town centres.</li> </ul>	<p>Route 4 begins the same as route one before crossing Cricklewood Broadway at the controlled crossing 20m South of the junction with Cricklewood Lane. Pedestrians then head South West along Chichele Road to the GP surgeries, primary schools and Wilesden Green Underground Station 800m further on.</p>	<p>Route 4 begins the same as route one before crossing Cricklewood Broadway. Cyclist then use Chichele Road, travelling South West along residential roads to Wilesden Underground Station (800m). Kensal Green is still within reasonable cycling distance and is the closest access to the Bakerloo line. Cyclists continue past Wilesden Green station, crossing Wilesden Lane onto Sidmouth Road/ All Souls Ave. Cyclists must then use Harrow road for 600m before turning left onto Kensal Green.</p>	<ul style="list-style-type: none"> <li>Other than the safety concerns described for route 1, pedestrian safety is ok on this route.</li> <li>Crossing Cricklewood Broadway presents safety concerns for cyclists and it is likely that most will dismount and use the pedestrian crossing <b>Photograph 7</b></li> <li>No dedicated cycle lanes on this route but mostly uses lightly trafficked residential roads, with the exception of Harrow Road, and Wilesden Lane which are both moderately trafficked.</li> </ul>
Route 5	<ul style="list-style-type: none"> <li>Mora Primary School</li> <li>Menorah HS</li> <li>The Crest Academy</li> <li>Burnley Practice GP</li> <li>St Agnes Catholic Church</li> <li>Bus stops BD and BP</li> <li>Neasden and Colindale town centres</li> </ul>	<p>Route 5 has been identified as the least popular pedestrian cycle route from the site; given that most local amenities, services, and public transport nodes are South of the site. To reach the Mora Primary School, pedestrians begin the same as routes 4 and 1 from Cricklewood Green and onto Cricklewood Lane. They would then walk 250m North along Cricklewood Road, using the crossing 20m South of Mora Road, and then walk the short distance down Mora Road to the school.</p>	<p>Cyclist begin the same as routes 1 and 4, turning left onto Cricklewood Broadway and continuing North. To reach Mora Primary School, cyclist turn off Cricklewood Broadway onto Mora Road.</p>	<ul style="list-style-type: none"> <li>Other than the safety concerns described for route 1, pedestrian safety is ok on this route.</li> <li>Crossing Cricklewood Broadway presents safety concerns for cyclists and it is likely that most will dismount and use the pedestrian crossing.</li> </ul>

Route	Destination (s)	Walking route description (from site)	Cycling route description (from site)	Safety concerns and photographs
Route 1	<ul style="list-style-type: none"> <li>Kilburn Underground Station (Jubilee)</li> <li>Gesher School</li> <li>Mulberry House School</li> <li>Mapesbury Medical Group</li> <li>Bus stops BN, CE, CW</li> <li>Shops and services along Cricklewood Broadway (A5)</li> <li>Kilburn town centre</li> </ul>	<p>Leave site via Cricklewood Green, following Cricklewood Lane West A407 for 120m to the junction with Cricklewood Broadway (A5). Turning left onto Cricklewood Broadway for local shops and services with controlled pedestrian crossings at regular intervals. Continuing 1.4km pedestrians can reach Kilburn Underground Station.</p>	<p>Cyclist would follow same route as pedestrians beginning on the shared path in front of Cricklewood Green before joining the highway and turning left onto Cricklewood Broadway.</p>	<ul style="list-style-type: none"> <li>Crossing at the junction with Cricklewood Lane and Cricklewood Broadway (<b>Photograph 1</b>). 5 KSI since 2015.</li> <li>In general pedestrian walkways ok along Cricklewood Ln and Cricklewood Broadway but unsafe for cyclists; no segregated or unsegregated cycle lane, with large proportion of large vehicles and fast traffic (30mph) <b>Photograph 2</b>.</li> <li>Cyclists will struggle joining Cricklewood Lane after using the shared path in front of Cricklewood Green <b>Photograph 3</b></li> </ul>
Route2	<ul style="list-style-type: none"> <li>Hampstead School</li> <li>Hampstead Underground Station (Northern)</li> <li>Bus stop CO</li> <li>Hampstead town centre</li> </ul>	<p>Pedestrians leave site via Cricklewood Green, turning left onto Cricklewood lane for 200m, walking beneath the Cricklewood underpass. Pedestrians will then use the controlled crossing at the junction with Lichfield Road before walking another 500m to the Hampstead school or another 1.8km to Hampstead Underground station.</p>	<p>Cyclists would leave the site via Cricklewood Green, turning left onto Cricklewood Lane before turning right at the junction with Lichfield Road. A short 500m cycle will take cyclist to the Hampstead School. Hampstead Underground Station (the site's nearest Northern Line station) is within reasonable cycling distance; past the school and along lightly trafficked Froggnall Lane onto Hampstead High Street to the Station.</p>	<ul style="list-style-type: none"> <li>One KSI incident has been recorded since 2015 at the junction between Cricklewood Lane and Lichfield Road. <b>Photograph 4</b></li> <li>Cricklewood underpass is reasonably lit. <b>Photograph 5</b>.</li> <li>No dedicated cycle lanes on heavily trafficked Hampstead High Street. 2 KSI have been identified here. No obvious access to the station.</li> </ul>
Route 3	<ul style="list-style-type: none"> <li>St Agnes Catholic Primary School</li> <li>Claremont Primary School</li> <li>Whitefield School</li> <li>Greenfield medical centre</li> <li>Claremont and Childs Hill Churches</li> <li>Cricklewood Station</li> <li>Temple Fortune and Hendon Central town centres</li> </ul>	<p>Begins same as route 2 but turning left at the junction with Lichfield Road. Pedestrians continue North to the schools, medical centres, and places of worship. Whitefield School is approximately 1.8km along Claremont Road past the Golder's Green Estate.</p>	<p>Same as pedestrian route, no dedicated cycle lanes.</p>	<ul style="list-style-type: none"> <li>Wide junction in <b>photograph 6</b> could present safety concerns for pedestrians, particularly as they both house large vehicles.</li> <li>No significant safety concerns for cyclists given this route is lightly trafficked residential road once turning off Cricklewood Lane.</li> </ul>
Route 4	<ul style="list-style-type: none"> <li>Anso and Ramin primary Schools</li> <li>Chichele Road and Wilesden Green surgeries</li> <li>Central Brent Mosque and St Gabriel's places of worship.</li> <li>Wilesden Green Underground Station (Jubilee)</li> <li>Kensal Green Underground Station (Bakerloo)</li> <li>Brodensbury Station.</li> <li>Harlesden and Wilesden Green town centres.</li> </ul>	<p>Route 4 begins the same as route one before crossing Cricklewood Broadway at the controlled crossing 20m South of the junction with Cricklewood Lane. Pedestrians then head South West along Chichele Road to the GP surgeries, primary schools and Wilesden Green Underground Station 800m further on.</p>	<p>Route 4 begins the same as route one before crossing Cricklewood Broadway. Cyclist then use Chichele Road, travelling South West along residential roads to Wilesden Underground Station (800m). Kensal Green is still within reasonable cycling distance and is the closest access to the Bakerloo line. Cyclists continue past Wilesden Green station, crossing Wilesden Lane onto Sidmouth Road/ All Souls Ave. Cyclists must then use Harrow road for 600m before turning left onto Kensal Green.</p>	<ul style="list-style-type: none"> <li>Other than the safety concerns described for route 1, pedestrian safety is ok on this route.</li> <li>Crossing Cricklewood Broadway presents safety concerns for cyclists and it is likely that most will dismount and use the pedestrian crossing <b>Photograph 7</b></li> <li>No dedicated cycle lanes on this route but mostly uses lightly trafficked residential roads, with the exception of Harrow Road, and Wilesden Lane which are both moderately trafficked.</li> </ul>
Route 5	<ul style="list-style-type: none"> <li>Mora Primary School</li> <li>Menorah HS</li> <li>The Crest Academy</li> <li>Burnley Practice GP</li> <li>St Agnes Catholic Church</li> <li>Bus stops BD and BP</li> <li>Neasden and Colindale town centres</li> </ul>	<p>Route 5 has been identified as the least popular pedestrian cycle route from the site; given that most local amenities, services, and public transport nodes are South of the site. To reach the Mora Primary School, pedestrians begin the same as routes 4 and 1 from Cricklewood Green and onto Cricklewood Lane. They would then walk 250m North along Cricklewood Road, using the crossing 20m South of Mora Road, and then walk the short distance down Mora Road to the school.</p>	<p>Cyclist begin the same as routes 1 and 4, turning left onto Cricklewood Broadway and continuing North. To reach Mora Primary School, cyclist turn off Cricklewood Broadway onto Mora Road.</p>	<ul style="list-style-type: none"> <li>Other than the safety concerns described for route 1, pedestrian safety is ok on this route.</li> <li>Crossing Cricklewood Broadway presents safety concerns for cyclists and it is likely that most will dismount and use the pedestrian crossing.</li> </ul>

Photograph	Issue of safety	Suggestions for improvement
 <p>1 - uncontrolled pedestrian crossing at the junction between Cricklewood Broadway and Cricklewood Lane</p>	<ul style="list-style-type: none"> <li>• Busy junction with no dedicated cycle lane or early start arrangement for cyclists</li> <li>• KSI cluster of vehicle / pedestrian incidents.</li> </ul>	<ul style="list-style-type: none"> <li>• Early start arrangement for cyclists.</li> <li>• Cycle box at lights.</li> <li>• Improvements to pedestrian crossing.</li> </ul>
 <p>2 - Cricklewood Broadway no cycle facilities</p>	<ul style="list-style-type: none"> <li>• Limited crossing points for pedestrians.</li> <li>• Heavily trafficked road with no provisions for cyclists</li> <li>• 30mph speed restriction</li> </ul>	<ul style="list-style-type: none"> <li>• 20mph speed restrictions on the stretch through Cricklewood neighbourhood centre.</li> <li>• Investigate feasibility of segregated cycle lane.</li> </ul>
 <p>3 - No obvious way for cyclists to join road.</p>	<ul style="list-style-type: none"> <li>• Cyclist joining carriage way from Cricklewood Lane shared path must cross the Eastbound lane to join vehicle traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate continuation of path</li> </ul>
 <p>4 - One KSI incident at junction between Cricklewood Lane and Lichfield Road</p>	<ul style="list-style-type: none"> <li>• One KSI incident at junction between Cricklewood Lane and Lichfield Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate improvements to pedestrian crossing facilities.</li> </ul>
 <p>5 - Cricklewood underpass</p>	<ul style="list-style-type: none"> <li>• Poorly lit underpass alongside heavily trafficked fast moving (30mph) road.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve lighting provisions.</li> <li>• Investigate barriers between pedestrians and vehicle traffic for the stretch of underpass.</li> </ul>
 <p>6 - wide junction on Claremont road</p>	<ul style="list-style-type: none"> <li>• Wide junction raises safety concerns for pedestrians using Claremont road.</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate ways of pedestrians crossing to other side of Claremont Road in advance of this junction.</li> </ul>
 <p>7 - Cricklewood Broadway / Chichele Road junction.</p>	<ul style="list-style-type: none"> <li>• Large, intimidating, and busy junction with no provisions for cyclists.</li> <li>• Near KSI cluster.</li> </ul>	<ul style="list-style-type: none"> <li>• Lower speeds to 20mph.</li> <li>• Early start arrangements for cyclists at all four arms of junction.</li> <li>• Cycle box at traffic lights.</li> </ul>

Area: A1

Location: Cricklewood Broadway

Routes Affected: 1



Healthy Streets indicators.

Easy to cross/ people feel safe

Area 1 does not score well on the “easy to cross indicator”. There is one controlled crossing in the immediate vicinity. Given that there are shops and services on both side of Cricklewood Broadway and a number of KSI clusters being identified here more pedestrian crossing facilities should be investigated. There are no provisions for cyclists to cross.

Things to see and do

Cricklewood Broadway is a neighbourhood centre so there are “things to see and do”. Perhaps more planting, seating areas, and shelter could improve this further.

Places to stop and rest

There are many places to stop and rest in Area 1; both formal and informal.

People feel relaxed

People may not feel “relaxed” due to the heavy traffic on Cricklewood Broadway, planting could improve this by providing a barrier between pedestrians and vehicle. The area is well overlooked so people will feel relaxed in this regard.

Not too noisy

The area shown isn’t “not too noisy” as the heavy traffic means people will have to raise their voices. Improvements to road surface and planting could help this.

Clean air

Area 1 scores badly for “clean air” as high traffic volumes and high numbers of HGVs worsen air quality. There are no restrictions on vehicle types or volumes; this could improve air quality.

Shade and shelter

Shop entrances, bus shelters and limited planting mean Area 1 scores moderately on this indicator.

Area: A2

Location: Cricklewood Broadway North of  
Cricklewood Lane junction

Routes Affected: 5



Healthy Streets indicators.

Easy to cross/ people feel safe

Area 2 does scores moderately on the “easy to cross indicator”. There is one controlled crossing in the immediate vicinity.

Things to see and do

Area 2 like area 1 is still Cricklewood Broadway; a neighbourhood centre so there are “things to see and do”. Perhaps more planting, seating areas, and shelter could improve this further.

Places to stop and rest

There are few places to stop and rest in Area 2; more benches/ informal seating could improve this.

People feel relaxed

People may not feel “relaxed” due to the heavy traffic on Cricklewood Broadway, planting could improve this by providing a barrier between pedestrians and vehicle. The area is less well overlooked than Area 1 so people will feel less relaxed in this regard.

Not too noisy

The area shown isn’t “not too noisy” as the heavy traffic means people will have to raise their voices. Improvements to road surface and planting could help this.

Clean air

Area 2 scores badly for “clean air” as high traffic volumes and high numbers of HGVs worsen air quality. There are no restrictions on vehicle types or volumes; this could improve air quality.

Shade and shelter

Less frequent shop entrances, bus shelters and limited planting mean Area 2 scores less well on this indicator.

Area: A3

Location: Crickleway Lane

Routes Affected: 1, 2, 3, 4, 5



Healthy Streets indicators.

#### Easy to cross/ people feel safe

Area 3 does not score well on the “easy to cross indicator”. There is one uncontrolled crossing in the immediate vicinity. Given that there are shops and services on both side of Cricklewood Lane and a number of KSI clusters being identified here more pedestrian crossing facilities should be investigated. There are no provisions for cyclists to cross.

#### Things to see and do

Area 3; Cricklewood Lane forms part of the Cricklewood neighbourhood centre so there are “things to see and do”. Cricklewood Green provides a good location for markets, informal performances and other “things to see and do” Perhaps more planting, seating areas, and shelter could improve this further.

#### Places to stop and rest

There are many formal and informal places to stop and rest in Area 3. More places to rest on the Southern side of the road could improve this further.

#### People feel relaxed

Area 3 is moderately trafficked meaning people may not feel relaxed. Cricklewood Green on the North side of the road is a place where people could relax so improves Area 3’s score for this indicator.

#### Not too noisy

The area shown isn’t “not too noisy” as the heavy traffic means people will have to raise their voices. Improvements to road surface and planting could help this.

#### Clean air

Area 3 scores badly for “clean air” as high traffic volumes and high numbers of HGVs worsen air quality. There are no restrictions on vehicle types or volumes; this could improve air quality.

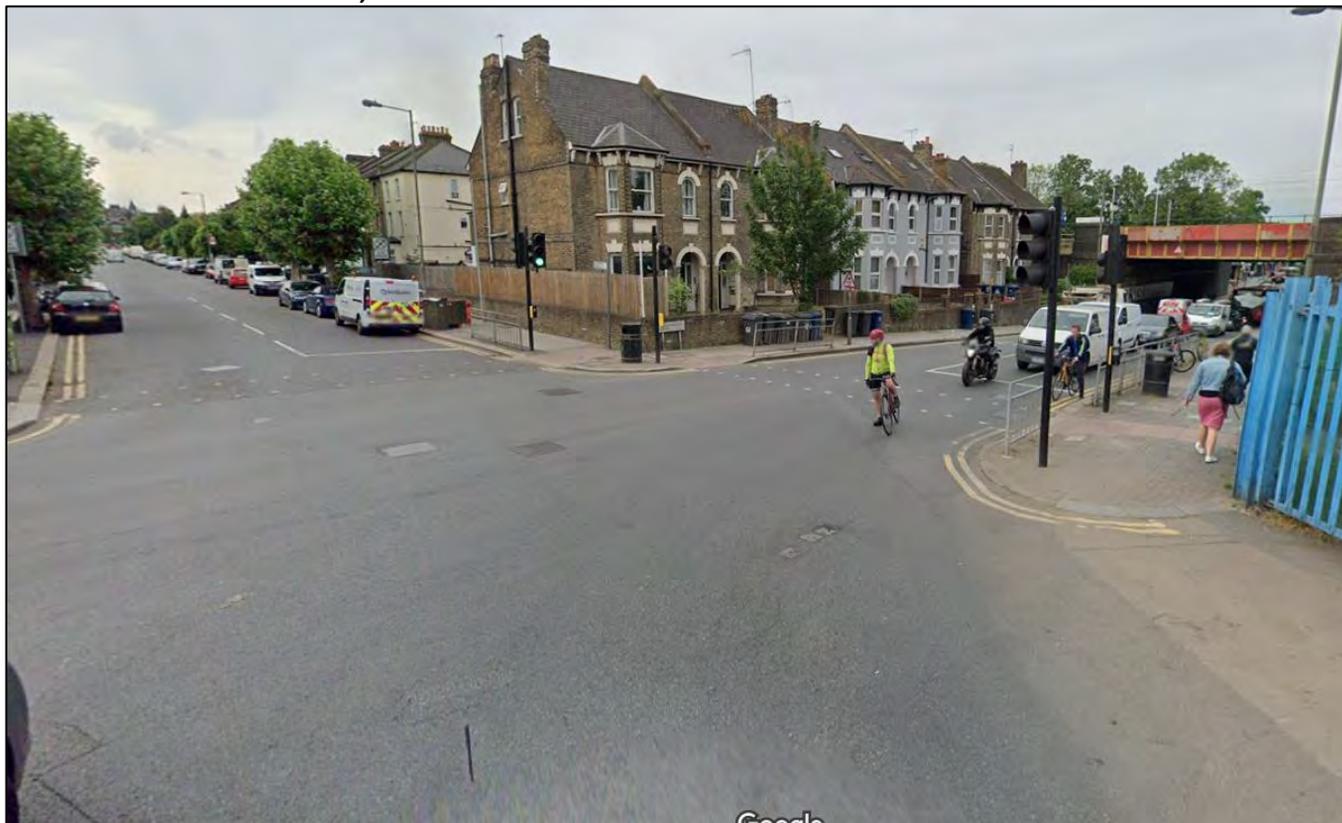
#### Shade and shelter

Less frequent shop entrances, bus shelters and limited planting mean Area 3 scores less well on this indicator. Planting on Cricklewood Green improves the score slightly.

Area: A4

Location: Junction Cricklewood Lane/ Lichfield Road

Routes Affected: 2, 3



Healthy Streets indicators.

Easy to cross/ people feel safe

Area 4 scores well on the easy to cross indicator. Controlled crossings on all four arms of the junction means safe crossings for pedestrians; important as this junction is used for most journeys to school from the site. The poorly lit underpass scores less well, and lighting should be improved to make people feel safer.

Things to see and do

Area 4 is mostly residential so there is not much to “see or do”. More planting could improve this.

Places to stop and rest

As area 4 is mostly residential there are few places to stop and rest.

People feel relaxed

Area 4 is mostly lightly trafficked , and lower vehicle speeds mean people feel more relaxed.

Not too noisy

The area shown is “not too noisy” on the most part as the traffic speeds and volumes are lower. Improvements to road surface and planting could help this further.

Clean air

Area 4 scores ok for “clean air” as high traffic volumes and high numbers of HGVs from nearby Cricklewood Broadway and Cricklewood Lane worsen air quality. There are no restrictions on vehicle types or volumes; this could improve air quality.

Shade and shelter

Less frequent shop entrances, bus shelters and limited planting mean Area 4 scores less well on this indicator. The underpass does provide some shade and shelter.



Photograph 1 – uncontrolled pedestrian crossing at the junction between Cricklewood Broadway and Cricklewood Lane



Photograph 2 – Cricklewood Broadway unsuitable for cyclists. Note cycle parking facilities



Photograph 3 – Cyclists will struggle to join highway from shared path in front of Cricklewood green.

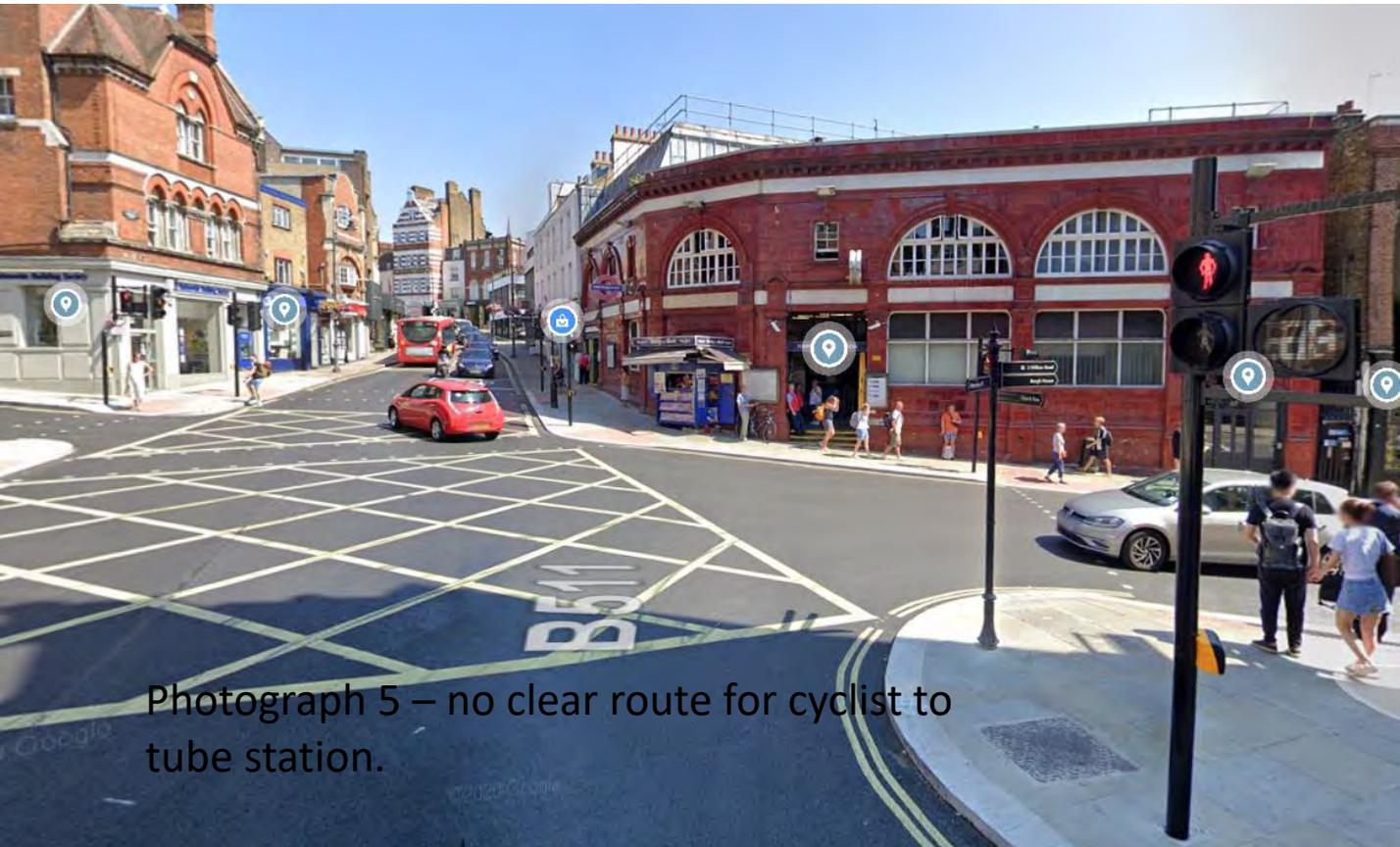


Photograph 4 – Cricklewood underpass could be better lit



Photograph 4 – One KSI incident at junction between Cricklewood Lane and Lichfield Road

Google



Photograph 5 – no clear route for cyclist to tube station.

Google



Photograph 6 – wide access at Claremont Road



Photograph 7 – wide access at Claremont Road





---

**Appendix TN-C**  
Photographic record

Area: A1

Location: Cricklewood Broadway

Routes Affected: 1



Healthy Streets indicators.

Easy to cross/ people feel safe

Area 1 does not score well on the “easy to cross indicator”. There is one controlled crossing in the immediate vicinity. Given that there are shops and services on both side of Cricklewood Broadway and a number of KSI clusters being identified here more pedestrian crossing facilities should be investigated. There are no provisions for cyclists to cross.

Things to see and do

Cricklewood Broadway is a neighbourhood centre so there are “things to see and do”. Perhaps more planting, seating areas, and shelter could improve this further.

Places to stop and rest

There are many places to stop and rest in Area 1; both formal and informal.

People feel relaxed

People may not feel “relaxed” due to the heavy traffic on Cricklewood Broadway, planting could improve this by providing a barrier between pedestrians and vehicle. The area is well overlooked so people will feel relaxed in this regard.

Not too noisy

The area shown isn’t “not too noisy” as the heavy traffic means people will have to raise their voices. Improvements to road surface and planting could help this.

Clean air

Area 1 scores badly for “clean air” as high traffic volumes and high numbers of HGVs worsen air quality. There are no restrictions on vehicle types or volumes; this could improve air quality.

Shade and shelter

Shop entrances, bus shelters and limited planting mean Area 1 scores moderately on this indicator.

Area: A2

Location: Cricklewood Broadway North of  
Cricklewood Lane junction

Routes Affected: 5



Healthy Streets indicators.

Easy to cross/ people feel safe

Area 2 does scores moderately on the “easy to cross indicator”. There is one controlled crossing in the immediate vicinity.

Things to see and do

Area 2 like area 1 is still Cricklewood Broadway; a neighbourhood centre so there are “things to see and do”. Perhaps more planting, seating areas, and shelter could improve this further.

Places to stop and rest

There are few places to stop and rest in Area 2; more benches/ informal seating could improve this.

People feel relaxed

People may not feel “relaxed” due to the heavy traffic on Cricklewood Broadway, planting could improve this by providing a barrier between pedestrians and vehicle. The area is less well overlooked than Area 1 so people will feel less relaxed in this regard.

Not too noisy

The area shown isn’t “not too noisy” as the heavy traffic means people will have to raise their voices. Improvements to road surface and planting could help this.

Clean air

Area 2 scores badly for “clean air” as high traffic volumes and high numbers of HGVs worsen air quality. There are no restrictions on vehicle types or volumes; this could improve air quality.

Shade and shelter

Less frequent shop entrances, bus shelters and limited planting mean Area 2 scores less well on this indicator.

Area: A3

Location: Crickleway Lane

Routes Affected: 1, 2, 3, 4, 5



Healthy Streets indicators.

#### Easy to cross/ people feel safe

Area 3 does not score well on the “easy to cross indicator”. There is one uncontrolled crossing in the immediate vicinity. Given that there are shops and services on both side of Cricklewood Lane and a number of KSI clusters being identified here more pedestrian crossing facilities should be investigated. There are no provisions for cyclists to cross.

#### Things to see and do

Area 3; Cricklewood Lane forms part of the Cricklewood neighbourhood centre so there are “things to see and do”. Cricklewood Green provides a good location for markets, informal performances and other “things to see and do” Perhaps more planting, seating areas, and shelter could improve this further.

#### Places to stop and rest

There are many formal and informal places to stop and rest in Area 3. More places to rest on the Southern side of the road could improve this further.

#### People feel relaxed

Area 3 is moderately trafficked meaning people may not feel relaxed. Cricklewood Green on the North side of the road is a place where people could relax so improves Area 3’s score for this indicator.

#### Not too noisy

The area shown isn’t “not too noisy” as the heavy traffic means people will have to raise their voices. Improvements to road surface and planting could help this.

#### Clean air

Area 3 scores badly for “clean air” as high traffic volumes and high numbers of HGVs worsen air quality. There are no restrictions on vehicle types or volumes; this could improve air quality.

#### Shade and shelter

Less frequent shop entrances, bus shelters and limited planting mean Area 3 scores less well on this indicator. Planting on Cricklewood Green improves the score slightly.

Area: A4

Location: Junction Cricklewood Lane/ Lichfield Road

Routes Affected: 2, 3



Healthy Streets indicators.

Easy to cross/ people feel safe

Area 4 scores well on the easy to cross indicator. Controlled crossings on all four arms of the junction means safe crossings for pedestrians; important as this junction is used for most journeys to school from the site. The poorly lit underpass scores less well, and lighting should be improved to make people feel safer.

Things to see and do

Area 4 is mostly residential so there is not much to “see or do”. More planting could improve this.

Places to stop and rest

As area 4 is mostly residential there are few places to stop and rest.

People feel relaxed

Area 4 is mostly lightly trafficked , and lower vehicle speeds mean people feel more relaxed.

Not too noisy

The area shown is “not too noisy” on the most part as the traffic speeds and volumes are lower. Improvements to road surface and planting could help this further.

Clean air

Area 4 scores ok for “clean air” as high traffic volumes and high numbers of HGVs from nearby Cricklewood Broadway and Cricklewood Lane worsen air quality. There are no restrictions on vehicle types or volumes; this could improve air quality.

Shade and shelter

Less frequent shop entrances, bus shelters and limited planting mean Area 4 scores less well on this indicator. The underpass does provide some shade and shelter.



## **Appendix TN-D**

### Gravity model

**Destinations**

	Destination category	Amenity	Postcode	Distance / Km	Route from site	Proportion within destination	Proportion of total journeys	Notes
10%	Primary Schools	St Agnes' Catholic	NW2 1RG	0.3	3	4.5%	0.45%	50% primary Schools, 50% secondary schools, evenly distributed
		Childs Hill	NW2 1SL	0.6	3	4.5%	0.45%	
		Claremont	NW2 1AB	1.0	3	4.5%	0.45%	
		Anson Primary	NW26AD	1.0	4	4.5%	0.45%	
		All Saints' CE NW2	NW22TH	1.1	3	4.5%	0.45%	
		Rimon Jewish Primary	NW11 8AE	1.4	3	4.5%	0.45%	
		Wessex Gardens	NW11 9RR	1.6	3	4.5%	0.45%	
		Gesher School	NW23BS	0.8	1	4.5%	0.45%	
		Ramin School	NW24EX	1.0	4	4.5%	0.45%	
		Mora Primary	Mora road	0.8	5A	4.5%	0.45%	
	Gladstone Park Primary	NW101LB	1.4	4	4.5%	0.45%		
	Secondary Schools	Whitefield School	NW21TR	1.8	3	10%	1.00%	
		Menorah HS for girls	NW27BZ	1.8	5A	10%	1.00%	
		Hampstead School	NW23RT	0.8	2	10%	1.00%	
		The Crest Academy	NW27SN	2.4	5A	10%	1.00%	
St Augustine's CE HS		NW65SN	2.9	1	10%	1.00%		
18%	Health Centre	Cricklewood Health Centre	NW2 1DZ	0.2	1	8%	1.35%	All NHS health centres within a 1km walking radius have been selected, with journeys distributed evenly. It is assumed that 60% of journeys in this category are to health centres, 15% to places of worship (to include informal group meeting as well as services), and 25% to banks and post offices
		Burnley Practice Branch	NW26TU	0.3	5A	8%	1.35%	
		Chichele Rd	NW23AN	0.3	4	8%	1.35%	
		Wilesden Green Surgery	NW23UY	0.5	4	8%	1.35%	
		Greenfield Medical Cnetre	NW21HS	0.6	3	8%	1.35%	
		Mapesbury Medical Group	NW23PS	0.8	1	8%	1.35%	
		Walm Lane	NW24RT	1.0	4	8%	1.35%	
	Place of Worship	Oxgate Gardens	NW26EA	1.1	5A	8%	1.35%	
		St Agnes Catholic Church	NW21HR	0.3	3	2%	0.39%	
		Claremont Free Church	NW21PY	0.5	3	2%	0.39%	
		St. Gabriels C of E	NW24RX	0.8	4	2%	0.39%	
		Central Mosque of Brent	NW24PU	1.1	4	2%	0.39%	
		Childs Hill Baptist Church	NW22JY	1.1	3	2%	0.39%	
		Shree Swaminarayan Temple	NW25RG	1.4	4	2%	0.39%	
	Other	Shomrei Hadath Synagogue	NW61DD	1.4	2	2%	0.39%	
		Post office	NW23HR	0.2	5	6%	1.13%	
		Barclays	NW23HF	0.2	1	6%	1.13%	
		Nationwide	NW23HF	0.2	1	6%	1.13%	
28%	Retail	Santander	NW23HF	0.3	1	6%	1.13%	
		Tesco Express	NW23DR	0.2	5	10%	2.80%	
31%	Leisure	Cricklewood Broadway High Street		0.0	1	90%	25.20%	The vast majority of retail destinations are found on Cricklewoodwood Broadway. The retail destinations North of the site that would perhaps use depot Approach tend do be larger retail including DIY shops where travel by foot is less popular, with the exception of the Tesco Express included here. Assumption made: 90% to Cricklewood Broadway, 10% to Tescos Express.
		The Manor Health & Leisure Club	NW26PG	0.5	5A	10%	3.10%	
		Virgin active	NW2 2DS	0.3	3	10%	3.10%	
		Fitness Planet Gym	NW2 6NX	0.2	5A	10%	3.10%	
		Cricklewood Play Area	NW2 3DX	0.1	5A	15%	4.65%	
		Gladstone Park Open Space and Playground	NW2 6NT			1.8	5A	
13%	Place of work - ATZ 'town centres' (London Plan 2015)	Cricklewood Broadway High Street		0.0	1	40%	12.40%	Leisure to include the nearest open spaces and playgrounds as well as gyms and eat/ drink establishments. Assumption: Gym 30% (evenly distributed between 3 nearest), Open Space 30%, Eat/Drink 40%
		Cricklewood - district (to become metropolitan)		0.0	1	40%	5.200%	
		Temple Fortune - district		1.3	3	15%	1.950%	
		Wilesden Green - district		1.3	4	15%	1.950%	
		West Hampstead - district		1.9	2	15%	1.950%	
Golder's Green - district		2.1	3	15%	1.950%			

	Station / Stop	Mode	Distance / Km	Route from site	Number of trips			Notes		
					AM Peak	PM Peak	Daily			
26%	Rail	Wilemsden Green (jubilee)	UG	1.1	4	40%	53	45	421	Higher proportional split assigned to the nearer station. Other UG
		Cricklewood (Thameslink)	overground	0.2	3	60%	80	67	631	
13%	Bus	Cricklewood Ln stop BD	16, 32,245,266,316,3	0.2	5	25%	32	30	32	The distribution of journeys to bus stations is
		Cricklewood Broadway The Crown (BN)	32, 322	0.2	1	15%	19	18	19	
		Cricklewood Broadwat CE	189,226,245,260	0.2	1	20%	25	24	25	
		Cricklewood Broadwat CW	189,226,260, 460	0.2	1	20%	25	24	25	
		Cricklewood Ln stop BP	266	0.2	5	10%	13	12	13	
	Cricklewood Ln stop CO	C11	0.2	2	10%	13	12	13		

Route	No. of destinations.	Proportion of total journeys			Total trips								
					AM Peak			PM Peak			Daily		
		Walking	Cycling	Total	Walking	Cycling	Total	Walking	Cycling	Total	Walking	Cycling	Total
1	13	48.8%	1.5%	50%	173	0	173	173	0	173	112	1	113
2	4	3.2%	0.1%	3%	19	0	20	19	0	19	97	0	97
3	15	12.8%	0.4%	13%	107	0	107	95	0	95	967	0	967
4	11	8.3%	0.3%	9%	71	0	71	63	0	63	637	0	637
5	13	3.8%	0.1%	4%	52	0	52	50	0	50	144	0	144
5A	9	20.0%	0.6%	21%	43	0	<b>43</b>	44	0	<b>44</b>	524	1	<b>524</b>



**Journeys by purpose**

Travel in London Report 12 (TfL)

**Figure 4.4 Trips per person per day**

				<b>Adjusted*</b>
Usual workplace	0.39	18%		<b>9%</b>
Other work	0.16	7%		<b>4%</b>
Education	0.19	9%		<b>10%</b>
Shopping	0.51	24%		<b>28%</b>
Leisure	0.57	27%		<b>31%</b>
Other	0.32	15%		<b>18%</b>

9%  
4% 13%  
74% 11.9%  
32.1%  
35.8%  
20.1%

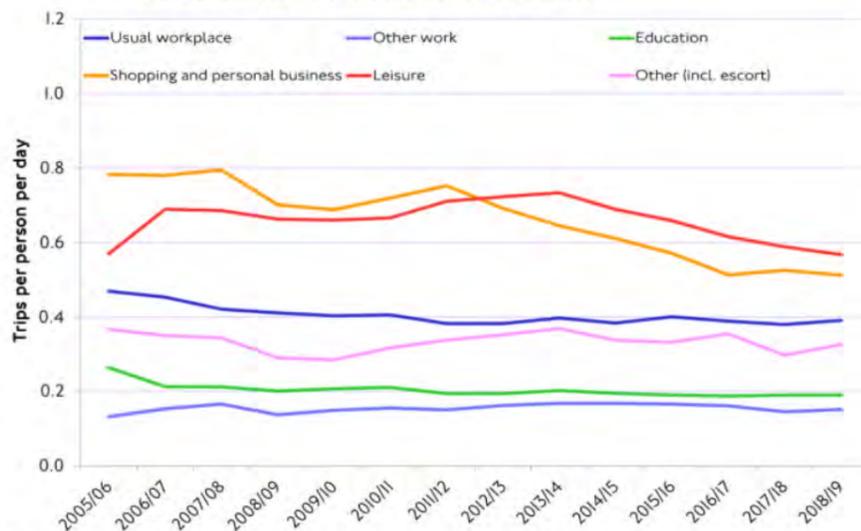
2.14

**TA - Table 11.11 B1 office trip rates**

B1 office	Veh	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
	9%	2%	48%	2%	13%	26%	100%
			50%		39%		

\* adjusted figure represents walking and cycling by journey purpose (i.e. bus and rail journeys to work removed)

**Figure 4.4 Trend in per-person trip rate per day (annual average), by journey purpose, London residents, 2005/06-2018/19.**



Source: Strategic Analysis, TfL City Planning



# Appendix K

## TRICS® data

Calculation Reference: AUDIT-337901-201209-1210

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03 SOUTH WEST  
 GS GLOUCESTERSHIRE 1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 8687 to 8687 (units: sqm)  
 Range Selected by User: 2575 to 16150 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 15/07/17

*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

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

Selected survey types:

Manual count 1 days  
 Directional ATC Count 0 days

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

Selected Locations:

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:

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 1 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

25,001 to 50,000 1 days

*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 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 1 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 1 days

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

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	GS-01-K-02	RETAIL PARK	GLOUCESTERSHIRE
	EASTERN AVENUE		
	GLOUCESTER		
	BARNWOOD		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	8687 sqm	
	Survey date: THURSDAY	28/11/13	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 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD  
 MULTI-MODAL TOTAL VEHICLES  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	8687	0.058	1	8687	0.023	1	8687	0.081
08:00 - 09:00	1	8687	0.150	1	8687	0.035	1	8687	0.185
09:00 - 10:00	1	8687	0.472	1	8687	0.345	1	8687	0.817
10:00 - 11:00	1	8687	0.495	1	8687	0.414	1	8687	0.909
11:00 - 12:00	1	8687	0.345	1	8687	0.368	1	8687	0.713
12:00 - 13:00	1	8687	0.265	1	8687	0.265	1	8687	0.530
13:00 - 14:00	1	8687	0.207	1	8687	0.207	1	8687	0.414
14:00 - 15:00	1	8687	0.184	1	8687	0.184	1	8687	0.368
15:00 - 16:00	1	8687	1.001	1	8687	1.036	1	8687	2.037
16:00 - 17:00	1	8687	0.909	1	8687	1.048	1	8687	1.957
17:00 - 18:00	1	8687	0.138	1	8687	0.127	1	8687	0.265
18:00 - 19:00	1	8687	0.081	1	8687	0.173	1	8687	0.254
19:00 - 20:00	1	8687	0.069	1	8687	0.092	1	8687	0.161
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			4.374			4.317			8.691

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 8687 - 8687 (units: sqm)  
 Survey date range: 01/01/12 - 15/07/17  
 Number of weekdays (Monday-Friday): 1  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	8687	0.012	1	8687	0.000	1	8687	0.012
08:00 - 09:00	1	8687	0.023	1	8687	0.035	1	8687	0.058
09:00 - 10:00	1	8687	0.000	1	8687	0.012	1	8687	0.012
10:00 - 11:00	1	8687	0.012	1	8687	0.012	1	8687	0.024
11:00 - 12:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
12:00 - 13:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
13:00 - 14:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
14:00 - 15:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
15:00 - 16:00	1	8687	0.012	1	8687	0.000	1	8687	0.012
16:00 - 17:00	1	8687	0.069	1	8687	0.081	1	8687	0.150
17:00 - 18:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
18:00 - 19:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
19:00 - 20:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.128			0.140			0.268

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

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
08:00 - 09:00	1	8687	0.069	1	8687	0.000	1	8687	0.069
09:00 - 10:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
10:00 - 11:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
11:00 - 12:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
12:00 - 13:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
13:00 - 14:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
14:00 - 15:00	1	8687	0.000	1	8687	0.023	1	8687	0.023
15:00 - 16:00	1	8687	0.000	1	8687	0.012	1	8687	0.012
16:00 - 17:00	1	8687	0.058	1	8687	0.012	1	8687	0.070
17:00 - 18:00	1	8687	0.046	1	8687	0.081	1	8687	0.127
18:00 - 19:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
19:00 - 20:00	1	8687	0.023	1	8687	0.012	1	8687	0.035
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.196			0.140			0.336

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	8687	0.081	1	8687	0.023	1	8687	0.104
08:00 - 09:00	1	8687	0.288	1	8687	0.069	1	8687	0.357
09:00 - 10:00	1	8687	0.817	1	8687	0.610	1	8687	1.427
10:00 - 11:00	1	8687	0.863	1	8687	0.702	1	8687	1.565
11:00 - 12:00	1	8687	0.737	1	8687	0.794	1	8687	1.531
12:00 - 13:00	1	8687	0.472	1	8687	0.472	1	8687	0.944
13:00 - 14:00	1	8687	0.334	1	8687	0.322	1	8687	0.656
14:00 - 15:00	1	8687	0.334	1	8687	0.357	1	8687	0.691
15:00 - 16:00	1	8687	1.485	1	8687	1.496	1	8687	2.981
16:00 - 17:00	1	8687	1.566	1	8687	1.727	1	8687	3.293
17:00 - 18:00	1	8687	0.253	1	8687	0.207	1	8687	0.460
18:00 - 19:00	1	8687	0.115	1	8687	0.230	1	8687	0.345
19:00 - 20:00	1	8687	0.115	1	8687	0.127	1	8687	0.242
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			7.460			7.136			14.596

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	8687	0.081	1	8687	0.092	1	8687	0.173
08:00 - 09:00	1	8687	0.599	1	8687	0.610	1	8687	1.209
09:00 - 10:00	1	8687	0.368	1	8687	0.357	1	8687	0.725
10:00 - 11:00	1	8687	0.322	1	8687	0.299	1	8687	0.621
11:00 - 12:00	1	8687	0.334	1	8687	0.184	1	8687	0.518
12:00 - 13:00	1	8687	0.334	1	8687	0.334	1	8687	0.668
13:00 - 14:00	1	8687	0.288	1	8687	0.161	1	8687	0.449
14:00 - 15:00	1	8687	0.253	1	8687	0.207	1	8687	0.460
15:00 - 16:00	1	8687	0.276	1	8687	0.322	1	8687	0.598
16:00 - 17:00	1	8687	0.242	1	8687	0.253	1	8687	0.495
17:00 - 18:00	1	8687	0.150	1	8687	0.196	1	8687	0.346
18:00 - 19:00	1	8687	0.115	1	8687	0.207	1	8687	0.322
19:00 - 20:00	1	8687	0.081	1	8687	0.127	1	8687	0.208
20:00 - 21:00	1	8687	0.012	1	8687	0.035	1	8687	0.047
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.455			3.384			6.839

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
08:00 - 09:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
09:00 - 10:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
10:00 - 11:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
11:00 - 12:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
12:00 - 13:00	1	8687	0.035	1	8687	0.000	1	8687	0.035
13:00 - 14:00	1	8687	0.012	1	8687	0.000	1	8687	0.012
14:00 - 15:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
15:00 - 16:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
16:00 - 17:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
17:00 - 18:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
18:00 - 19:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
19:00 - 20:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
20:00 - 21:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.047			0.000			0.047

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

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

Calculation Reference: AUDIT-337901-190311-0306

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

## Secondary Filtering selection:

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

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

Public Transport Provision:

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

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

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1

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

## Secondary Filtering selection:

Use Class:

C3	2 days
----	--------

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

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

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

5 Very Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

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

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### 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.*

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### 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.*

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### 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.*

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### 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.*

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### 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.*

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### 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.*

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### 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.*

Calculation Reference: AUDIT-337901-200610-0640

## 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
	WH WANDSWORTH	1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 920 to 1951 (units: sqm)  
 Range Selected by User: 408 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 03/06/15

*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:

Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
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
Development 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	3 days
----	--------

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
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:

Yes	1 days
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:

4 Good	1 days
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-02-A-03 EMPIRE WAY WEMBLEY	OFFICES		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone			
	Total Gross floor area:		920 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>03/06/15</i>	<i>Survey Type: MANUAL</i>
2	CI-02-A-03 MONUMENT STREET CITY OF LONDON MONUMENT	OFFICES		CITY OF LONDON
	Town Centre Commercial Zone			
	Total Gross floor area:		1951 sqm	
	<i>Survey date: FRIDAY</i>		<i>29/11/13</i>	<i>Survey Type: MANUAL</i>
3	WH-02-A-02 BATTERSEA PARK ROAD BATTERSEA	OFFICES		WANDSWORTH
	Town Centre Built-Up Zone			
	Total Gross floor area:		1215 sqm	
	<i>Survey date: THURSDAY</i>		<i>10/05/12</i>	<i>Survey Type: MANUAL</i>

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1362	0.024	3	1362	0.000	3	1362	0.024
07:30 - 08:00	3	1362	0.098	3	1362	0.049	3	1362	0.147
08:00 - 08:30	3	1362	0.073	3	1362	0.049	3	1362	0.122
08:30 - 09:00	3	1362	0.122	3	1362	0.000	3	1362	0.122
09:00 - 09:30	3	1362	0.122	3	1362	0.000	3	1362	0.122
09:30 - 10:00	3	1362	0.073	3	1362	0.024	3	1362	0.097
10:00 - 10:30	3	1362	0.049	3	1362	0.024	3	1362	0.073
10:30 - 11:00	3	1362	0.000	3	1362	0.049	3	1362	0.049
11:00 - 11:30	3	1362	0.024	3	1362	0.024	3	1362	0.048
11:30 - 12:00	3	1362	0.073	3	1362	0.098	3	1362	0.171
12:00 - 12:30	3	1362	0.147	3	1362	0.049	3	1362	0.196
12:30 - 13:00	3	1362	0.024	3	1362	0.073	3	1362	0.097
13:00 - 13:30	3	1362	0.073	3	1362	0.073	3	1362	0.146
13:30 - 14:00	3	1362	0.000	3	1362	0.024	3	1362	0.024
14:00 - 14:30	3	1362	0.073	3	1362	0.073	3	1362	0.146
14:30 - 15:00	3	1362	0.049	3	1362	0.073	3	1362	0.122
15:00 - 15:30	3	1362	0.049	3	1362	0.073	3	1362	0.122
15:30 - 16:00	3	1362	0.000	3	1362	0.024	3	1362	0.024
16:00 - 16:30	3	1362	0.024	3	1362	0.024	3	1362	0.048
16:30 - 17:00	3	1362	0.049	3	1362	0.049	3	1362	0.098
17:00 - 17:30	3	1362	0.024	3	1362	0.098	3	1362	0.122
17:30 - 18:00	3	1362	0.098	3	1362	0.171	3	1362	0.269
18:00 - 18:30	3	1362	0.073	3	1362	0.122	3	1362	0.195
18:30 - 19:00	3	1362	0.000	3	1362	0.024	3	1362	0.024
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>1.341</b>			<b>1.267</b>			<b>2.608</b>

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	920 - 1951 (units: sqm)
Survey date date range:	01/01/12 - 03/06/15
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1362	0.024	3	1362	0.000	3	1362	0.024
07:30 - 08:00	3	1362	0.024	3	1362	0.000	3	1362	0.024
08:00 - 08:30	3	1362	0.073	3	1362	0.000	3	1362	0.073
08:30 - 09:00	3	1362	0.049	3	1362	0.000	3	1362	0.049
09:00 - 09:30	3	1362	0.024	3	1362	0.000	3	1362	0.024
09:30 - 10:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
10:00 - 10:30	3	1362	0.000	3	1362	0.000	3	1362	0.000
10:30 - 11:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
11:00 - 11:30	3	1362	0.000	3	1362	0.000	3	1362	0.000
11:30 - 12:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
12:00 - 12:30	3	1362	0.000	3	1362	0.000	3	1362	0.000
12:30 - 13:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
13:00 - 13:30	3	1362	0.000	3	1362	0.000	3	1362	0.000
13:30 - 14:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
14:00 - 14:30	3	1362	0.000	3	1362	0.000	3	1362	0.000
14:30 - 15:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
15:00 - 15:30	3	1362	0.000	3	1362	0.024	3	1362	0.024
15:30 - 16:00	3	1362	0.073	3	1362	0.000	3	1362	0.073
16:00 - 16:30	3	1362	0.000	3	1362	0.024	3	1362	0.024
16:30 - 17:00	3	1362	0.000	3	1362	0.000	3	1362	0.000
17:00 - 17:30	3	1362	0.000	3	1362	0.049	3	1362	0.049
17:30 - 18:00	3	1362	0.000	3	1362	0.098	3	1362	0.098
18:00 - 18:30	3	1362	0.000	3	1362	0.024	3	1362	0.024
18:30 - 19:00	3	1362	0.000	3	1362	0.049	3	1362	0.049
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>0.267</b>			<b>0.268</b>			<b>0.535</b>

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1362	0.024	3	1362	0.000	3	1362	0.024
07:30 - 08:00	3	1362	0.171	3	1362	0.049	3	1362	0.220
08:00 - 08:30	3	1362	0.098	3	1362	0.049	3	1362	0.147
08:30 - 09:00	3	1362	0.122	3	1362	0.000	3	1362	0.122
09:00 - 09:30	3	1362	0.122	3	1362	0.000	3	1362	0.122
09:30 - 10:00	3	1362	0.073	3	1362	0.024	3	1362	0.097
10:00 - 10:30	3	1362	0.049	3	1362	0.024	3	1362	0.073
10:30 - 11:00	3	1362	0.000	3	1362	0.049	3	1362	0.049
11:00 - 11:30	3	1362	0.024	3	1362	0.024	3	1362	0.048
11:30 - 12:00	3	1362	0.073	3	1362	0.073	3	1362	0.146
12:00 - 12:30	3	1362	0.171	3	1362	0.049	3	1362	0.220
12:30 - 13:00	3	1362	0.024	3	1362	0.098	3	1362	0.122
13:00 - 13:30	3	1362	0.098	3	1362	0.073	3	1362	0.171
13:30 - 14:00	3	1362	0.000	3	1362	0.024	3	1362	0.024
14:00 - 14:30	3	1362	0.098	3	1362	0.098	3	1362	0.196
14:30 - 15:00	3	1362	0.073	3	1362	0.073	3	1362	0.146
15:00 - 15:30	3	1362	0.073	3	1362	0.073	3	1362	0.146
15:30 - 16:00	3	1362	0.000	3	1362	0.049	3	1362	0.049
16:00 - 16:30	3	1362	0.024	3	1362	0.024	3	1362	0.048
16:30 - 17:00	3	1362	0.098	3	1362	0.049	3	1362	0.147
17:00 - 17:30	3	1362	0.049	3	1362	0.122	3	1362	0.171
17:30 - 18:00	3	1362	0.122	3	1362	0.269	3	1362	0.391
18:00 - 18:30	3	1362	0.073	3	1362	0.220	3	1362	0.293
18:30 - 19:00	3	1362	0.000	3	1362	0.024	3	1362	0.024
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>1.659</b>			<b>1.537</b>			<b>3.196</b>

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1362	0.098	3	1362	0.000	3	1362	0.098
07:30 - 08:00	3	1362	0.049	3	1362	0.000	3	1362	0.049
08:00 - 08:30	3	1362	0.343	3	1362	0.000	3	1362	0.343
08:30 - 09:00	3	1362	0.220	3	1362	0.049	3	1362	0.269
09:00 - 09:30	3	1362	0.171	3	1362	0.024	3	1362	0.195
09:30 - 10:00	3	1362	0.514	3	1362	0.049	3	1362	0.563
10:00 - 10:30	3	1362	0.269	3	1362	0.245	3	1362	0.514
10:30 - 11:00	3	1362	0.098	3	1362	0.147	3	1362	0.245
11:00 - 11:30	3	1362	0.122	3	1362	0.000	3	1362	0.122
11:30 - 12:00	3	1362	0.122	3	1362	0.220	3	1362	0.342
12:00 - 12:30	3	1362	0.514	3	1362	0.906	3	1362	1.420
12:30 - 13:00	3	1362	0.906	3	1362	1.101	3	1362	2.007
13:00 - 13:30	3	1362	0.612	3	1362	0.661	3	1362	1.273
13:30 - 14:00	3	1362	0.685	3	1362	0.220	3	1362	0.905
14:00 - 14:30	3	1362	0.636	3	1362	0.392	3	1362	1.028
14:30 - 15:00	3	1362	0.269	3	1362	0.245	3	1362	0.514
15:00 - 15:30	3	1362	0.343	3	1362	0.122	3	1362	0.465
15:30 - 16:00	3	1362	0.343	3	1362	0.734	3	1362	1.077
16:00 - 16:30	3	1362	0.196	3	1362	0.465	3	1362	0.661
16:30 - 17:00	3	1362	0.122	3	1362	0.416	3	1362	0.538
17:00 - 17:30	3	1362	0.073	3	1362	0.269	3	1362	0.342
17:30 - 18:00	3	1362	0.147	3	1362	0.318	3	1362	0.465
18:00 - 18:30	3	1362	0.073	3	1362	0.073	3	1362	0.146
18:30 - 19:00	3	1362	0.000	3	1362	0.122	3	1362	0.122
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			6.925			6.778			13.703

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1362	0.073	3	1362	0.000	3	1362	0.073
07:30 - 08:00	3	1362	0.220	3	1362	0.000	3	1362	0.220
08:00 - 08:30	3	1362	0.294	3	1362	0.000	3	1362	0.294
08:30 - 09:00	3	1362	0.318	3	1362	0.000	3	1362	0.318
09:00 - 09:30	3	1362	0.171	3	1362	0.000	3	1362	0.171
09:30 - 10:00	3	1362	0.049	3	1362	0.000	3	1362	0.049
10:00 - 10:30	3	1362	0.049	3	1362	0.024	3	1362	0.073
10:30 - 11:00	3	1362	0.098	3	1362	0.000	3	1362	0.098
11:00 - 11:30	3	1362	0.000	3	1362	0.000	3	1362	0.000
11:30 - 12:00	3	1362	0.073	3	1362	0.000	3	1362	0.073
12:00 - 12:30	3	1362	0.147	3	1362	0.049	3	1362	0.196
12:30 - 13:00	3	1362	0.049	3	1362	0.098	3	1362	0.147
13:00 - 13:30	3	1362	0.147	3	1362	0.024	3	1362	0.171
13:30 - 14:00	3	1362	0.049	3	1362	0.049	3	1362	0.098
14:00 - 14:30	3	1362	0.073	3	1362	0.171	3	1362	0.244
14:30 - 15:00	3	1362	0.049	3	1362	0.073	3	1362	0.122
15:00 - 15:30	3	1362	0.000	3	1362	0.098	3	1362	0.098
15:30 - 16:00	3	1362	0.000	3	1362	0.122	3	1362	0.122
16:00 - 16:30	3	1362	0.000	3	1362	0.245	3	1362	0.245
16:30 - 17:00	3	1362	0.000	3	1362	0.024	3	1362	0.024
17:00 - 17:30	3	1362	0.024	3	1362	0.269	3	1362	0.293
17:30 - 18:00	3	1362	0.000	3	1362	0.367	3	1362	0.367
18:00 - 18:30	3	1362	0.000	3	1362	0.147	3	1362	0.147
18:30 - 19:00	3	1362	0.000	3	1362	0.073	3	1362	0.073
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>1.883</b>			<b>1.833</b>			<b>3.716</b>

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1362	0.147	3	1362	0.000	3	1362	0.147
07:30 - 08:00	3	1362	0.220	3	1362	0.000	3	1362	0.220
08:00 - 08:30	3	1362	0.636	3	1362	0.000	3	1362	0.636
08:30 - 09:00	3	1362	0.979	3	1362	0.000	3	1362	0.979
09:00 - 09:30	3	1362	0.563	3	1362	0.000	3	1362	0.563
09:30 - 10:00	3	1362	0.245	3	1362	0.000	3	1362	0.245
10:00 - 10:30	3	1362	0.196	3	1362	0.073	3	1362	0.269
10:30 - 11:00	3	1362	0.171	3	1362	0.000	3	1362	0.171
11:00 - 11:30	3	1362	0.171	3	1362	0.024	3	1362	0.195
11:30 - 12:00	3	1362	0.073	3	1362	0.000	3	1362	0.073
12:00 - 12:30	3	1362	0.049	3	1362	0.024	3	1362	0.073
12:30 - 13:00	3	1362	0.000	3	1362	0.073	3	1362	0.073
13:00 - 13:30	3	1362	0.000	3	1362	0.098	3	1362	0.098
13:30 - 14:00	3	1362	0.024	3	1362	0.073	3	1362	0.097
14:00 - 14:30	3	1362	0.049	3	1362	0.000	3	1362	0.049
14:30 - 15:00	3	1362	0.122	3	1362	0.171	3	1362	0.293
15:00 - 15:30	3	1362	0.000	3	1362	0.122	3	1362	0.122
15:30 - 16:00	3	1362	0.000	3	1362	0.343	3	1362	0.343
16:00 - 16:30	3	1362	0.000	3	1362	0.685	3	1362	0.685
16:30 - 17:00	3	1362	0.049	3	1362	0.269	3	1362	0.318
17:00 - 17:30	3	1362	0.000	3	1362	0.587	3	1362	0.587
17:30 - 18:00	3	1362	0.000	3	1362	0.612	3	1362	0.612
18:00 - 18:30	3	1362	0.000	3	1362	0.318	3	1362	0.318
18:30 - 19:00	3	1362	0.000	3	1362	0.171	3	1362	0.171
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
<b>Total Rates:</b>			<b>3.694</b>			<b>3.643</b>			<b>7.337</b>

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

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

Calculation Reference: AUDIT-337901-200610-0647

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
 Category : B - RESTAURANTS  
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	LB LAMBETH	1 days

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

## Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	150 to 194 (units: sqm)
Range Selected by User:	150 to 341 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 24/06/19

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

Selected survey days:

Monday	2 days
--------	--------

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	1
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:

A3	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:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

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:

Yes	1 days
No	1 days

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

PTAL Rating:

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-06-B-01 EMPIRE WAY WEMBLEY	COFFEE SHOP & RESTAURANT	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Gross floor area:	150 sqm	
	Survey date: MONDAY	18/05/15	Survey Type: MANUAL
2	LB-06-B-01 STOCKWELL ROAD STOCKWELL	PORTUGUESE RESTAURANT	LAMBETH
	Edge of Town Centre No Sub Category		
	Total Gross floor area:	194 sqm	
	Survey date: MONDAY	24/06/19	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 06 - HOTEL, FOOD &amp; DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.515	1	194	0.000	1	194	0.515
10:00 - 11:00	2	172	0.581	2	172	0.581	2	172	1.162
11:00 - 12:00	2	172	0.872	2	172	0.872	2	172	1.744
12:00 - 13:00	2	172	0.872	2	172	0.291	2	172	1.163
13:00 - 14:00	2	172	0.291	2	172	0.581	2	172	0.872
14:00 - 15:00	2	172	0.581	2	172	0.581	2	172	1.162
15:00 - 16:00	2	172	0.581	2	172	1.163	2	172	1.744
16:00 - 17:00	2	172	0.581	2	172	0.000	2	172	0.581
17:00 - 18:00	2	172	1.744	2	172	0.872	2	172	2.616
18:00 - 19:00	2	172	1.744	2	172	1.744	2	172	3.488
19:00 - 20:00	2	172	1.744	2	172	1.163	2	172	2.907
20:00 - 21:00	2	172	0.581	2	172	0.291	2	172	0.872
21:00 - 22:00	2	172	0.581	2	172	2.035	2	172	2.616
22:00 - 23:00	2	172	0.581	2	172	0.872	2	172	1.453
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
<b>Total Rates:</b>			<b>11.849</b>			<b>11.046</b>			<b>22.895</b>

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	150 - 194 (units: sqm)
Survey date range:	01/01/12 - 24/06/19
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/B - RESTAURANTS

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	1.031	1	194	0.000	1	194	1.031
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	2	172	0.000	2	172	0.291	2	172	0.291
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.000	2	172	0.291	2	172	0.291
13:00 - 14:00	2	172	0.000	2	172	0.000	2	172	0.000
14:00 - 15:00	2	172	0.000	2	172	0.000	2	172	0.000
15:00 - 16:00	2	172	0.000	2	172	0.000	2	172	0.000
16:00 - 17:00	2	172	0.000	2	172	0.000	2	172	0.000
17:00 - 18:00	2	172	0.000	2	172	0.000	2	172	0.000
18:00 - 19:00	2	172	0.000	2	172	0.000	2	172	0.000
19:00 - 20:00	2	172	0.000	2	172	0.000	2	172	0.000
20:00 - 21:00	2	172	0.000	2	172	0.000	2	172	0.000
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			1.031			0.582			1.613

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	1.031	1	194	0.000	1	194	1.031
10:00 - 11:00	2	172	0.872	2	172	0.872	2	172	1.744
11:00 - 12:00	2	172	0.872	2	172	0.872	2	172	1.744
12:00 - 13:00	2	172	1.163	2	172	0.291	2	172	1.454
13:00 - 14:00	2	172	0.291	2	172	0.872	2	172	1.163
14:00 - 15:00	2	172	0.581	2	172	0.291	2	172	0.872
15:00 - 16:00	2	172	0.291	2	172	1.163	2	172	1.454
16:00 - 17:00	2	172	0.872	2	172	0.000	2	172	0.872
17:00 - 18:00	2	172	3.198	2	172	2.035	2	172	5.233
18:00 - 19:00	2	172	4.942	2	172	4.360	2	172	9.302
19:00 - 20:00	2	172	5.523	2	172	3.488	2	172	9.011
20:00 - 21:00	2	172	1.163	2	172	0.872	2	172	2.035
21:00 - 22:00	2	172	1.163	2	172	3.488	2	172	4.651
22:00 - 23:00	2	172	0.581	2	172	1.453	2	172	2.034
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
<b>Total Rates:</b>			<b>22.543</b>			<b>20.057</b>			<b>42.600</b>

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/B - RESTAURANTS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	0.515	1	194	1.031	1	194	1.546
09:00 - 10:00	1	194	1.546	1	194	1.031	1	194	2.577
10:00 - 11:00	2	172	1.453	2	172	0.291	2	172	1.744
11:00 - 12:00	2	172	1.453	2	172	1.453	2	172	2.906
12:00 - 13:00	2	172	1.453	2	172	1.453	2	172	2.906
13:00 - 14:00	2	172	3.198	2	172	2.035	2	172	5.233
14:00 - 15:00	2	172	0.872	2	172	2.616	2	172	3.488
15:00 - 16:00	2	172	2.035	2	172	1.744	2	172	3.779
16:00 - 17:00	2	172	2.907	2	172	2.035	2	172	4.942
17:00 - 18:00	2	172	2.616	2	172	1.744	2	172	4.360
18:00 - 19:00	2	172	2.616	2	172	2.616	2	172	5.232
19:00 - 20:00	2	172	2.616	2	172	1.744	2	172	4.360
20:00 - 21:00	2	172	2.035	2	172	2.907	2	172	4.942
21:00 - 22:00	2	172	0.872	2	172	2.907	2	172	3.779
22:00 - 23:00	2	172	0.000	2	172	0.872	2	172	0.872
23:00 - 24:00	2	172	0.291	2	172	0.291	2	172	0.582
<b>Total Rates:</b>			<b>26.993</b>			<b>26.770</b>			<b>53.763</b>

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	0.515	1	194	0.000	1	194	0.515
09:00 - 10:00	1	194	0.515	1	194	0.515	1	194	1.030
10:00 - 11:00	2	172	0.291	2	172	0.000	2	172	0.291
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.581	2	172	0.000	2	172	0.581
13:00 - 14:00	2	172	0.291	2	172	0.000	2	172	0.291
14:00 - 15:00	2	172	0.000	2	172	0.000	2	172	0.000
15:00 - 16:00	2	172	0.000	2	172	0.291	2	172	0.291
16:00 - 17:00	2	172	0.000	2	172	0.581	2	172	0.581
17:00 - 18:00	2	172	0.291	2	172	0.291	2	172	0.582
18:00 - 19:00	2	172	0.000	2	172	0.872	2	172	0.872
19:00 - 20:00	2	172	0.291	2	172	0.581	2	172	0.872
20:00 - 21:00	2	172	0.000	2	172	0.581	2	172	0.581
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
<b>Total Rates:</b>			3.290			3.712			7.002

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/B - RESTAURANTS

MULTI-MODAL Underground Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	0.515	1	194	0.000	1	194	0.515
09:00 - 10:00	1	194	0.515	1	194	0.515	1	194	1.030
10:00 - 11:00	2	172	0.291	2	172	0.000	2	172	0.291
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.581	2	172	0.000	2	172	0.581
13:00 - 14:00	2	172	0.291	2	172	0.000	2	172	0.291
14:00 - 15:00	2	172	0.000	2	172	0.000	2	172	0.000
15:00 - 16:00	2	172	0.000	2	172	0.291	2	172	0.291
16:00 - 17:00	2	172	0.000	2	172	0.581	2	172	0.581
17:00 - 18:00	2	172	0.291	2	172	0.291	2	172	0.582
18:00 - 19:00	2	172	0.000	2	172	0.872	2	172	0.872
19:00 - 20:00	2	172	0.291	2	172	0.581	2	172	0.872
20:00 - 21:00	2	172	0.000	2	172	0.581	2	172	0.581
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
<b>Total Rates:</b>			3.290			3.712			7.002

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD &amp; DRINK/B - RESTAURANTS

MULTI-MODAL Bus Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	1.031	1	194	0.000	1	194	1.031
09:00 - 10:00	1	194	0.515	1	194	0.515	1	194	1.030
10:00 - 11:00	2	172	0.000	2	172	0.581	2	172	0.581
11:00 - 12:00	2	172	0.581	2	172	0.581	2	172	1.162
12:00 - 13:00	2	172	0.581	2	172	0.872	2	172	1.453
13:00 - 14:00	2	172	0.291	2	172	0.581	2	172	0.872
14:00 - 15:00	2	172	0.581	2	172	0.000	2	172	0.581
15:00 - 16:00	2	172	0.581	2	172	1.163	2	172	1.744
16:00 - 17:00	2	172	0.872	2	172	0.291	2	172	1.163
17:00 - 18:00	2	172	0.872	2	172	2.035	2	172	2.907
18:00 - 19:00	2	172	1.163	2	172	1.163	2	172	2.326
19:00 - 20:00	2	172	1.163	2	172	0.872	2	172	2.035
20:00 - 21:00	2	172	0.872	2	172	1.163	2	172	2.035
21:00 - 22:00	2	172	0.291	2	172	0.581	2	172	0.872
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			9.909			10.398			20.307

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

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

Calculation Reference: AUDIT-337901-200610-0655

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE  
 Category : K - FITNESS CLUB (PRIVATE)  
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	HG HARINGEY	1 days
	IS ISLINGTON	1 days

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

## Primary Filtering selection:

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

Parameter: Gross floor area  
 Actual Range: 1225 to 1750 (units: sqm)  
 Range Selected by User: 204 to 4057 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/16

*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
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
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
Built-Up Zone	2

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

## Secondary Filtering selection:

Use Class:

D2	3 days
----	--------

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	3 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	2 days

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

Travel Plan:

Yes	1 days
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:

6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-07-K-01 EMPIRE WAY WEMBLEY	LI FESTYLE FITNESS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: <i>WEDNESDAY</i>	<i>03/06/15</i>	<i>Survey Type: MANUAL</i>
2	HG-07-K-02 LORDSHIP LANE WOOD GREEN	THE GYM	HARINGEY
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	1440 sqm	
	Survey date: <i>THURSDAY</i>	<i>18/09/14</i>	<i>Survey Type: MANUAL</i>
3	IS-07-K-02 GOSWELL ROAD ANGEL	THE GYM	ISLINGTON
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	1225 sqm	
	Survey date: <i>TUESDAY</i>	<i>28/06/16</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	1.087	3	1472	0.362	3	1472	1.449
07:00 - 08:00	3	1472	0.521	3	1472	0.974	3	1472	1.495
08:00 - 09:00	3	1472	0.453	3	1472	0.498	3	1472	0.951
09:00 - 10:00	3	1472	0.566	3	1472	0.385	3	1472	0.951
10:00 - 11:00	3	1472	0.362	3	1472	0.521	3	1472	0.883
11:00 - 12:00	3	1472	0.385	3	1472	0.362	3	1472	0.747
12:00 - 13:00	3	1472	0.498	3	1472	0.430	3	1472	0.928
13:00 - 14:00	3	1472	0.430	3	1472	0.498	3	1472	0.928
14:00 - 15:00	3	1472	0.566	3	1472	0.544	3	1472	1.110
15:00 - 16:00	3	1472	0.430	3	1472	0.498	3	1472	0.928
16:00 - 17:00	3	1472	0.566	3	1472	0.544	3	1472	1.110
17:00 - 18:00	3	1472	0.815	3	1472	0.294	3	1472	1.109
18:00 - 19:00	3	1472	1.155	3	1472	1.087	3	1472	2.242
19:00 - 20:00	3	1472	1.065	3	1472	1.223	3	1472	2.288
20:00 - 21:00	3	1472	0.725	3	1472	1.110	3	1472	1.835
21:00 - 22:00	3	1472	0.249	3	1472	0.747	3	1472	0.996
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>9.873</b>			<b>10.077</b>			<b>19.950</b>

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	1225 - 1750 (units: sqm)
Survey date range:	01/01/12 - 28/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.113	3	1472	0.045	3	1472	0.158
07:00 - 08:00	3	1472	0.272	3	1472	0.159	3	1472	0.431
08:00 - 09:00	3	1472	0.159	3	1472	0.272	3	1472	0.431
09:00 - 10:00	3	1472	0.181	3	1472	0.181	3	1472	0.362
10:00 - 11:00	3	1472	0.068	3	1472	0.068	3	1472	0.136
11:00 - 12:00	3	1472	0.113	3	1472	0.113	3	1472	0.226
12:00 - 13:00	3	1472	0.181	3	1472	0.068	3	1472	0.249
13:00 - 14:00	3	1472	0.113	3	1472	0.136	3	1472	0.249
14:00 - 15:00	3	1472	0.091	3	1472	0.023	3	1472	0.114
15:00 - 16:00	3	1472	0.068	3	1472	0.136	3	1472	0.204
16:00 - 17:00	3	1472	0.113	3	1472	0.045	3	1472	0.158
17:00 - 18:00	3	1472	0.227	3	1472	0.091	3	1472	0.318
18:00 - 19:00	3	1472	0.249	3	1472	0.249	3	1472	0.498
19:00 - 20:00	3	1472	0.159	3	1472	0.227	3	1472	0.386
20:00 - 21:00	3	1472	0.136	3	1472	0.340	3	1472	0.476
21:00 - 22:00	3	1472	0.136	3	1472	0.227	3	1472	0.363
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.379			2.380			4.759

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	1.835	3	1472	0.680	3	1472	2.515
07:00 - 08:00	3	1472	1.223	3	1472	1.812	3	1472	3.035
08:00 - 09:00	3	1472	1.133	3	1472	1.631	3	1472	2.764
09:00 - 10:00	3	1472	1.540	3	1472	1.110	3	1472	2.650
10:00 - 11:00	3	1472	1.676	3	1472	1.200	3	1472	2.876
11:00 - 12:00	3	1472	1.608	3	1472	1.336	3	1472	2.944
12:00 - 13:00	3	1472	2.831	3	1472	1.971	3	1472	4.802
13:00 - 14:00	3	1472	2.197	3	1472	2.695	3	1472	4.892
14:00 - 15:00	3	1472	1.540	3	1472	1.812	3	1472	3.352
15:00 - 16:00	3	1472	1.268	3	1472	1.631	3	1472	2.899
16:00 - 17:00	3	1472	1.721	3	1472	1.495	3	1472	3.216
17:00 - 18:00	3	1472	3.737	3	1472	1.721	3	1472	5.458
18:00 - 19:00	3	1472	4.417	3	1472	2.673	3	1472	7.090
19:00 - 20:00	3	1472	4.168	3	1472	4.077	3	1472	8.245
20:00 - 21:00	3	1472	2.265	3	1472	3.307	3	1472	5.572
21:00 - 22:00	3	1472	0.974	3	1472	3.148	3	1472	4.122
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.133			32.299			66.432

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.317	3	1472	0.113	3	1472	0.430
07:00 - 08:00	3	1472	0.340	3	1472	0.317	3	1472	0.657
08:00 - 09:00	3	1472	0.136	3	1472	0.294	3	1472	0.430
09:00 - 10:00	3	1472	0.204	3	1472	0.181	3	1472	0.385
10:00 - 11:00	3	1472	0.136	3	1472	0.159	3	1472	0.295
11:00 - 12:00	3	1472	0.204	3	1472	0.204	3	1472	0.408
12:00 - 13:00	3	1472	0.408	3	1472	0.249	3	1472	0.657
13:00 - 14:00	3	1472	0.340	3	1472	0.362	3	1472	0.702
14:00 - 15:00	3	1472	0.227	3	1472	0.204	3	1472	0.431
15:00 - 16:00	3	1472	0.362	3	1472	0.204	3	1472	0.566
16:00 - 17:00	3	1472	0.476	3	1472	0.521	3	1472	0.997
17:00 - 18:00	3	1472	0.997	3	1472	0.430	3	1472	1.427
18:00 - 19:00	3	1472	1.744	3	1472	0.974	3	1472	2.718
19:00 - 20:00	3	1472	0.770	3	1472	1.178	3	1472	1.948
20:00 - 21:00	3	1472	0.521	3	1472	0.838	3	1472	1.359
21:00 - 22:00	3	1472	0.181	3	1472	0.521	3	1472	0.702
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.363			6.749			14.112

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

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

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL Bus Passengers

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	1472	0.430	3	1472	0.159	3	1472	0.589
07:00 - 08:00	3	1472	0.272	3	1472	0.408	3	1472	0.680
08:00 - 09:00	3	1472	0.544	3	1472	0.317	3	1472	0.861
09:00 - 10:00	3	1472	0.929	3	1472	0.498	3	1472	1.427
10:00 - 11:00	3	1472	0.544	3	1472	0.566	3	1472	1.110
11:00 - 12:00	3	1472	0.770	3	1472	0.702	3	1472	1.472
12:00 - 13:00	3	1472	0.770	3	1472	0.747	3	1472	1.517
13:00 - 14:00	3	1472	0.657	3	1472	0.544	3	1472	1.201
14:00 - 15:00	3	1472	0.453	3	1472	0.566	3	1472	1.019
15:00 - 16:00	3	1472	0.498	3	1472	0.476	3	1472	0.974
16:00 - 17:00	3	1472	0.725	3	1472	0.680	3	1472	1.405
17:00 - 18:00	3	1472	1.359	3	1472	0.702	3	1472	2.061
18:00 - 19:00	3	1472	1.857	3	1472	1.065	3	1472	2.922
19:00 - 20:00	3	1472	1.336	3	1472	1.518	3	1472	2.854
20:00 - 21:00	3	1472	0.906	3	1472	2.265	3	1472	3.171
21:00 - 22:00	3	1472	0.408	3	1472	1.087	3	1472	1.495
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.458			12.300			24.758

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

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



# Appendix L

## Census journey to work review

## QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 9 December 2020]

population All usual residents aged 16 to 74

units Persons

area type 2011 wards

area name E05000045 : Childs Hill

rural urban Total

### Method of Travel to Work

2011

All categories: Method of travel to work	14,850
Work mainly at or from home	836
Underground, metro, light rail, tram	2,926
Train	606
Bus, minibus or coach	1,837
Taxi	36
Motorcycle, scooter or moped	117
Driving a car or van	2,304
Passenger in a car or van	157
Bicycle	247
On foot	535
Other method of travel to work	98
Not in employment	5,151

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Used the orange cells data

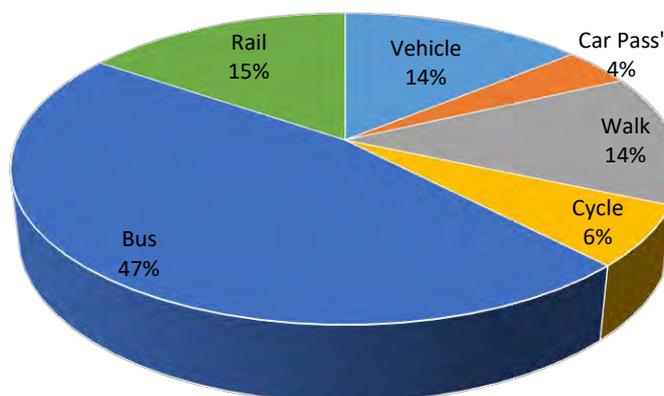
### Mode Share

Vehicle	Car Pass'	Walk	Cycle	Bus	Rail
41%	3%	9%	4%	32%	11%
5%	16%	7%	54%	18%	

### Mode Share (adjusted to better represent development)

Vehicle	Car Pass'	Walk	Cycle	Bus	Rail
14%	4%	14%	6%	47%	15%

### Mode Share

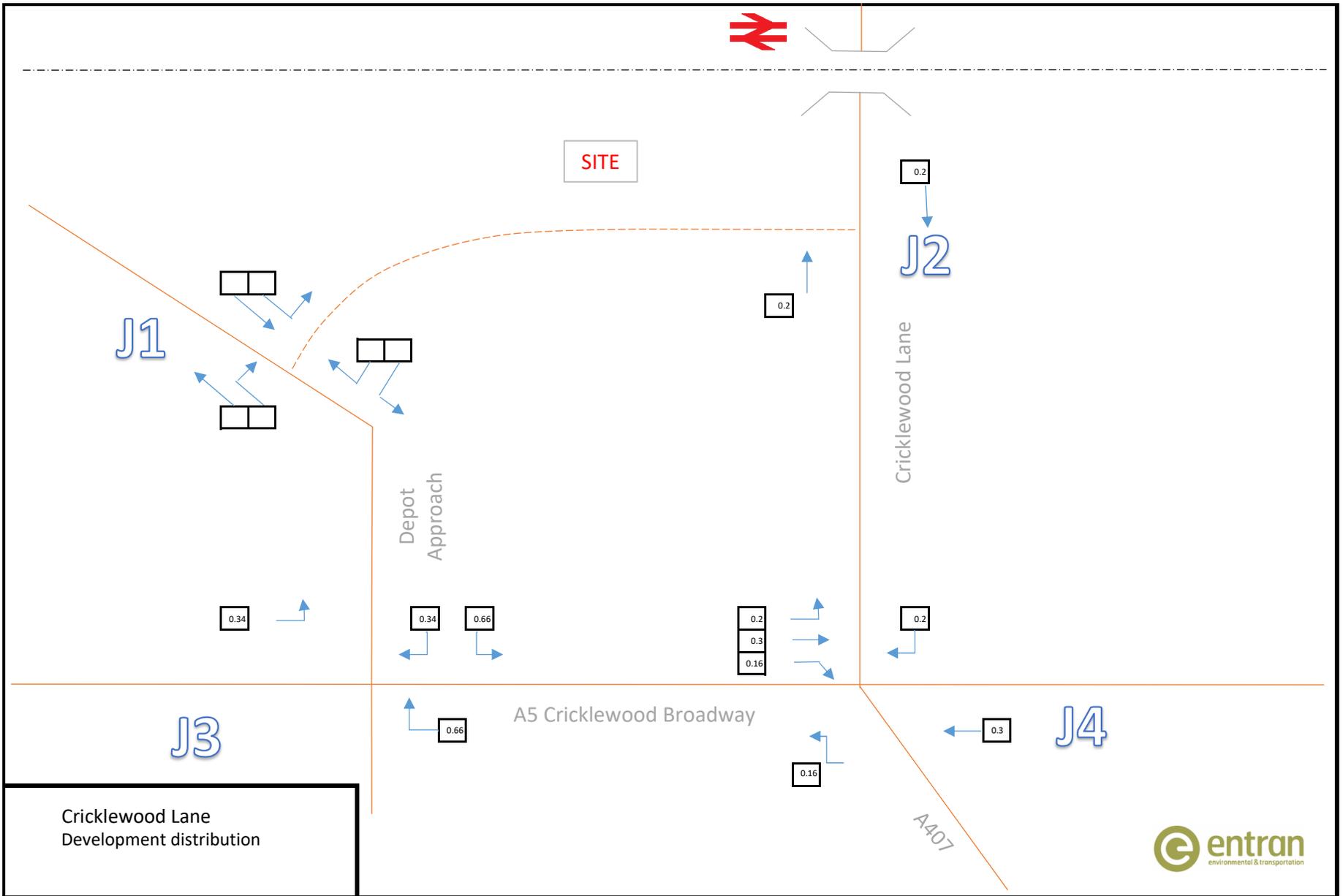


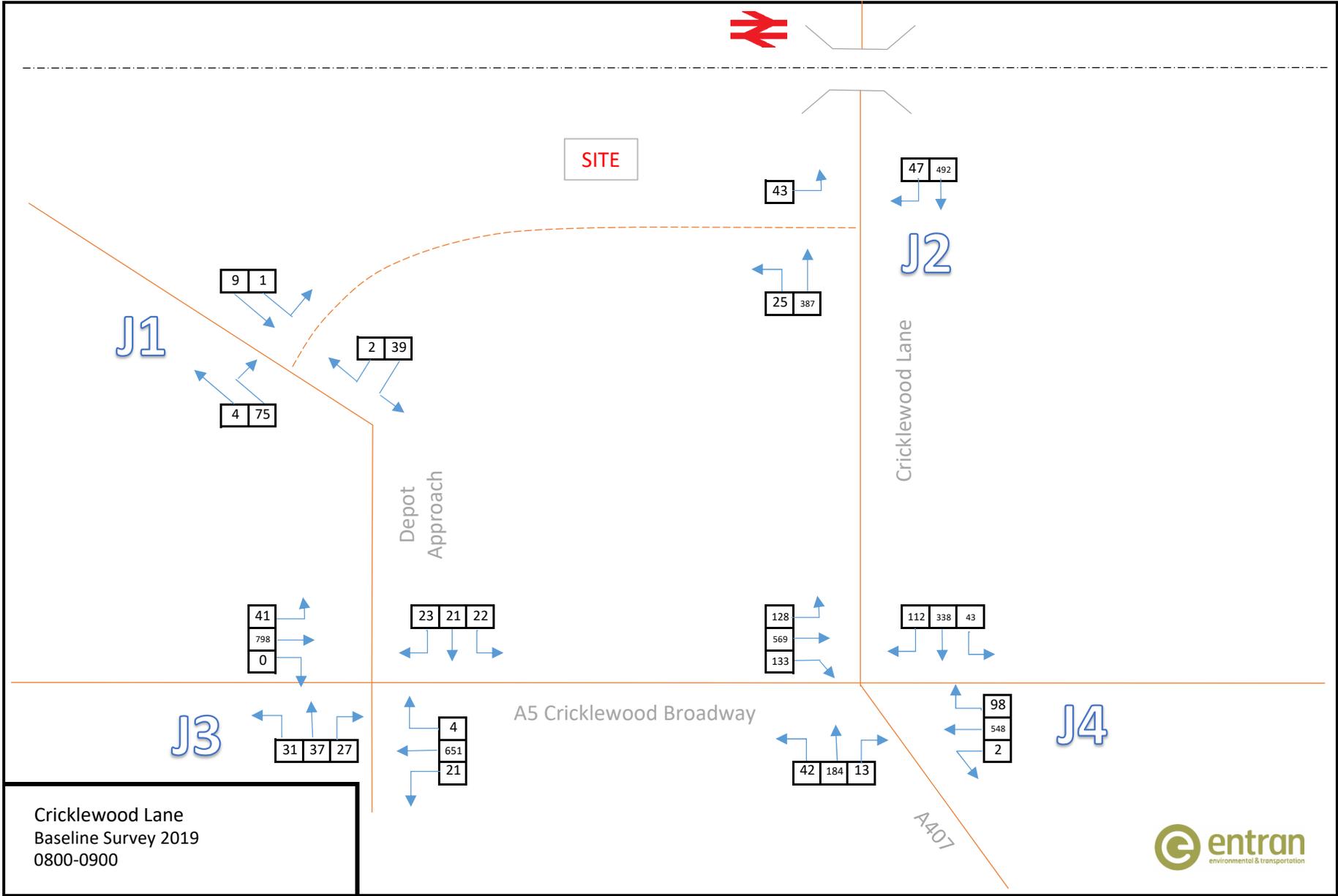
■ Vehicle ■ Car Pass' ■ Walk ■ Cycle ■ Bus ■ Rail



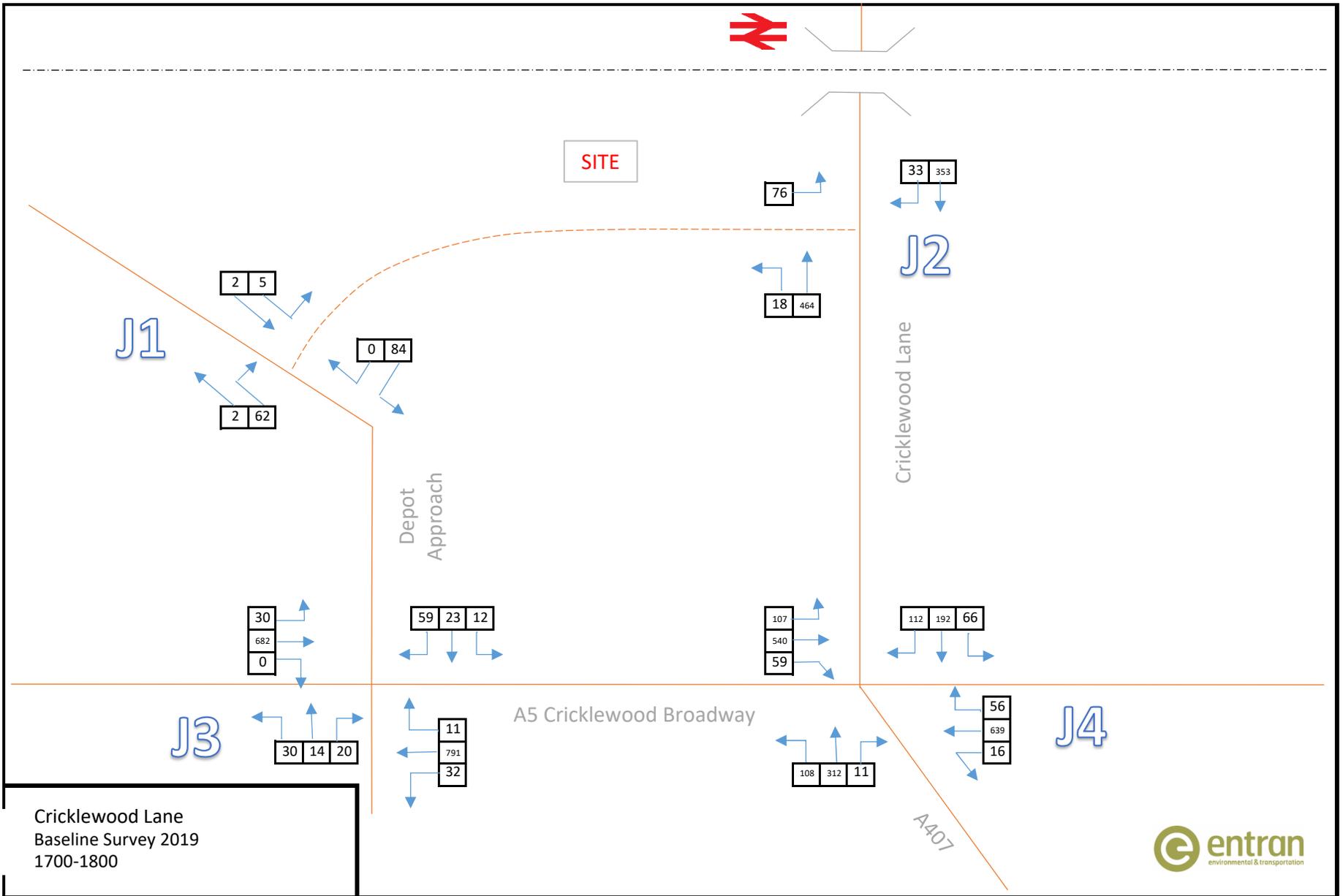
# Appendix M

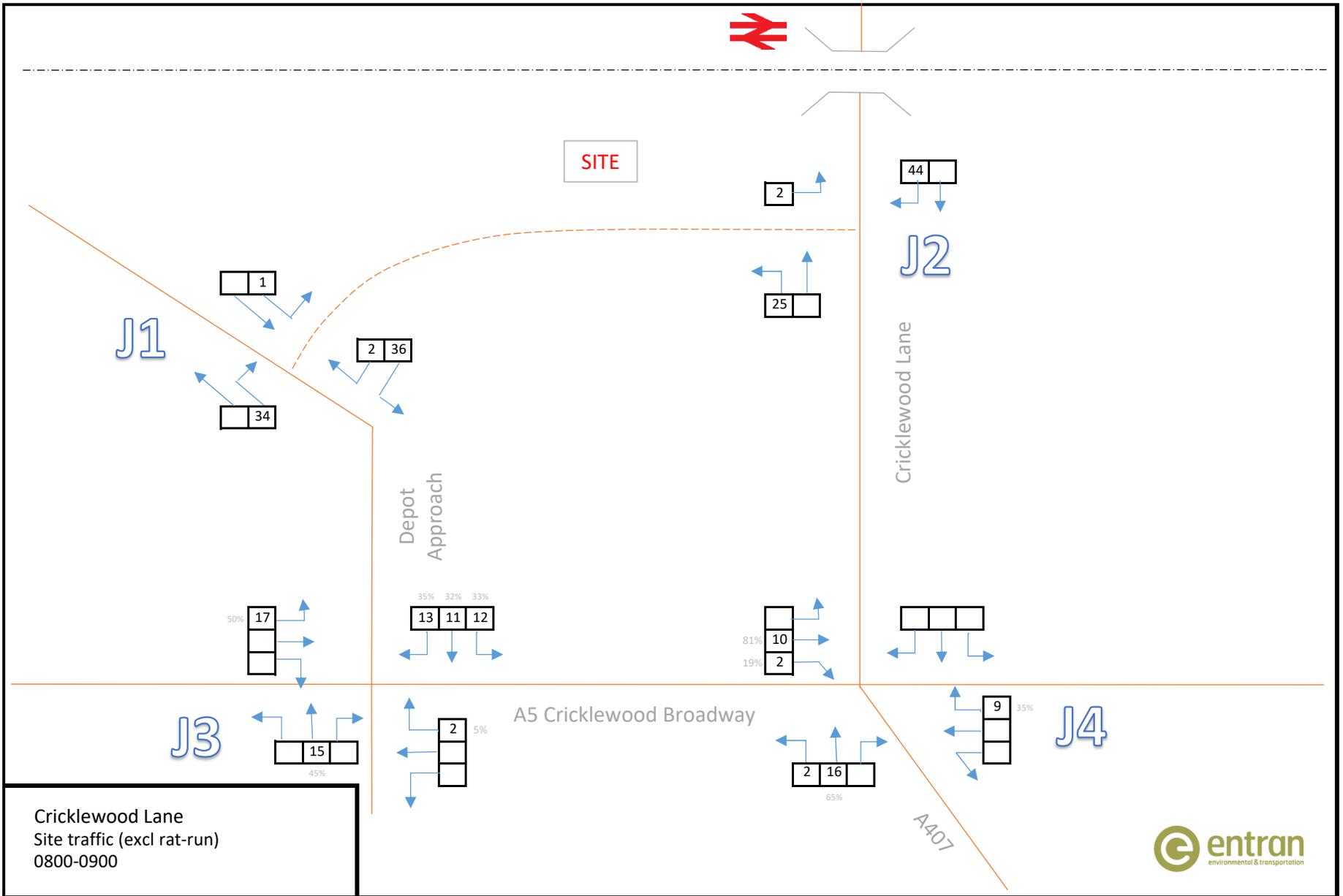
## Link flow diagrams

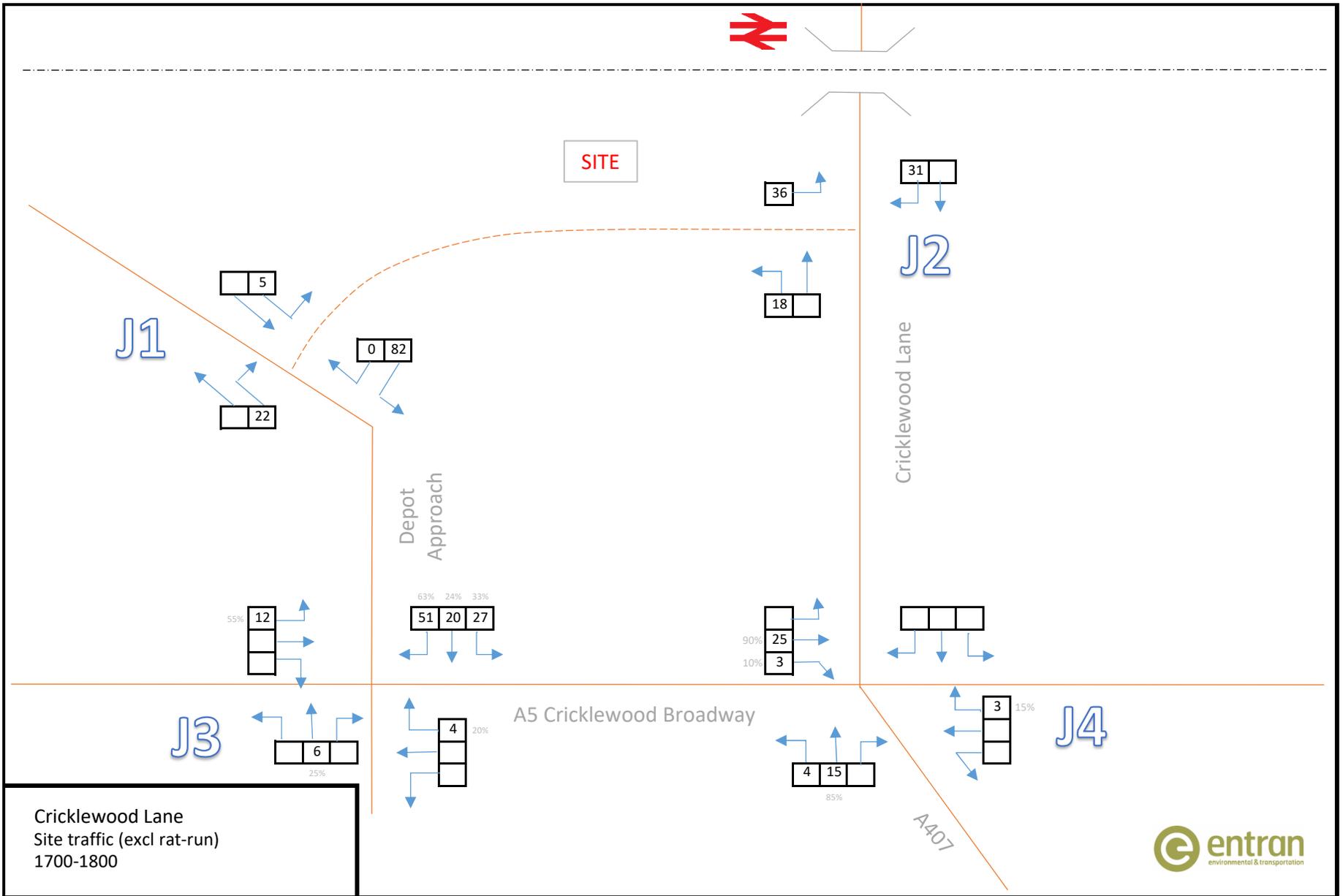


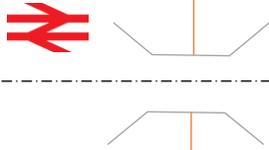


Cricklewood Lane  
 Baseline Survey 2019  
 0800-0900



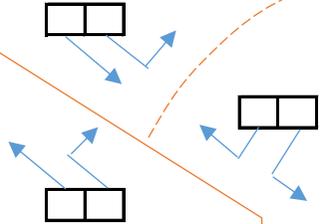




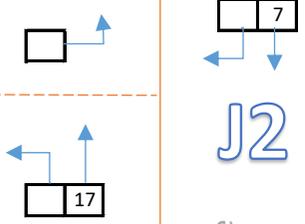


SITE

J1

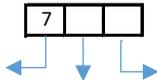
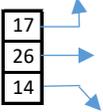
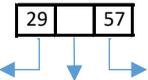
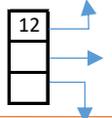


J2



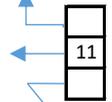
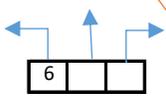
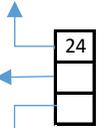
Depot Approach

Cricklewood Lane



J3

A5 Cricklewood Broadway

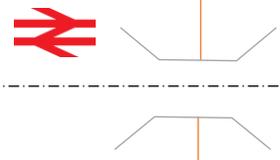


J4

A407

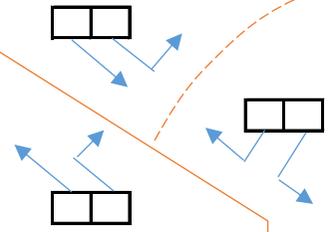
Cricklewood Lane  
Development Traffic  
0800-0900



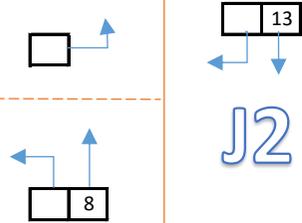


SITE

J1



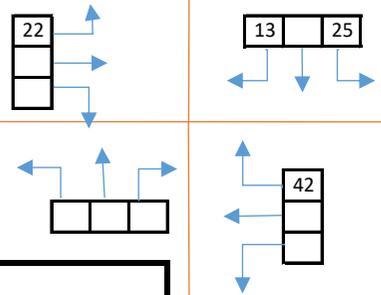
J2



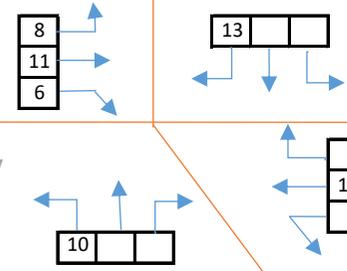
Depot Approach

Cricklewood Lane

J3



A5 Cricklewood Broadway

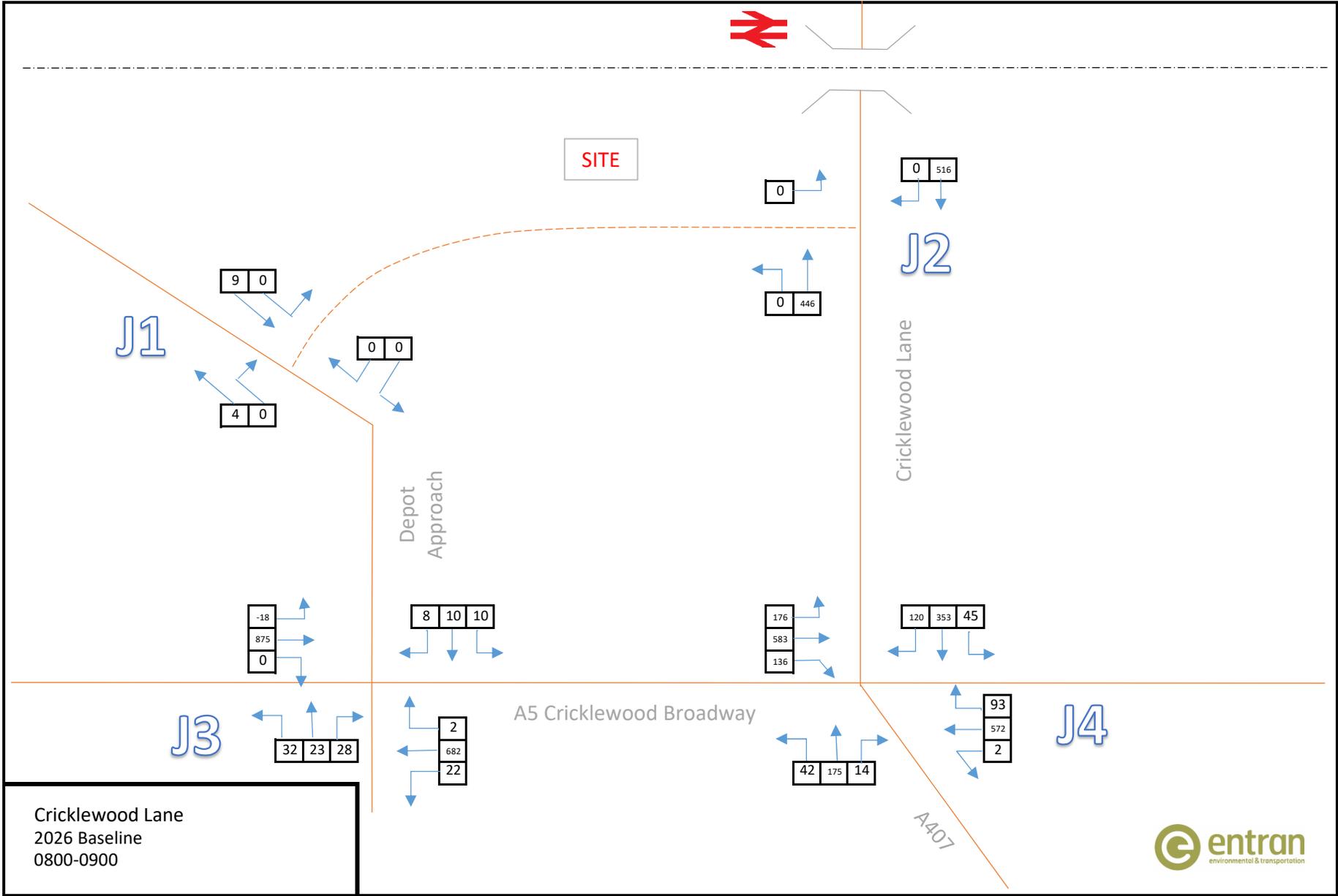


J4

A407

Cricklewood Lane  
Development Traffic  
1700-1800





SITE

J1

J2

J3

J4

Depot Approach

A5 Cricklewood Broadway

Cricklewood Lane

A407

Cricklewood Lane  
2026 Baseline  
0800-0900



9	0
---	---

4	0
---	---

0	0
---	---

-18
875
0

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

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

2
682
22

0
---

0	446
---	-----

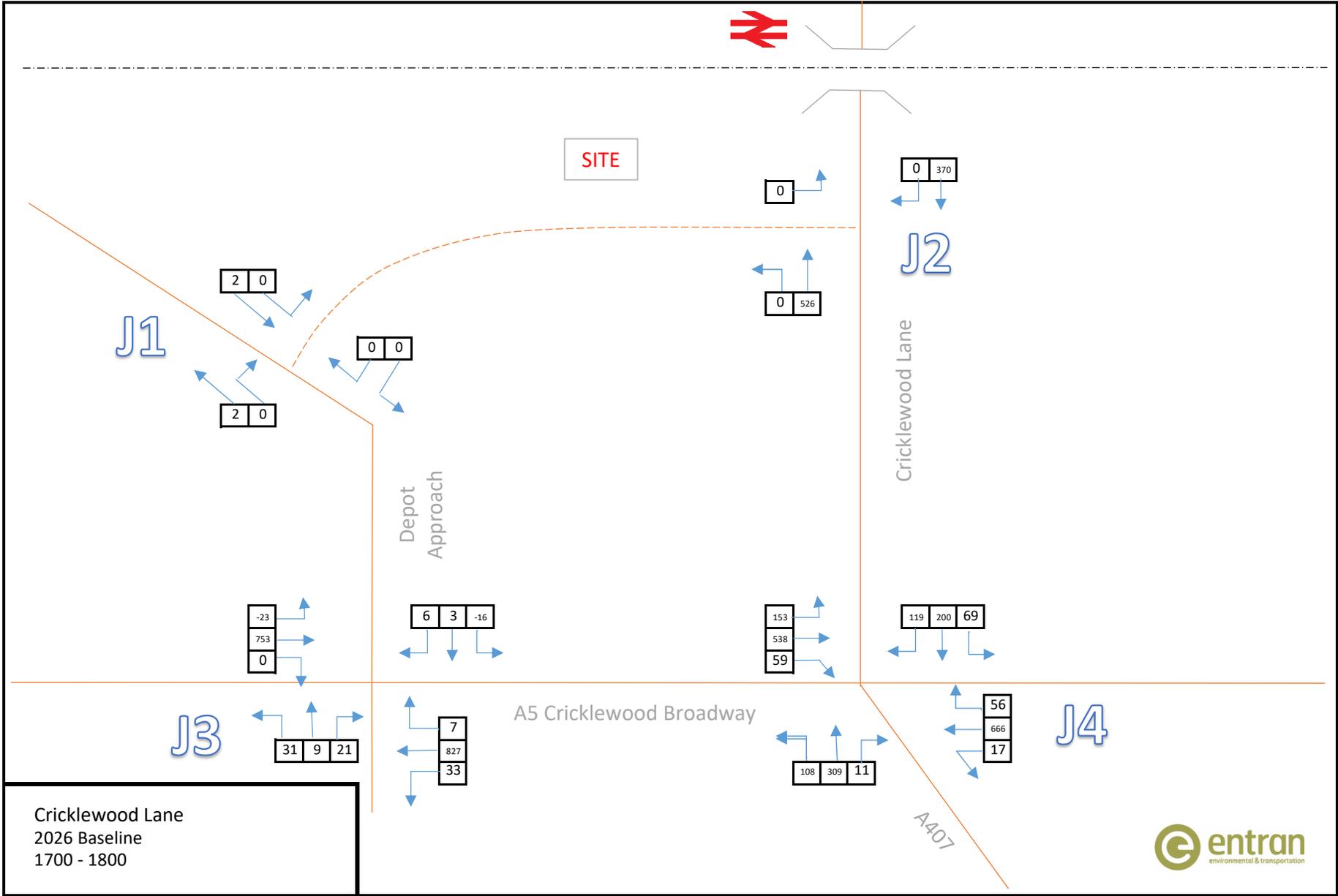
0	516
---	-----

176
583
136

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

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

93
572
2



**SITE**

**J1**

**J2**

**J3**

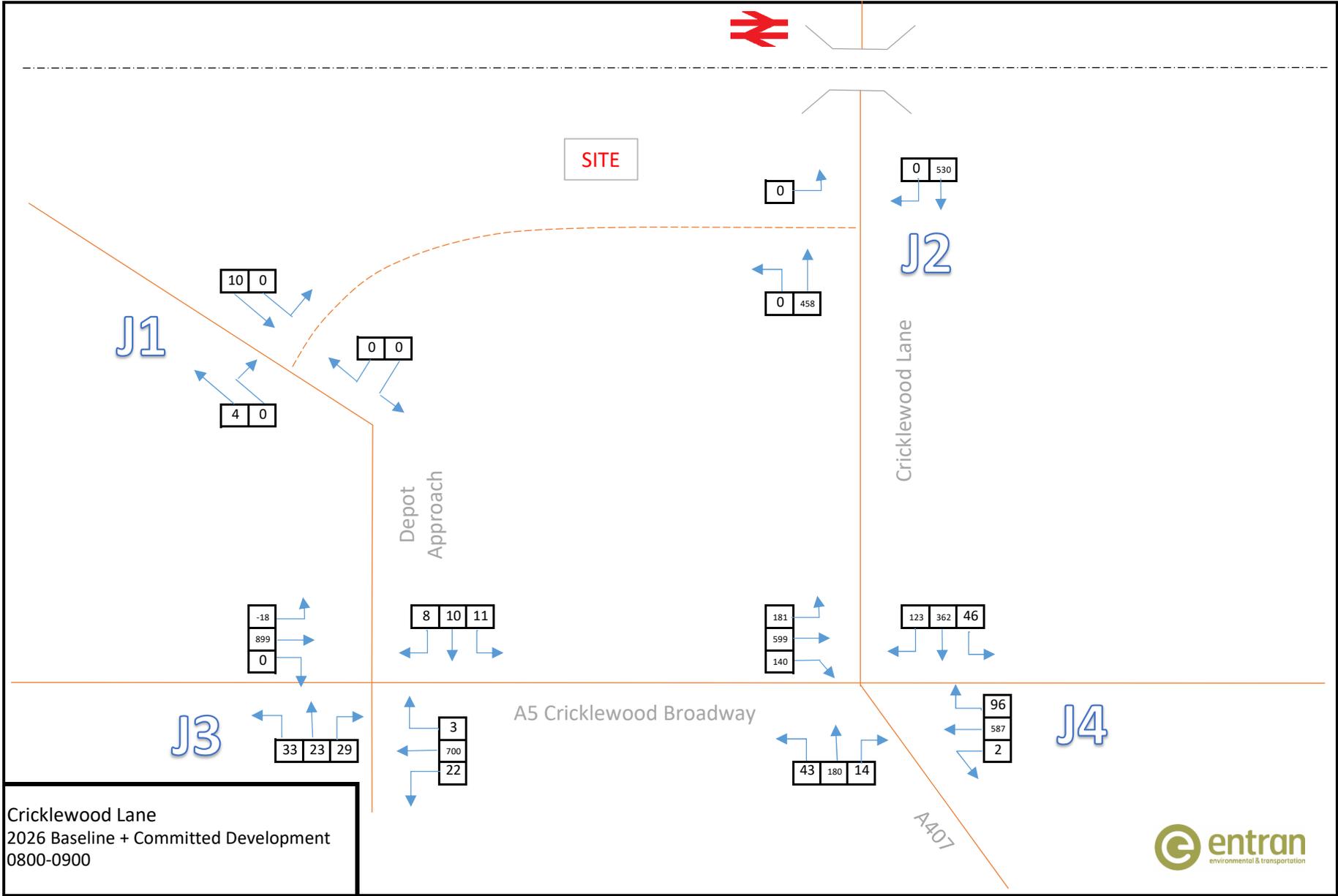
**J4**

Depot Approach

A5 Cricklewood Broadway

Cricklewood Lane

A407



SITE

J1

J2

J3

J4

Depot Approach

A5 Cricklewood Broadway

Cricklewood Lane

A407

10	0
----	---

4	0
---	---

0	0
---	---

-18
899
0

8	10	11
---	----	----

33	23	29
----	----	----

3
700
22

0
---

0
---

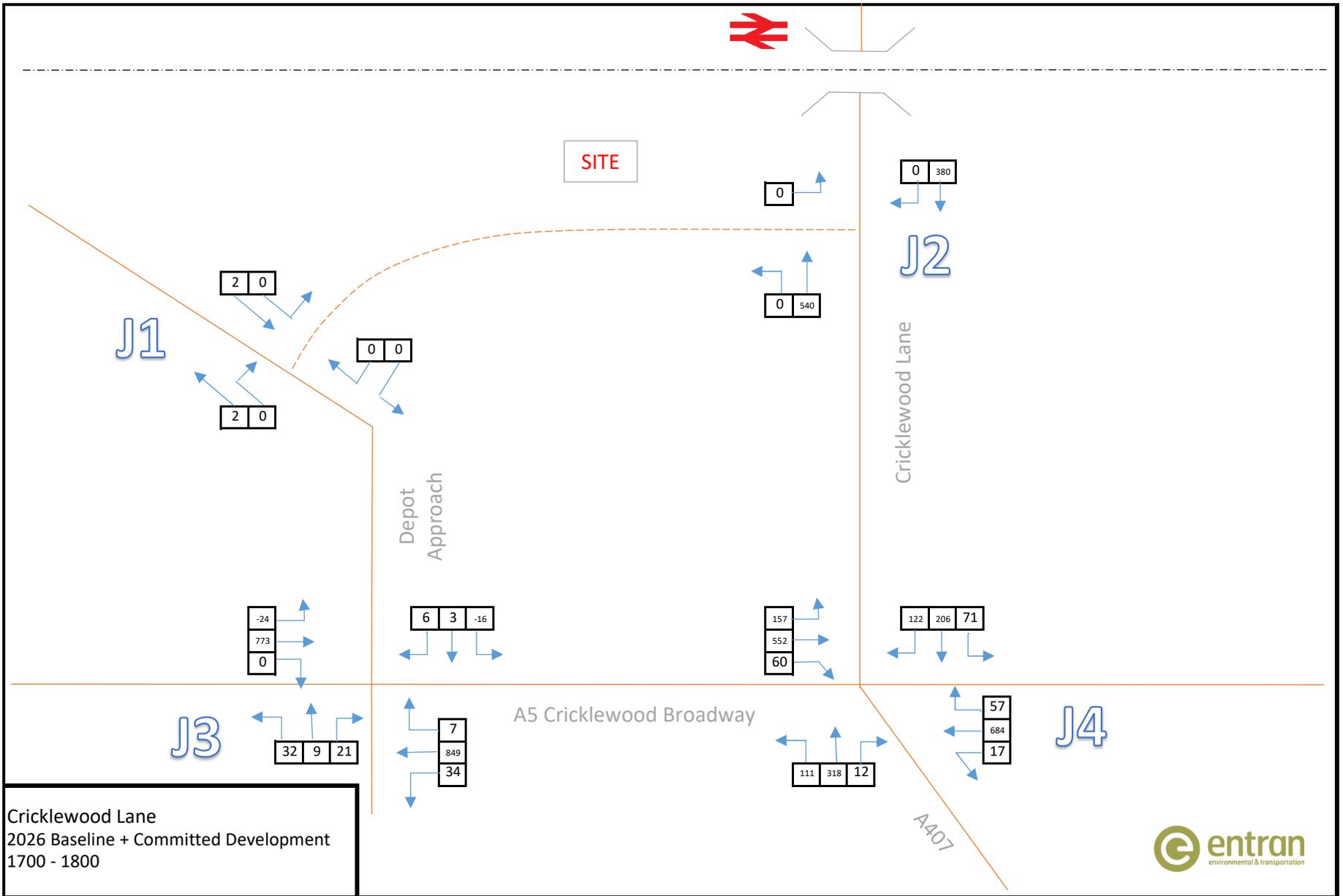
0	530
---	-----

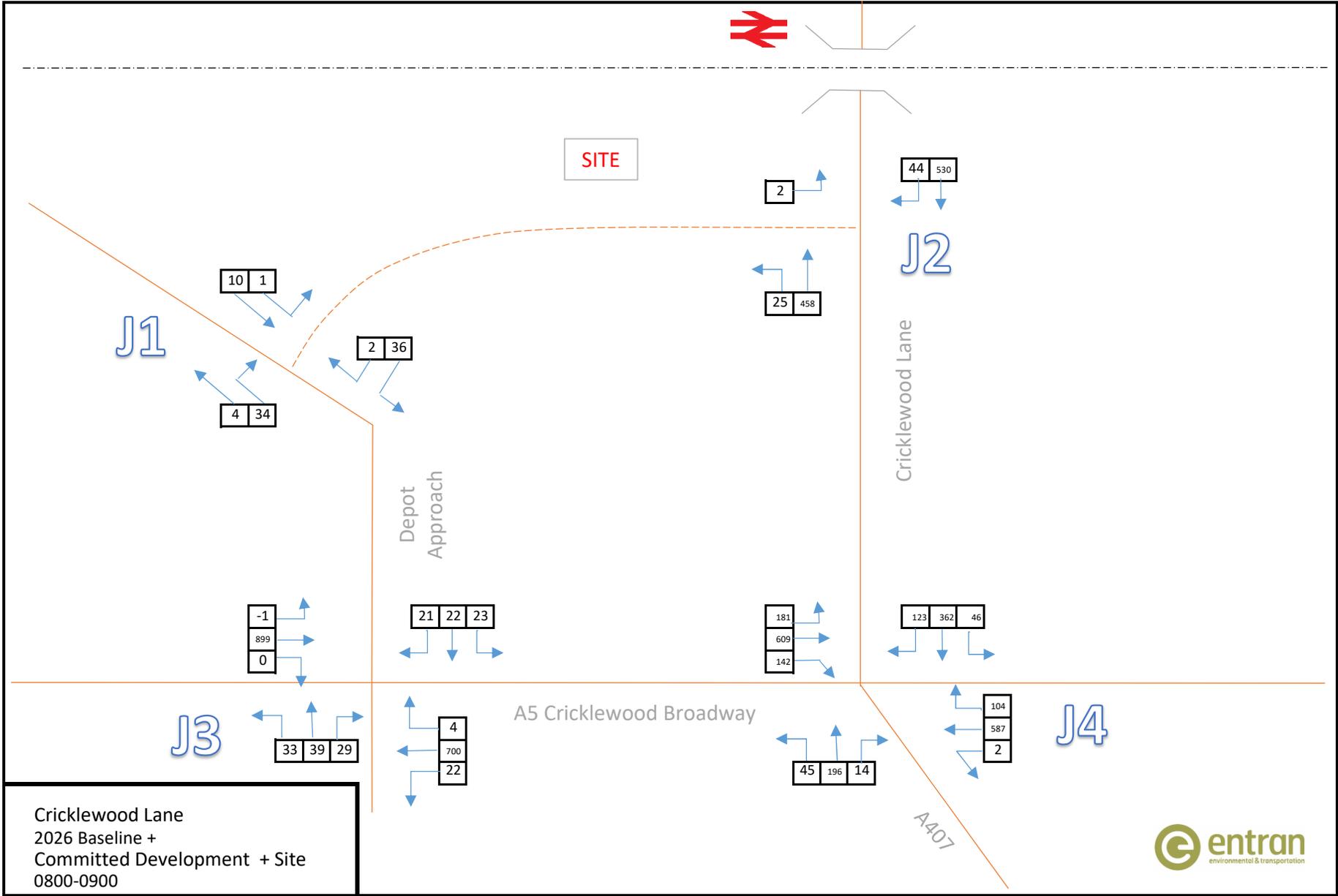
181
599
140

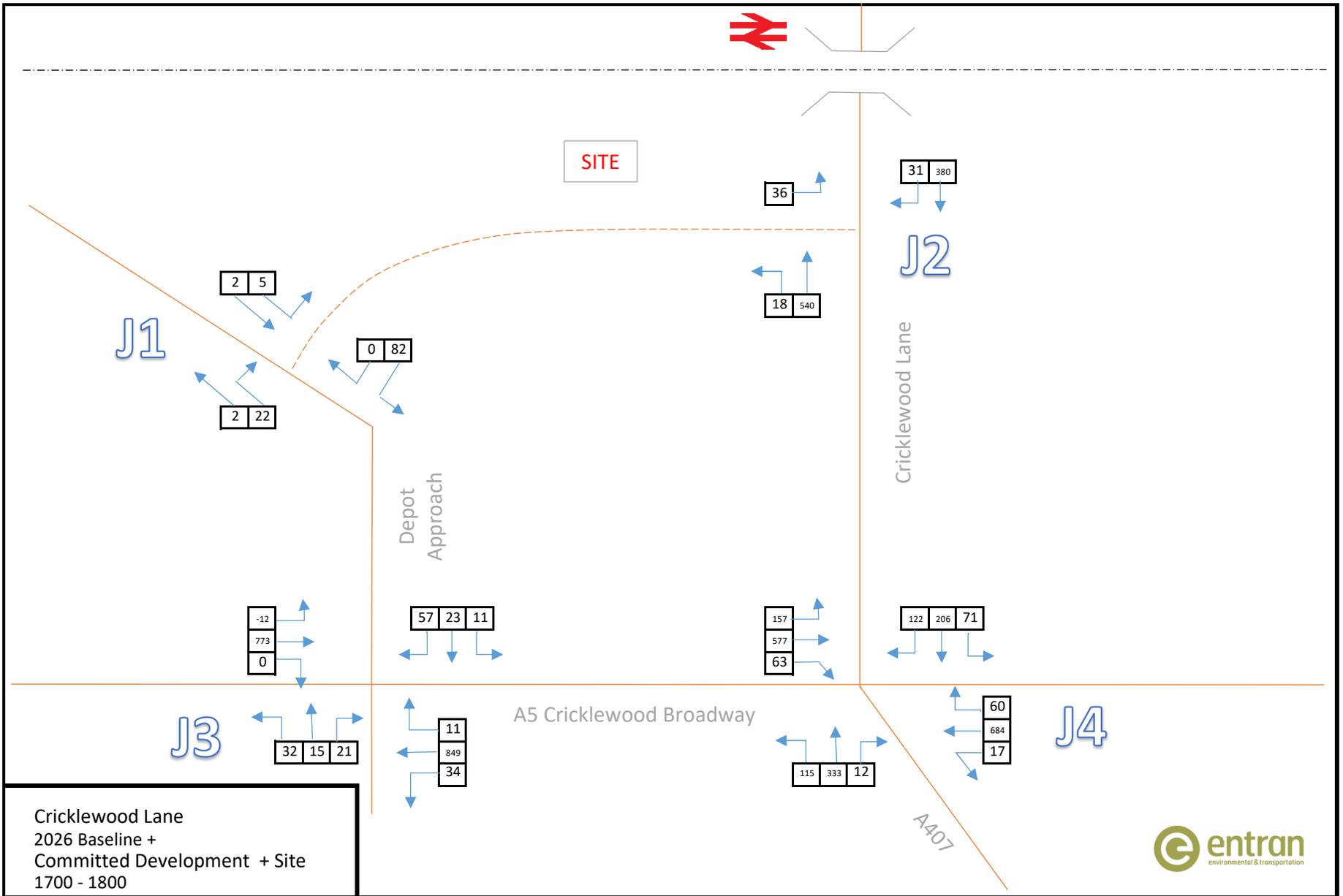
123	362	46
-----	-----	----

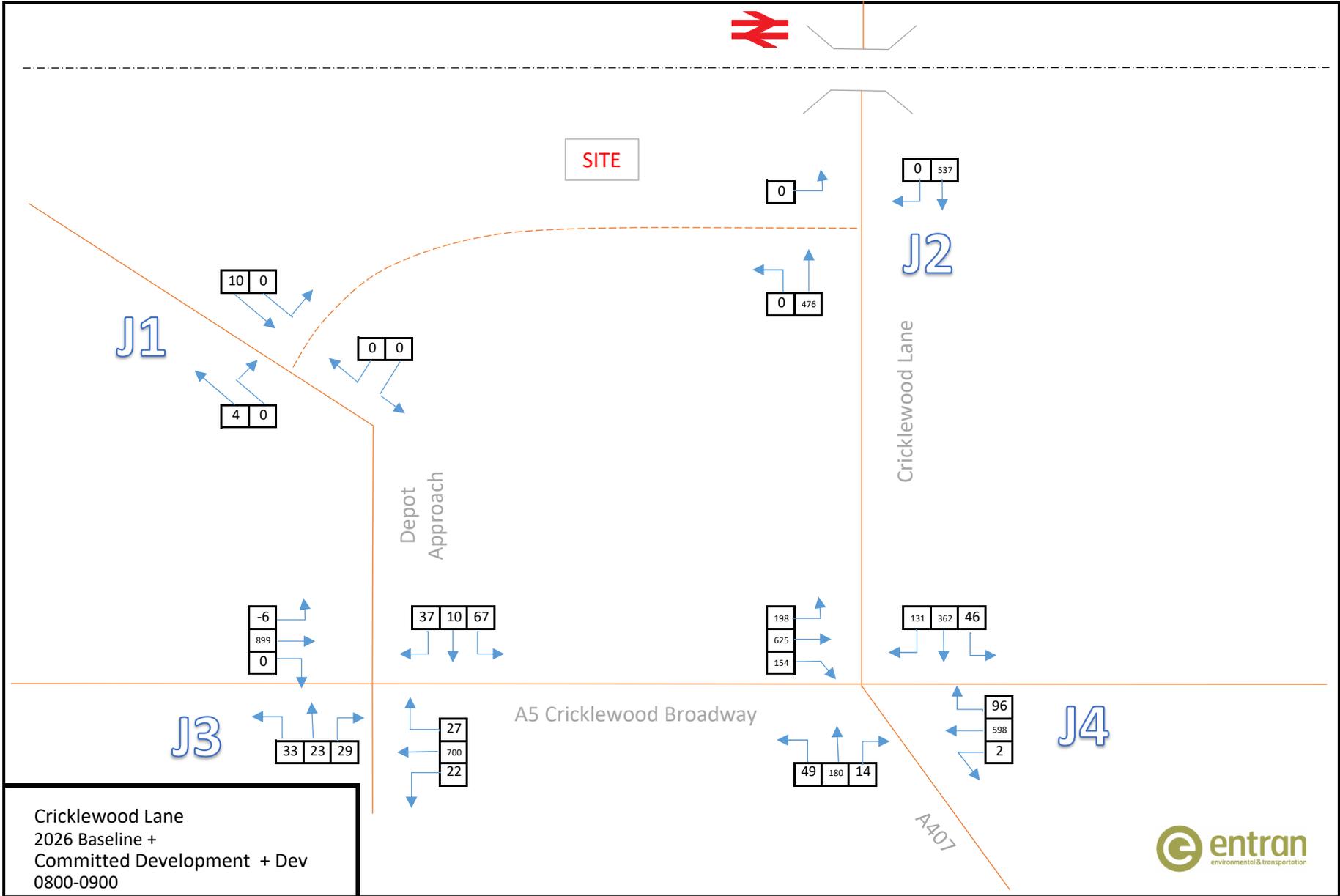
43	180	14
----	-----	----

96
587
2









Cricklewood Lane  
 2026 Baseline +  
 Committed Development + Dev  
 0800-0900

