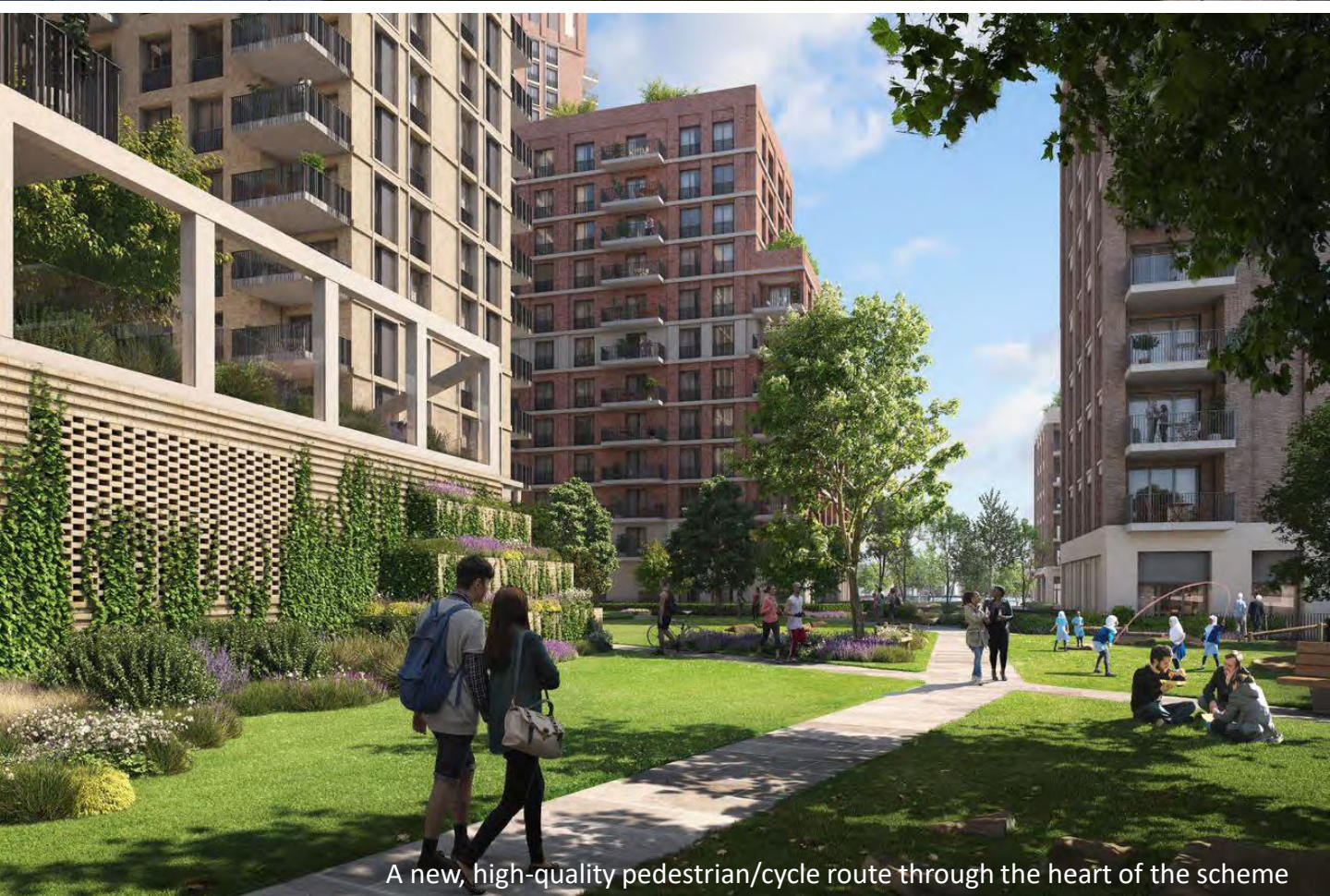




Appendix E

Artist's impressions of public realm provision







Appendix F

Pedestrian desire lines

KEY

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



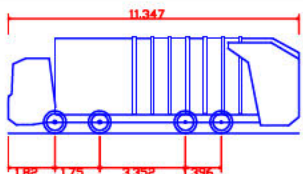
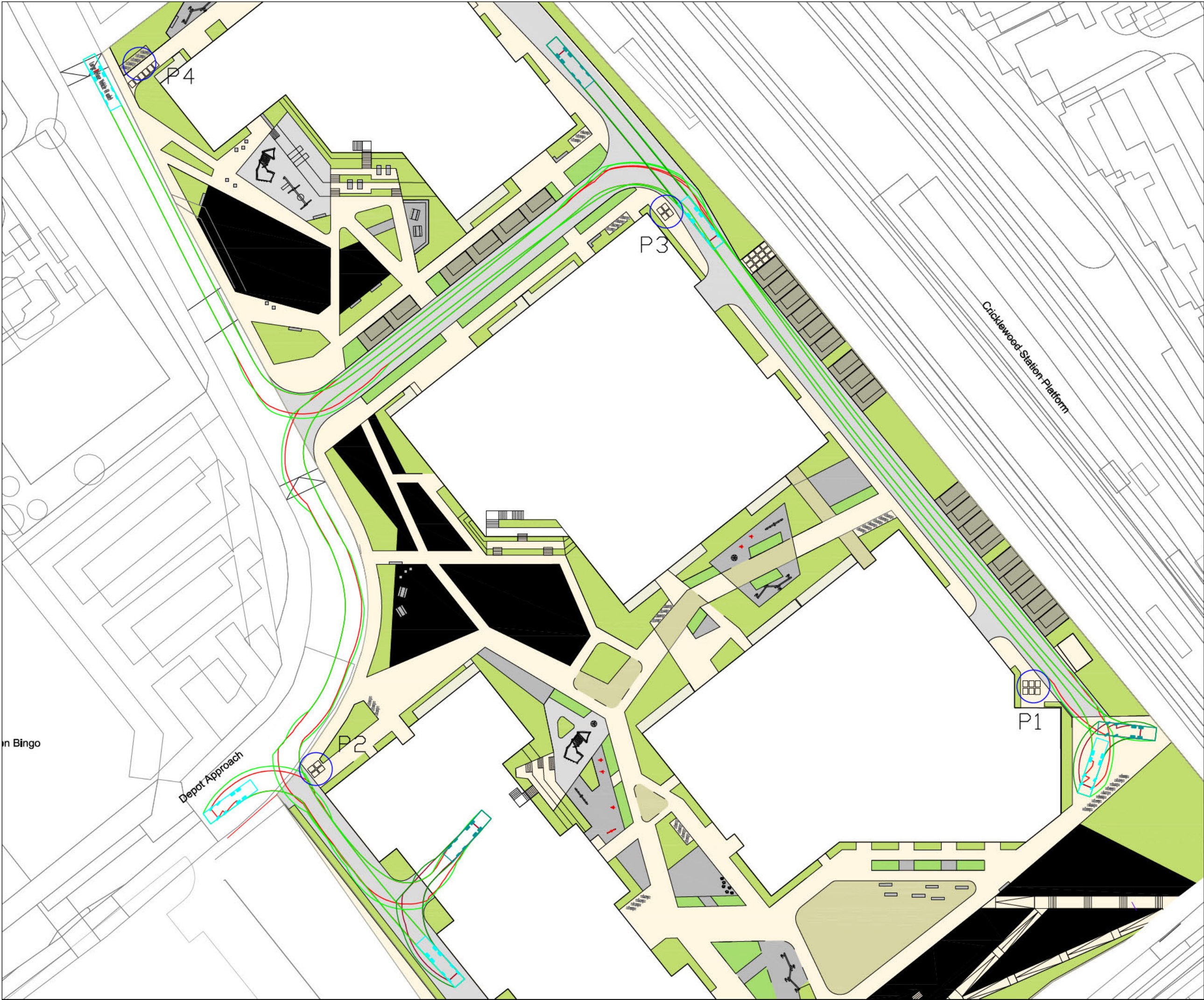
Cricklewood Lane
Pedestrian desire lines



Appendix G

Refuse collection strategy and swept path analyses





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.

A JUL20 Additional annotations LL

REV DATE REVISION DETAILS BY



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

PROJECT TITLE
LAND AT CRICKLEWOOD LANE
NW2 1ES

DRAWING TITLE
REFUSE COLLECTION STRATEGY
SPA LARGE REFUSE

CLIENT / ARCHITECT
MONTREAUX

STATUS

SCALE	AT A3	DRAWN	LL
CHECKED	RF	APPROVED	RF

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

Appendix H

Framework Travel Plan

[Separate document]





































































Appendix I

Healthy Streets Assessment

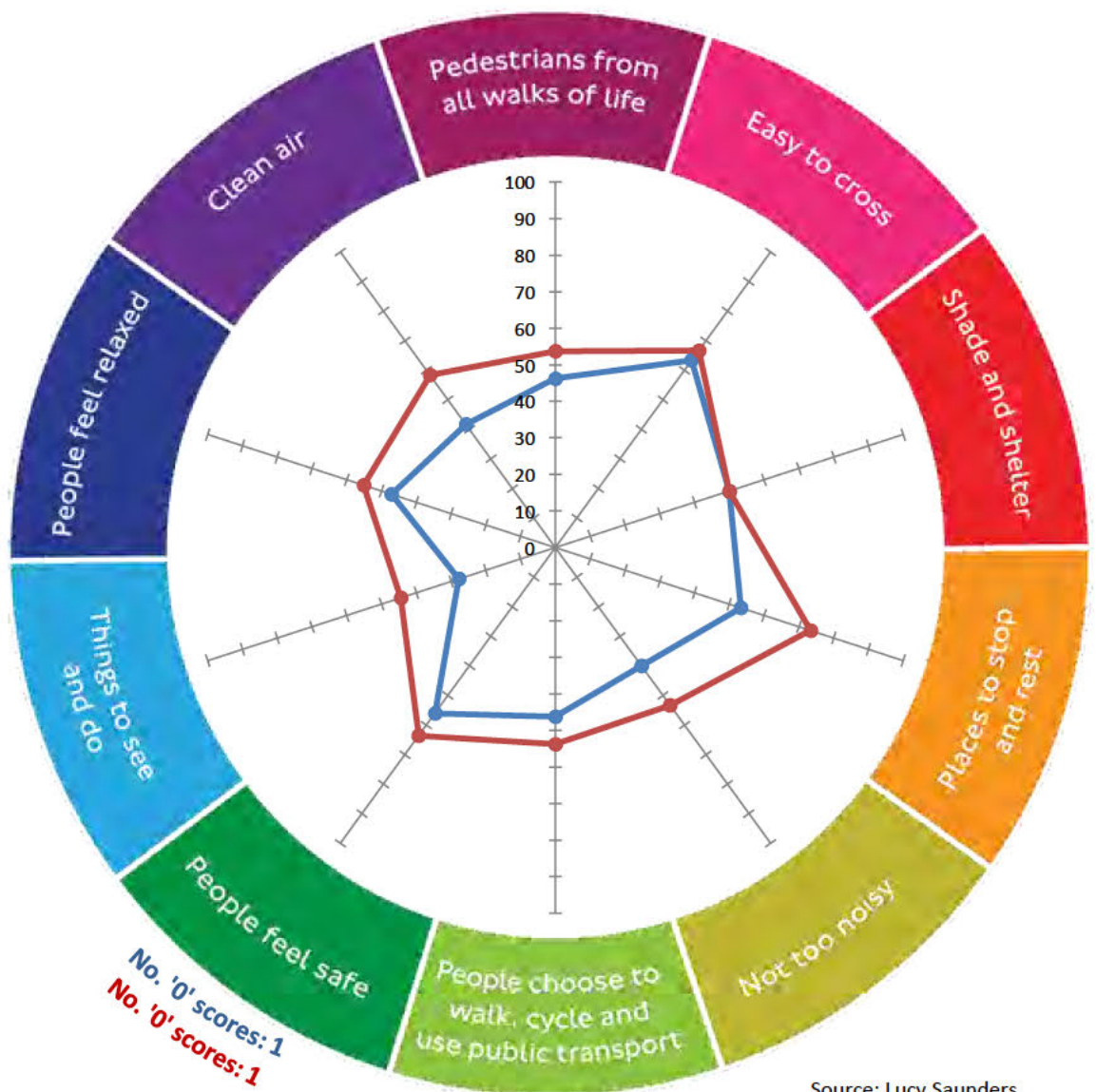
Segment 1: Cricklewood Ln from Entrance to Kingsway Ct to Oak Grove

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

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

24	Planting at footway-level (excluding trees)	<p>i</p> <p>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).</p> <p>If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.</p>	<p>If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.</p> <p>If assessing proposal: Existing standalone greenery is to be retained or enhanced.</p>	<p>If assessing existing: There is no planting.</p> <p>If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.</p>	-	1	2	New planting at Cricklewood Green.	<div>✓</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>
25	Walking distance between resting points (benches and other informal seating)	<p>i</p> <p>There is less than 50m between resting points.</p>	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?	<div>✓</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>-</div>	<div>✓</div>	<div>-</div>	<div>✓</div>	<div>✓</div>	<div>-</div>
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	<p>i</p> <p>There is less than 50m between sheltered areas.</p>	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	-	1	1		<div>✓</div>	<div>-</div>	<div>✓</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>-</div>	<div>✓</div>	<div>✓</div>	<div>-</div>
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30						Y	Y	<<< please select Y or N <<<<Please enter Y or N for both existing and proposed.										
27	Factors influencing bus passenger journey time	<p>i</p> <p>There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.</p>	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		<div>✓</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>-</div>
28	Bus stop accessibility	<p>i</p> <p>Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.</p>	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		<div>✓</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>✓</div>	<div>-</div>	<div>✓</div>	<div>-</div>
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	<p>i</p> <p>The bus stop is within sight of another service – less than 50m away.</p>	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	-				<div>✓</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>-</div>	<div>✓</div>	<div>✓</div>	<div>-</div>
30	Street-to-station step-free access	<p>i</p> <p>All entry points to the station are step-free.</p>	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.	-				<div>✓</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>-</div>	<div>✓</div>	<div>✓</div>	<div>-</div>
31	Support for interchange between cycling and underground/rail	<p>i</p> <p>Secure cycle parking is provided close to station access points, and exceeding existing demand.</p>	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.	-				<div>✓</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>-</div>	<div>-</div>	<div>✓</div>	<div>-</div>

Healthy Streets Check scores



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

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.

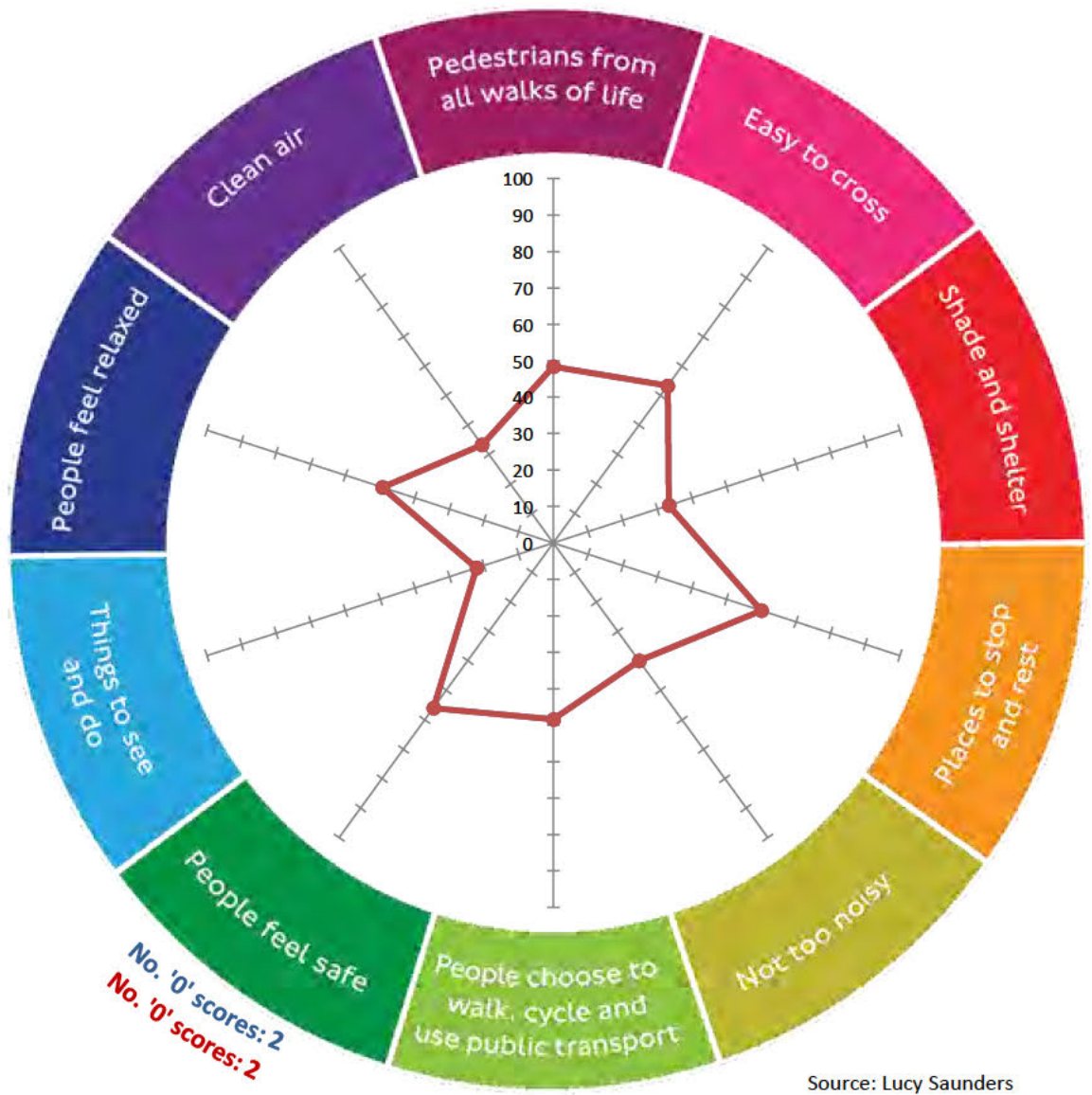
Segment 2: Cricklewood Broadway from Cricklewood Ln to Depot Approach

Metrics		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	Total volume of two way motorised traffic 	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	0	0	Existing = 1523 Proposed = 1653 (with growth and other committed dev) No proposals for bike lanes?	✓	✓	–	–	–	✓	✓	–	✓	–
2	Interaction between large vehicles and people cycling 	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. <u>or</u> 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	Speed of motorised traffic 	85th percentile speed is less than 20mph. <u>or</u> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. <u>or</u> 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. <u>or</u> 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. <u>or</u> 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. <u>or</u> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	2	2	No changes to 30mph speed restrictions are proposed.	✓	✓	–	–	–	✓	✓	–	✓	–
4	Traffic noise based on peak hour motorised traffic volumes 	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	–	1	1	Change in site traffic will not reduce this enough to improve score.	✓	–	–	–	✓	✓	–	–	✓	–
5	Noise from large vehicles 	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	–	2	2	Change in site traffic will not reduce this enough to improve score.	✓	–	–	–	✓	✓	–	–	✓	–
6	NO2 concentration (from London Atmospheric Emission Inventory) 	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 <u>or</u> the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume <u>or</u> the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	1	1	No change.	✓	–	–	–	–	✓	–	–	–	✓
7	Reducing private car use 	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	1	1	No change.	✓	✓	–	–	✓	✓	✓	–	✓	✓
8	Comfort of crossing side roads for people walking 	Side roads are closed to motor traffic. <u>or</u> Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	2	2	No change.	✓	✓	–	–	–	✓	✓	–	✓	–
9	Mid-link crossings, to meet desire lines 	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	–	1	1	No change.	✓	✓	–	–	–	✓	✓	–	✓	–
10	Opportunity to cross the street away from junctions 	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. <u>or</u> A zebra or parallel crossing is provided. <u>or</u> 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. <u>or</u> Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. <u>or</u> 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. <u>or</u> Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	2	2	No change.	✓	✓	–	–	–	✓	✓	–	✓	–
11	Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic) 	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	1	1	No change	✓	✓	–	–	–	✓	✓	–	–	–
12	Level of support for people using controlled crossings 	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	–	2	2	No change	✓	✓	–	–	–	✓	✓	–	✓	–

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

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

Healthy Streets Check scores



Healthy Streets Indicators' scores (%)

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

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

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

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 incease the Healthy Streets Indicators scores.

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

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

































































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

Why you cannot get a perfect score

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

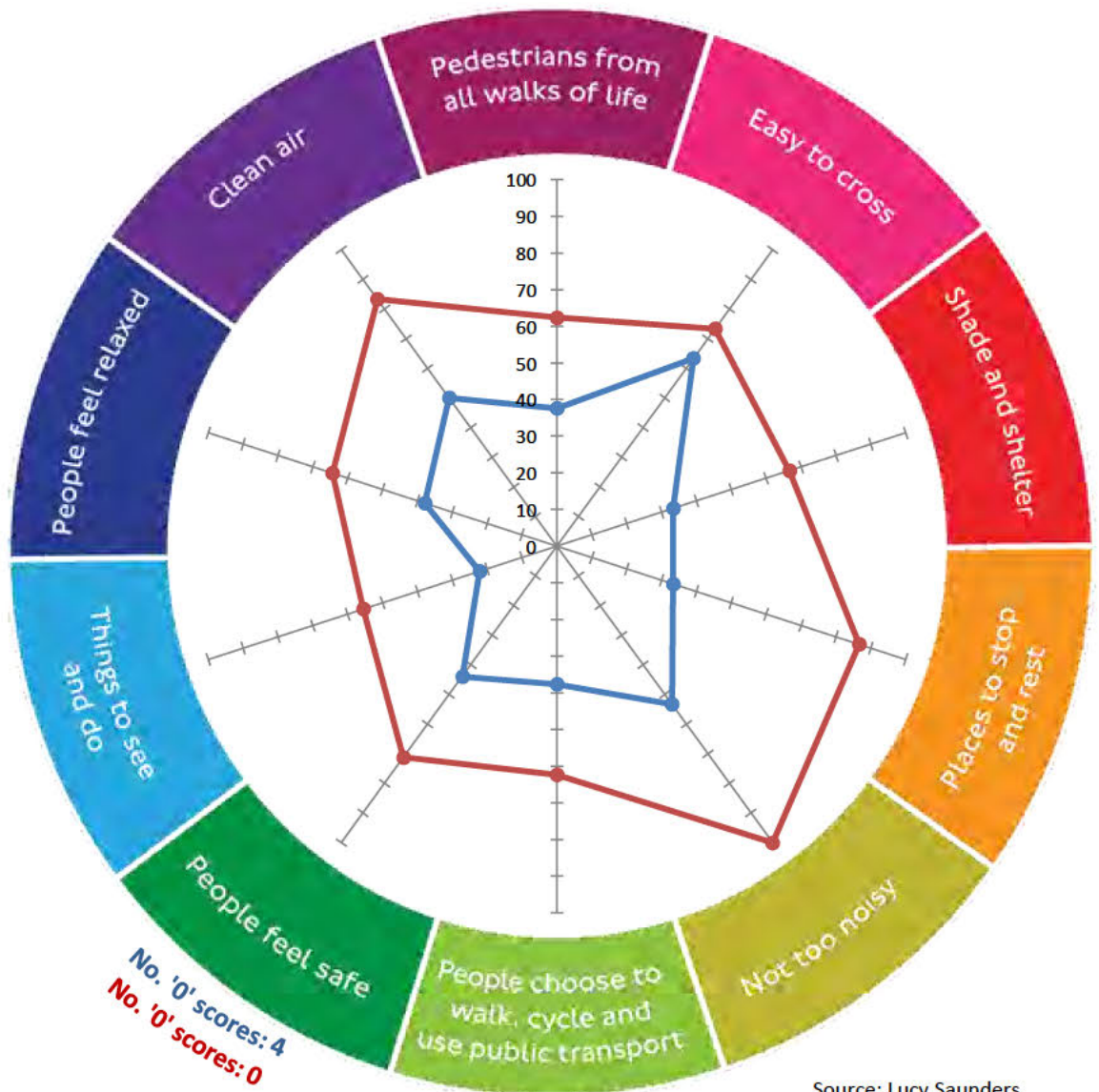
Segment 3: Depot Approach from Cricklewood Broadway to End of Road

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

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

24	Planting at footway-level (excluding trees)	<p>i</p> <p>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).</p> <p>If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.</p>	<p>If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.</p> <p>If assessing proposal: Existing standalone greenery is to be retained or enhanced.</p>	<p>If assessing existing: There is no planting.</p> <p>If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.</p>	–	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)	<p>i</p> <p>There is less than 50m between resting points.</p>	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	<p>i</p> <p>There is less than 50m between sheltered areas.</p>	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	<p>i</p> <p>There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.</p>	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	<p>i</p> <p>Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.</p>	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	<p>i</p> <p>The bus stop is within sight of another service – less than 50m away.</p>	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	<p>i</p> <p>All entry points to the station are step-free.</p>	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	<p>i</p> <p>Secure cycle parking is provided close to station access points, and exceeding existing demand.</p>	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	38	62
Easy to cross	63	73
Shade and shelter	33	67
Places to stop and rest	33	87
Not too noisy	53	100
People choose to walk, cycle and use public transport	38	62
People feel safe	44	71
Things to see and do	22	56
People feel relaxed	38	64
Clean Air	50	83
Overall Healthy Streets Check score	40	67
Number of '0' scores	4	0

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

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 incease the Healthy Streets Indicators scores.

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

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

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

Why you cannot get a perfect score

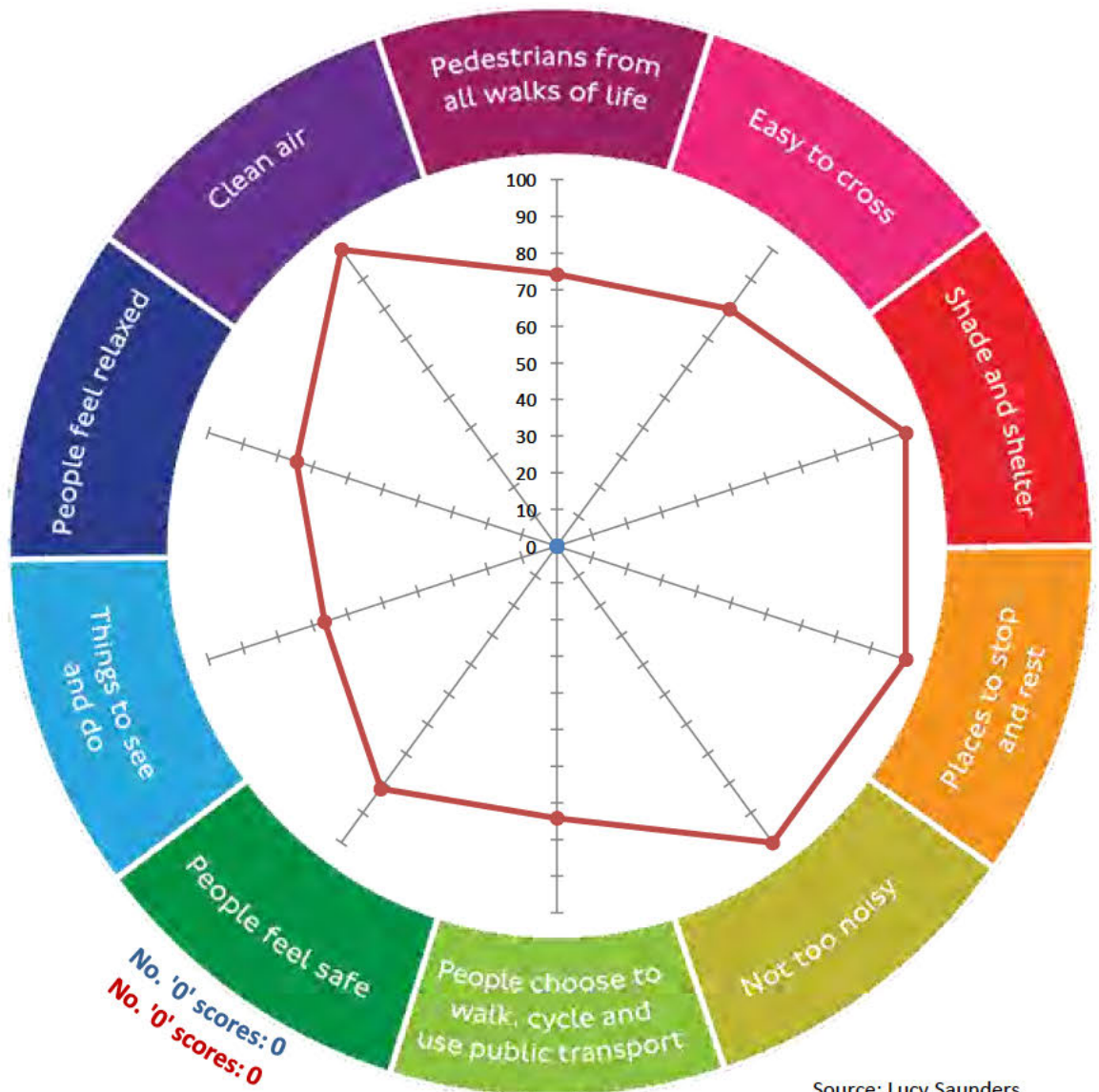
In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective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

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

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

24	Planting at footway-level (excluding trees)	<div><div></div><div>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.</div></div>	<div><div></div><div>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.</div></div>	<div><div></div><div>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.</div></div>	-		3	As above	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>
25	Walking distance between resting points (benches and other informal seating)	<div><div></div><div>There is less than 50m between resting points.</div></div>	<div><div></div><div>There is between 50m and 150m between resting points.</div></div>	<div><div></div><div>There is more than 150m between resting points.</div></div>	-		3	Concept images show high level of resting spots	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	<div><div></div><div>There is less than 50m between sheltered areas.</div></div>	<div><div></div><div>There is between 50m and 150m between sheltered areas.</div></div>	<div><div></div><div>There is more than 150m between sheltered areas.</div></div>	-		3	As above.	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30								N	<<< please select Y or N		<<<<Please enter Y or N for both existing and proposed.							
27	Factors influencing bus passenger journey time	<div><div></div><div>There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.</div></div>	<div><div></div><div>Buses are mixed with traffic but not significantly delayed.</div></div>	<div><div></div><div>There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
28	Bus stop accessibility	<div><div></div><div>Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.</div></div>	<div><div></div><div>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.</div></div>	<div><div></div><div>Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
Are there any rail/underground/bus station accessible from this street? (Y/N) If not, do not complete metrics 31-33								N	<<< please select Y or N		<<<<Please enter Y or N for both existing and proposed.							
29	Bus stop connectivity with other public transport services	<div><div></div><div>The bus stop is within sight of another service – less than 50m away.</div></div>	<div><div></div><div>The bus stop is between 50m and 150m away from another service.</div></div>	<div><div></div><div>The bus stop is more than 150m away from another service.</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
30	Street-to-station step-free access	<div><div></div><div>All entry points to the station are step-free.</div></div>	<div><div></div><div>The main entry point to the station is not step-free but step-free alternatives are provided.</div></div>	<div><div></div><div>There is no step-free access to the station.</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
31	Support for interchange between cycling and underground/rail	<div><div></div><div>Secure cycle parking is provided close to station access points, and exceeding existing demand.</div></div>	<div><div></div><div>Cycle parking is available close to station access points that meets existing demand.</div></div>	<div><div></div><div>There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once)

	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

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 incease the Healthy Streets Indicators scores.

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

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

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

Why you cannot get a perfect score

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



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.



- 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.



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

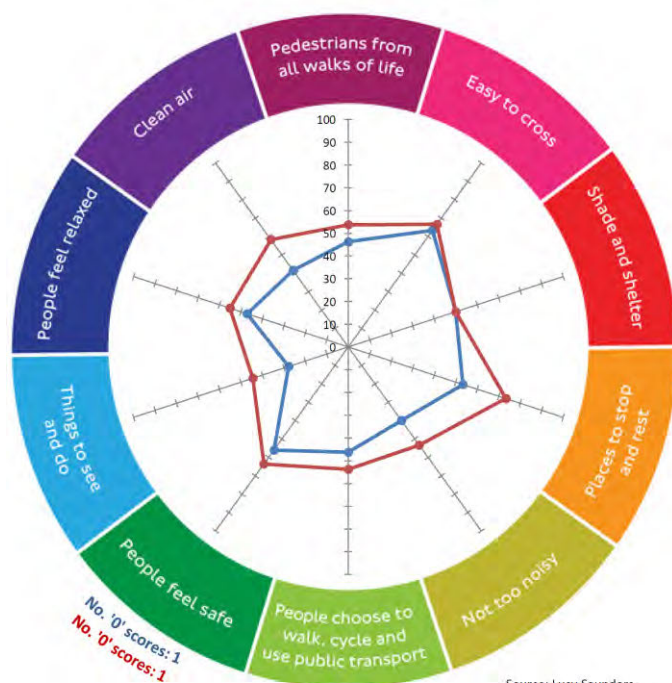
- 2.4. Beyond the site boundaries, the redevelopment of the Site will reduce traffic on the surrounding highway network and will remove an existing junction onto Cricklewood Lane, both of which will improve local highway conditions for pedestrians and cyclists. The development will also make appropriate 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



Healthy Streets Indicators' scores (%)
(Results will only display once)

	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

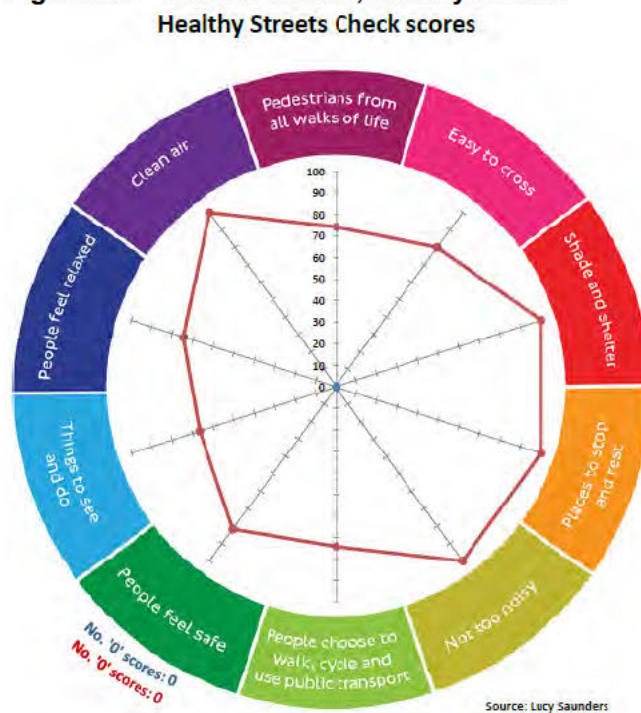


Healthy Streets Indicators' scores (%)

	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 (%)

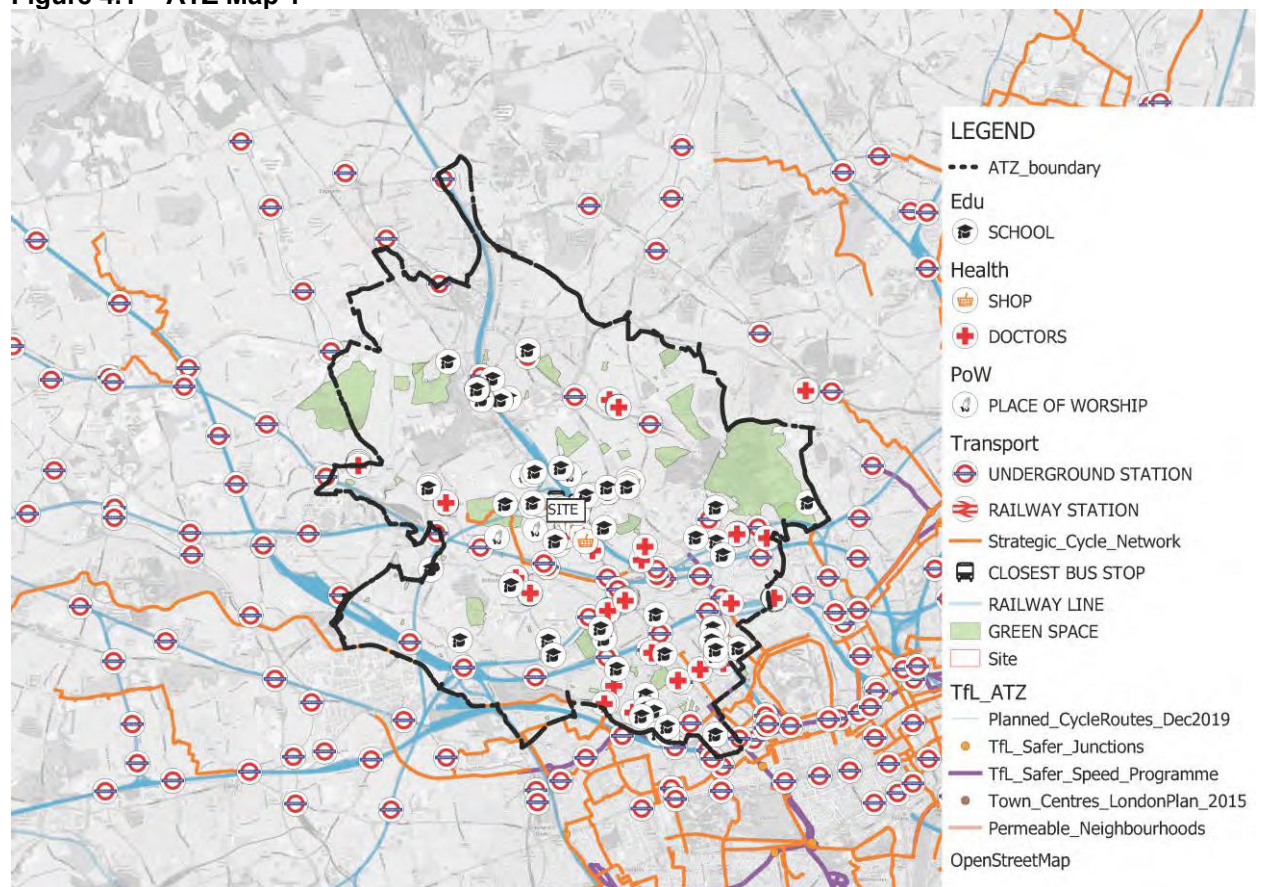
	Existing layout	Proposed layout
Pedestrians from all walks of life	#####	74
Easy to cross	#####	80
Shade and shelter	#####	100
Places to stop and rest	#####	100
Not too noisy	#####	100
People choose to walk, cycle and use public transport	#####	74
People feel safe	#####	82
Things to see and do	#####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



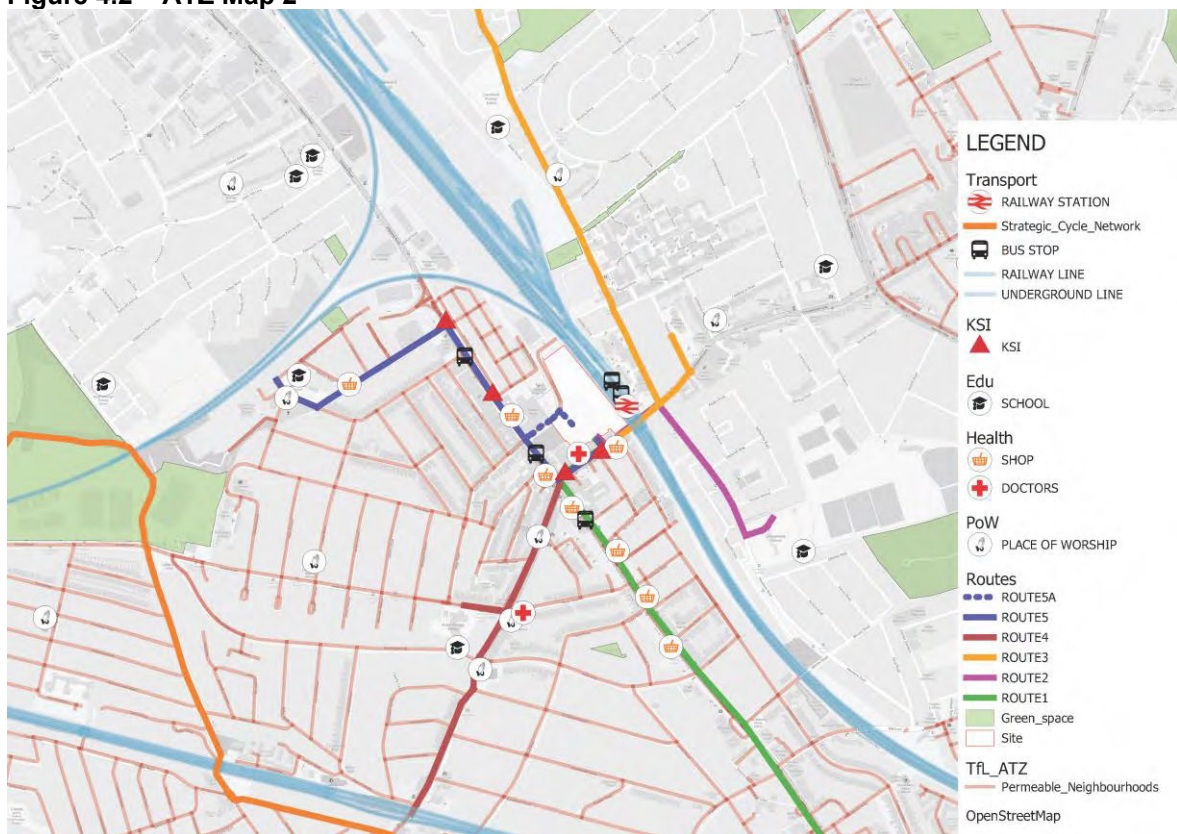
- 3.5. The health streets assessment demonstrates that the existing roads in the vicinity of the site will be improved in all 10 Healthy Streets categories, and that new public realm will be delivered that complies with all Healthy Streets objectives. This demonstrates that the development of this site 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

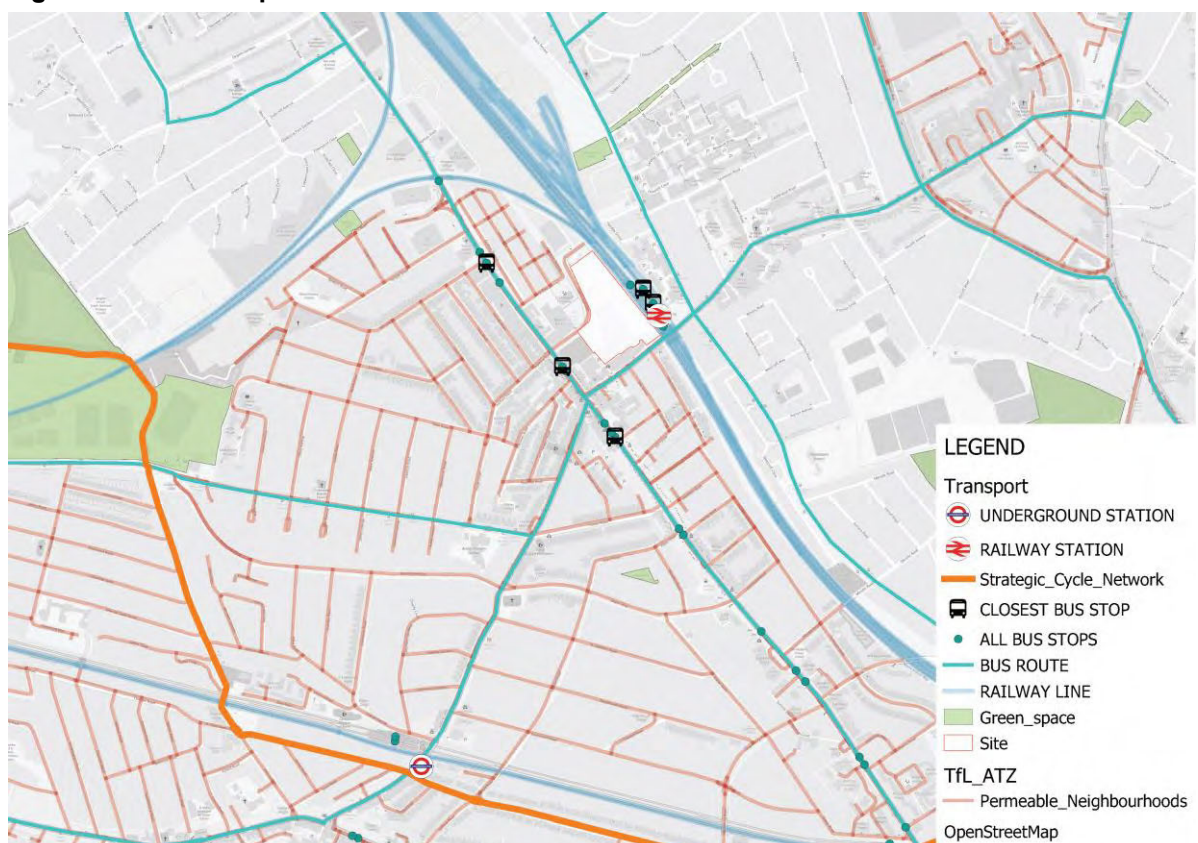
- 4.1. An accessibility audit was included as part of the TA; however, this has now been expanded to a full ATZ assessment.
- 4.2. An active travel zone assessment (ATZ) is an assessment of key journeys and their routes using a mapping system designed by TfL. During this assessment, the TfL guidance 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

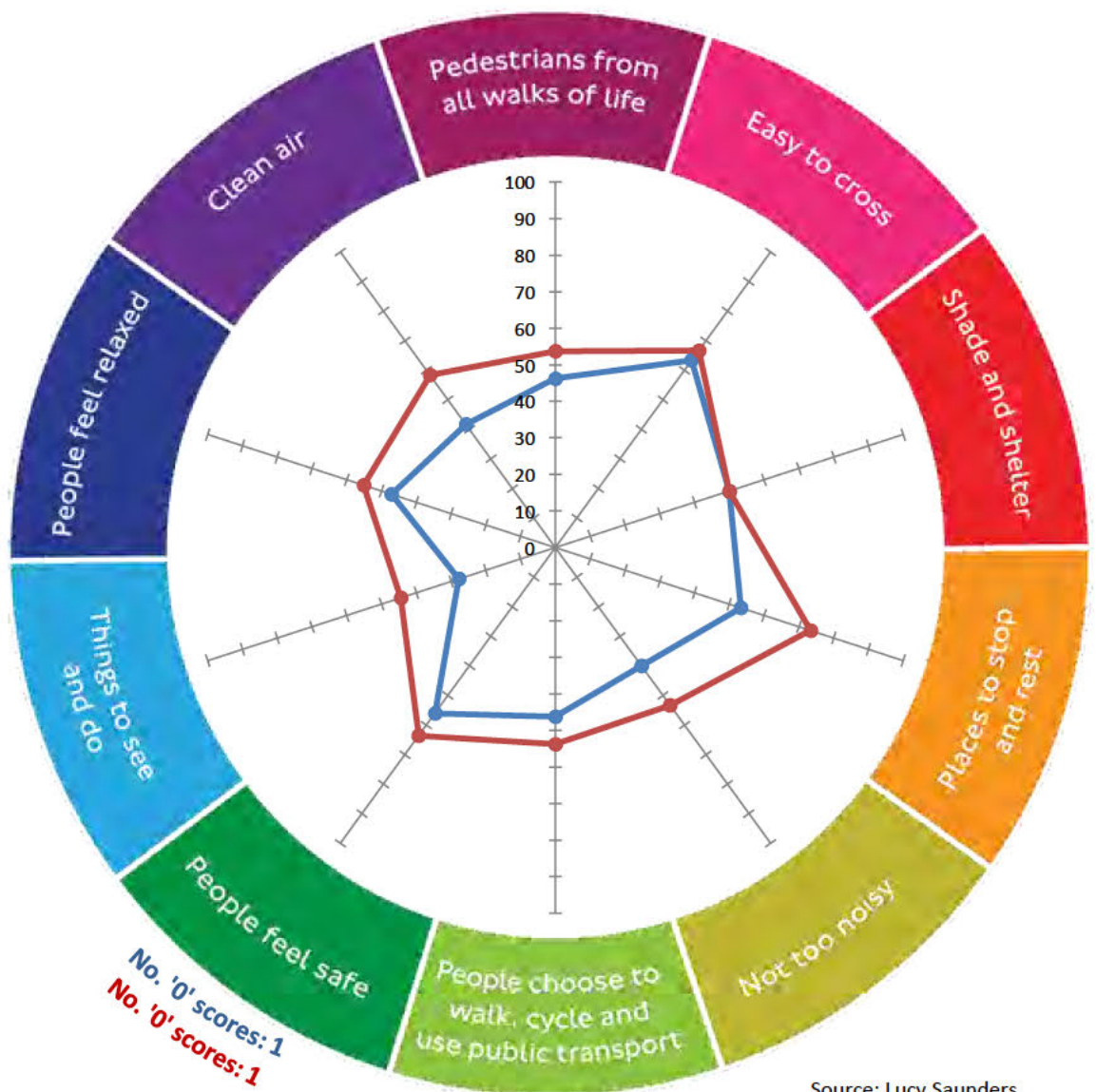
Segment 1: Cricklewood Ln from Entrance to Kingsway Ct to Oak Grove

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

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

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

Healthy Streets Check scores



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

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.

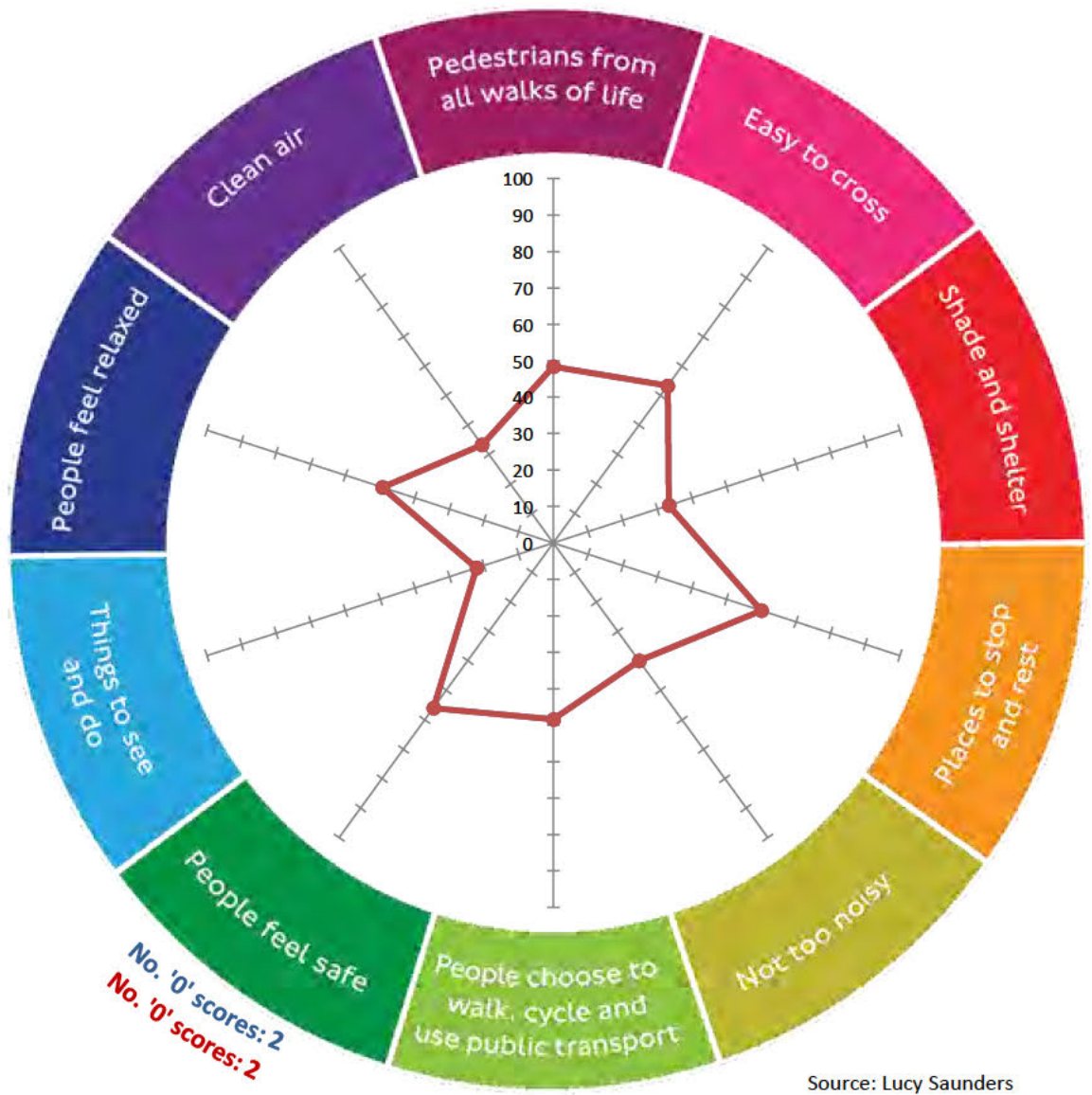
Segment 2: Cricklewood Broadway from Cricklewood Ln to Depot Approach

Metrics		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	Total volume of two way motorised traffic 	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	0	0	Existing = 1523 Proposed = 1653 (with growth and other committed dev) No proposals for bike lanes?	✓	✓	–	–	–	✓	✓	–	✓	–
2	Interaction between large vehicles and people cycling 	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. <u>or</u> 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	Speed of motorised traffic 	85th percentile speed is less than 20mph. <u>or</u> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. <u>or</u> 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. <u>or</u> 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. <u>or</u> 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. <u>or</u> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	2	2	No changes to 30mph speed restrictions are proposed.	✓	✓	–	–	–	✓	✓	–	✓	–
4	Traffic noise based on peak hour motorised traffic volumes 	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	–	1	1	Change in site traffic will not reduce this enough to improve score.	✓	–	–	–	✓	✓	–	–	✓	–
5	Noise from large vehicles 	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	–	2	2	Change in site traffic will not reduce this enough to improve score.	✓	–	–	–	✓	✓	–	–	✓	–
6	NO2 concentration (from London Atmospheric Emission Inventory) 	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 <u>or</u> the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume <u>or</u> the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	1	1	No change.	✓	–	–	–	–	✓	–	–	–	✓
7	Reducing private car use 	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	1	1	No change.	✓	✓	–	–	✓	✓	✓	–	✓	✓
8	Comfort of crossing side roads for people walking 	Side roads are closed to motor traffic. <u>or</u> Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	2	2	No change.	✓	✓	–	–	–	✓	✓	–	✓	–
9	Mid-link crossings, to meet desire lines 	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	–	1	1	No change.	✓	✓	–	–	–	✓	✓	–	✓	–
10	Opportunity to cross the street away from junctions 	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. <u>or</u> A zebra or parallel crossing is provided. <u>or</u> 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. <u>or</u> Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. <u>or</u> 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. <u>or</u> Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	2	2	No change.	✓	✓	–	–	–	✓	✓	–	✓	–
11	Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic) 	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	1	1	No change	✓	✓	–	–	–	✓	✓	–	–	–
12	Level of support for people using controlled crossings 	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	–	2	2	No change	✓	✓	–	–	–	✓	✓	–	✓	–

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

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

Healthy Streets Check scores



Healthy Streets Indicators' scores (%)

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

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

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

How to interpret the results

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

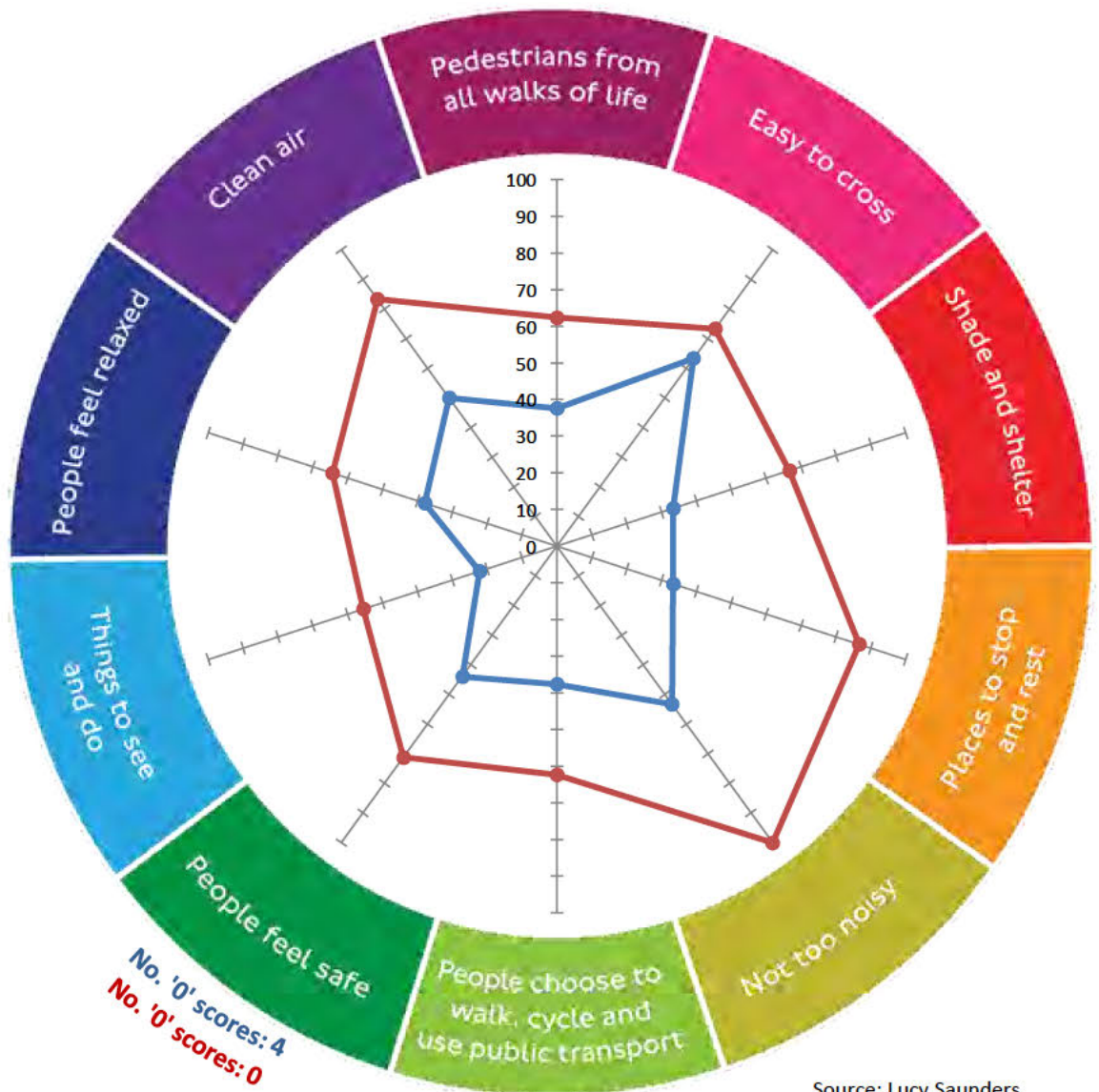
Segment 3: Depot Approach from Cricklewood Broadway to End of Road

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

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

24	Planting at footway-level (excluding trees)	<div><div></div><div><p>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).</p><p>If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.</p></div></div>	<div><div></div><div><p>If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.</p><p>If assessing proposal: Existing standalone greenery is to be retained or enhanced.</p></div></div>	<div><div></div><div><p>If assessing existing: There is no planting.</p><p>If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.</p></div></div>	–	1	3	No existing planting. From indicative scheme there will be regular planting the full length of the road.	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
25	Walking distance between resting points (benches and other informal seating)	<div><div></div><div><p>There is less than 50m between resting points.</p></div></div>	<div><div></div><div><p>There is between 50m and 150m between resting points.</p></div></div>	<div><div></div><div><p>There is more than 150m between resting points.</p></div></div>	–	1	3	No existing resting places. Not clear as yet but likely to be resting places on the edges of the	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	<div><div></div><div><p>There is less than 50m between sheltered areas.</p></div></div>	<div><div></div><div><p>There is between 50m and 150m between sheltered areas.</p></div></div>	<div><div></div><div><p>There is more than 150m between sheltered areas.</p></div></div>	–	1	1	No specific shelters existing or proposed.	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
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	<div><div></div><div><p>There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.</p></div></div>	<div><div></div><div><p>Buses are mixed with traffic but not significantly delayed.</p></div></div>	<div><div></div><div><p>There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic</p></div></div>	–				<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
28	Bus stop accessibility	<div><div></div><div><p>Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.</p></div></div>	<div><div></div><div><p>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.</p></div></div>	<div><div></div><div><p>Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.</p></div></div>	–				<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
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	<div><div></div><div><p>The bus stop is within sight of another service – less than 50m away.</p></div></div>	<div><div></div><div><p>The bus stop is between 50m and 150m away from another service.</p></div></div>	<div><div></div><div><p>The bus stop is more than 150m away from another service.</p></div></div>	–				<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
30	Street-to-station step-free access	<div><div></div><div><p>All entry points to the station are step-free.</p></div></div>	<div><div></div><div><p>The main entry point to the station is not step-free but step-free alternatives are provided.</p></div></div>	<div><div></div><div><p>There is no step-free access to the station.</p></div></div>	–				<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											
31	Support for interchange between cycling and underground/rail	<div><div></div><div><p>Secure cycle parking is provided close to station access points, and exceeding existing demand.</p></div></div>	<div><div></div><div><p>Cycle parking is available close to station access points that meets existing demand.</p></div></div>	<div><div></div><div><p>There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.</p></div></div>	–				<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>											

Healthy Streets Check scores



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

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 incease the Healthy Streets Indicators scores.

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

































































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

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

Why you cannot get a perfect score

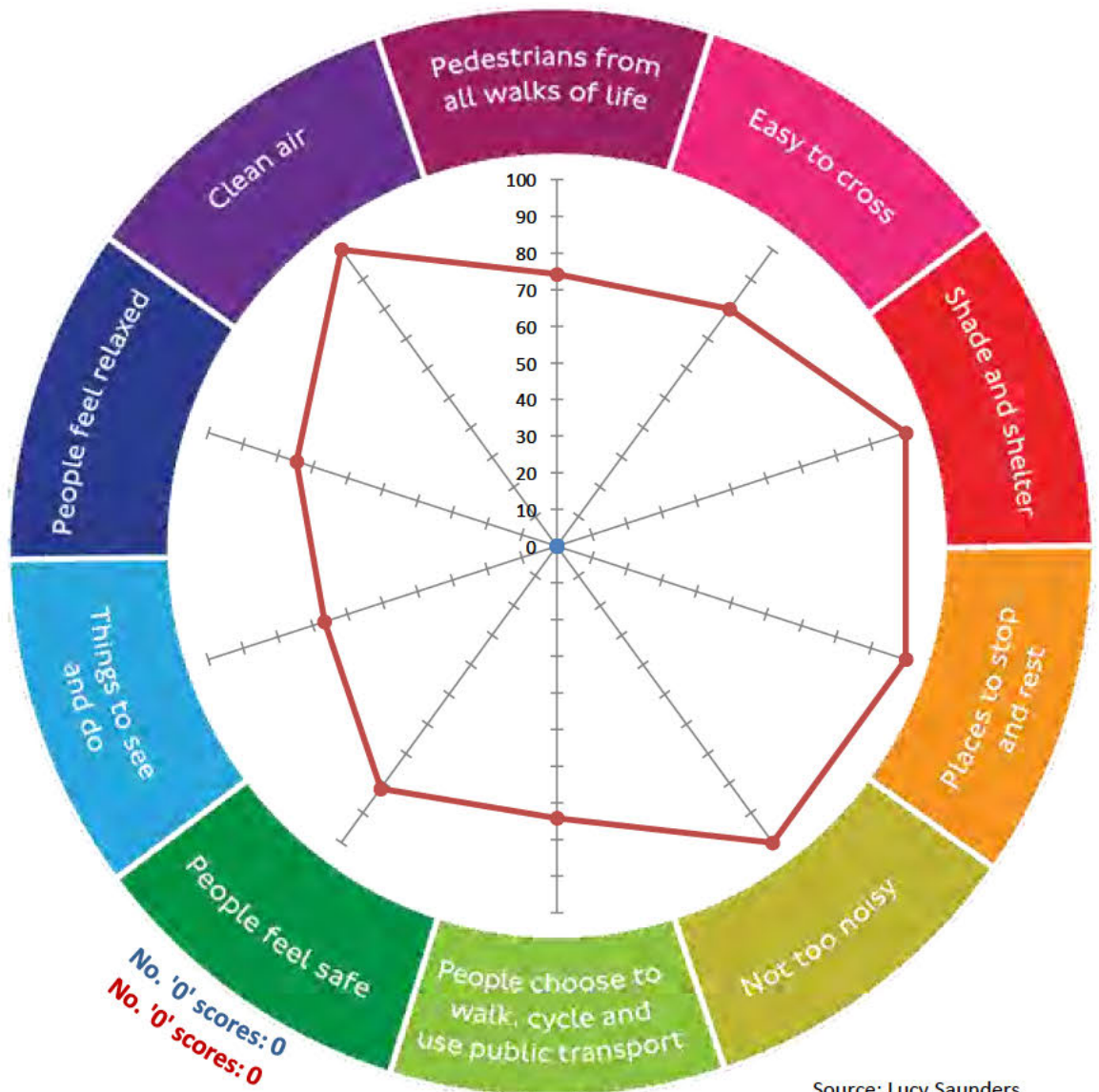
In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective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

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

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

24	Planting at footway-level (excluding trees)	<div><div></div><div>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.</div></div>	<div><div>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.</div></div>	<div><div>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.</div></div>	-		3	As above	<div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>✓</div><div>✓</div><div>✓</div><div>✓</div><div>✓</div><div>✓</div></div>
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	<div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>✓</div><div>-</div></div>
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.	<div><div>✓</div><div>-</div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>✓</div><div>-</div></div>
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30							N	<<< please select Y or N	<<<<Please enter Y or N for both existing and proposed.
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>-</div></div>
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.	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>✓</div><div>-</div><div>✓</div><div>-</div></div>
Are there any rail/underground/bus station accessible from this street? (Y/N) If not, do not complete metrics 31-33							N	<<< please select Y or N	<<<<Please enter Y or N for both existing and proposed.
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>✓</div><div>-</div></div>
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.	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>✓</div><div>-</div></div>
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.	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>-</div></div>

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once)

	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

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

How to interpret the results

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

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

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

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

Why you cannot get a perfect score

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



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"> Kilburn Underground Station (Jubilee) Gesher School Mulberry House School Mapesbury Medical Group Bus stops BN, CE, CW Shops and services along Cricklewood Broadway (A5) Kilburn town centre 	<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"> Crossing at the junction with Cricklewood Lane and Cricklewood Broadway (Photograph 1). 5 KSI since 2015. 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) Photograph 2. Cyclists will struggle joining Cricklewood Lane after using the shared path in front of Cricklewood Green Photograph 3
Route2	<ul style="list-style-type: none"> Hampstead School Hampstead Underground Station (Northern) Bus stop CO Hampstead town centre 	<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 Frognall Lane onto Hampstead High Street to the Station.</p>	<ul style="list-style-type: none"> One KSI incident has been recorded since 2015 at the junction between Cricklewood Lane and Lichfield Road. Photograph 4 Cricklewood underpass is reasonably lit. Photograph 5. No dedicated cycle lanes on heavily trafficked Hampstead High Street. 2 KSI have been identified here. No obvious access to the station.
Route 3	<ul style="list-style-type: none"> St Agnes Catholic Primary School Claremont Primary School Whitefield School Greenfield medical centre Claremont and Childs Hill Churches Cricklewood Station Temple Fortune and Hendon Central town centres 	<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"> Wide junction in photograph 6 could present safety concerns for pedestrians, particularly as they both house large vehicles. No significant safety concerns for cyclists given this route is lightly trafficked residential road once turning off Cricklewood Lane.
Route 4	<ul style="list-style-type: none"> Anso and Ramin primary Schools Chichele Road and Wilesden Green surgeries Central Brent Mosque and St Gabriel's places of worship. Wilesden Green Underground Station (Jubilee) Kensal Green Underground Station (Bakerloo) Brodensbury Station. Harlesden and Wilesden Green town centres. 	<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"> Other than the safety concerns described for route 1, pedestrian safety is ok on this route. Crossing Cricklewood Broadway presents safety concerns for cyclists and it is likely that most will dismount and use the pedestrian crossing Photograph 7 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.
Route 5	<ul style="list-style-type: none"> Mora Primary School Menorah HS The Crest Academy Burnley Practice GP St Agnes Catholic Church Bus stops BD and BP Neasden and Colindale town centres 	<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"> Other than the safety concerns described for route 1, pedestrian safety is ok on this route. Crossing Cricklewood Broadway presents safety concerns for cyclists and it is likely that most will dismount and use the pedestrian crossing.

Route	Destination (s)	Walking route description (from site)	Cycling route description (from site)	Safety concerns and photographs
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Route2	<ul style="list-style-type: none"> Hampstead School Hampstead Underground Station (Northern) Bus stop CO Hampstead town centre 	<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 Frognall Lane onto Hampstead High Street to the Station.</p>	<ul style="list-style-type: none"> One KSI incident has been recorded since 2015 at the junction between Cricklewood Lane and Lichfield Road. Photograph 4 Cricklewood underpass is reasonably lit. Photograph 5. No dedicated cycle lanes on heavily trafficked Hampstead High Street. 2 KSI have been identified here. No obvious access to the station.
Route 3	<ul style="list-style-type: none"> St Agnes Catholic Primary School Claremont Primary School Whitefield School Greenfield medical centre Claremont and Childs Hill Churches Cricklewood Station Temple Fortune and Hendon Central town centres 	<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"> Wide junction in photograph 6 could present safety concerns for pedestrians, particularly as they both house large vehicles. No significant safety concerns for cyclists given this route is lightly trafficked residential road once turning off Cricklewood Lane.
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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"> • Busy junction with no dedicated cycle lane or early start arrangement for cyclists • KSI cluster of vehicle / pedestrian incidents. 	<ul style="list-style-type: none"> • Early start arrangement for cyclists. • Cycle box at lights. • Improvements to pedestrian crossing.
 <p>2 - Cricklewood Broadway no cycle facilities</p>	<ul style="list-style-type: none"> • Limited crossing points for pedestrians. • Heavily trafficked road with no provisions for cyclists • 30mph speed restriction 	<ul style="list-style-type: none"> • 20mph speed restrictions on the stretch through Cricklewood neighbourhood centre. • Investigate feasibility of segregated cycle lane.
 <p>3 - No obvious way for cyclists to join road.</p>	<ul style="list-style-type: none"> • Cyclist joining carriage way from Cricklewood Lane shared path must cross the Eastbound lane to join vehicle traffic. 	<ul style="list-style-type: none"> • Investigate continuation of path
 <p>4 - One KSI incident at junction between Cricklewood Lane and Lichfield Road</p>	<ul style="list-style-type: none"> • One KSI incident at junction between Cricklewood Lane and Lichfield Road. 	<ul style="list-style-type: none"> • Investigate improvements to pedestrian crossing facilities.
 <p>5 - Cricklewood underpass</p>	<ul style="list-style-type: none"> • Poorly lit underpass alongside heavily trafficked fast moving (30mph) road. 	<ul style="list-style-type: none"> • Improve lighting provisions. • Investigate barriers between pedestrians and vehicle traffic for the stretch of underpass.
 <p>6 - wide junction on Claremont road</p>	<ul style="list-style-type: none"> • Wide junction raises safety concerns for pedestrians using Claremont road. 	<ul style="list-style-type: none"> • Investigate ways of pedestrians crossing to other side of Claremont Road in advance of this junction.
 <p>7 - Cricklewood Broadway / Chichele Road junction.</p>	<ul style="list-style-type: none"> • Large, intimidating, and busy junction with no provisions for cyclists. • Near KSI cluster. 	<ul style="list-style-type: none"> • Lower speeds to 20mph. • Early start arrangements for cyclists at all four arms of junction. • Cycle box at traffic lights.

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 are 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



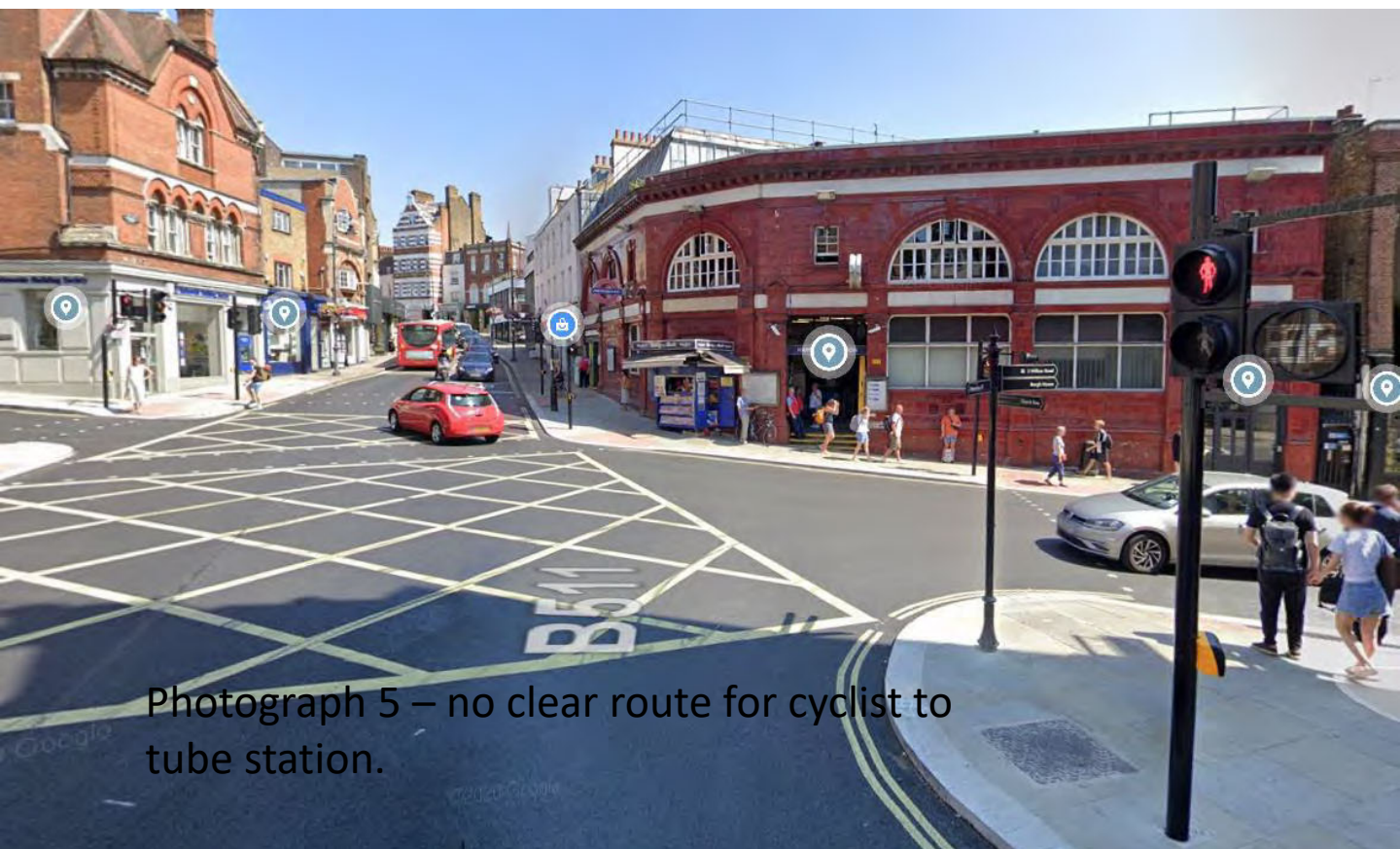
Photograph 2 – Cricklewood Broadway unsuitable for cyclists. Note cycle parking facilities.



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 6 – wide access at Claremont Road



Photograph 7 – wide access at Claremont Road



Photograph 9 – No obvious safe way for cyclist to cross onto Chichele Road

Google



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 are 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 jouneys 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%	
		Oxgate Gardens	NW26EA	1.1	5A	8%	1.35%	
	Place of Worship	St Agnes Catholic Church	NW21HR	0.3	3	2%	0.39%	The nearest place of worship for the most popular local faiths have been slected with the 1km radius extended to 1.4km to include the nearest Synagogue.
		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%	
		Shomrei Hadath Synagogue	NW61DD	1.4	2	2%	0.39%	
	Other	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%	
		Santander	NW23HF	0.3	1	6%	1.13%	
28%	Retail	Tesco Express	NW23DR	0.2	5	10%	2.80%	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.
		Cricklewood Broadway High Street		0.0	1	90%	25.20%	
31%	Leisure	The Manor Health & Leisure Club	NW26PG	0.5	5A	10%	3.10%	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%
		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%	The vast majority of eat and drink establishments destinations are found on Cricklewoodwood Broadway.
		Gladstone Park Open Space and Playground	NW2 6NT					
				1.8	5A	15%	4.65%	
13%	Place of work - ATZ 'town centres' (London Plan 2015)	Cricklewood - district (to become metropolitan)		0.0	1	40%	5.200%	Place of work destinations are 'town centres' taken from the London Plan (2015) with all centres assigned "district centre" status as above within a 2km walking radius included here. Crciklewood 40%, Even distribution between others.
		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%	

Number of trips									
		Station / Stop	Mode			AM Peak	PM Peak	Daily	
26%	Rail	Wilensden Green (jubilee)	UG	1.1	4	40%	53	45	421
		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
		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

Higher proportional split assigned to the nearer station. Other UG

The distribution of journeys to bus stations is

					Total trips								
Route	No. of destinations.	Proportion of total journeys			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	43	44	0	44	524	1	524

Bus stops

Bus Route	Direction	Nearest Stop	Stop Name	Route no. from site	Site exit
16	Victoria	BD	Cricklewood Ln stop BD	5	Cricklewood Green
32	Edgware	BN	Cricklewood Broadway The Crown	1	Cricklewood Green
	Kilburn Park	BD	Cricklewood Ln stop BD	5	Cricklewood Green
189	Brent Cross	CE	Cricklewood Broadwat CE	1	Cricklewood Green
	Oxford Circus	CW	Cricklewood Broadwat CW	1	Cricklewood Green
226	Ealing Broadway	CW	Cricklewood Broadwat CW	1	Cricklewood Green
	Golder's Green	CE	Cricklewood Broadwat CE	1	Cricklewood Green
245	Aplerton	BD	Cricklewood Ln stop BD	5	Cricklewood Green
	Golders Green	CE	Cricklewood Broadwat CE	1	Cricklewood Green
260	White City	CW	Cricklewood Broadwat CW	1	Cricklewood Green
266	Brent cross	BP	Cricklewood Ln stop BP	5	Cricklewood Green
	Hammersmith	BD	Cricklewood Ln stop BD	5	Cricklewood Green
316	White City	BD	Cricklewood Ln stop BD	5	Cricklewood Green
332	Neasdon	BN	Cricklewood Broadway The Crown	1	Cricklewood Green
	Paddington	BD	Cricklewood Ln stop BD	5	Cricklewood Green
460	North Finchley	CE	Cricklewood Broadwat CE	1	Cricklewood Green
	Willesden	CW	Cricklewood Broadwat CW	1	Cricklewood Green
C11	Archway	CO	Cricklewood Ln stop CO	2	Cricklewood Green



Bus route	Towards	Bus stops
16	Victoria	BC BD BE BF BG BH BI
32	Edgware	BK BL BN BP BC BR BS
189	Kilburn Park	BA BC BD BE BF BG BH BI
	Brent Cross Shopping Centre	BK BL BN BP BC BR BS
226	Oxford Circus	BE BF BG BH BI BC BD
	Ealing Broadway	CB CK CL CW CX
245	Golders Green	CC CD CE CH CI
	Alperton	BP CQ CR CS CA CW
260	Golders Green	BA BB BD BE BF BG BH
	White City	CA CD CE CH
266	Brent Cross Shopping Centre	BP CQ CR CS CA CW
	Hammersmith	BA BB BD BE BF BG BH
316	White City	CA CD CE CH
332	Neasden	BK BL BN BP BC BR BS
460	Paddington	BA BC BD BE BF BG BH
	North Finchley	CA CD CE CH
460	Willesden	CN CW CX CZ
	Archway	CK CL CO CP CD CR
C11	Brent Cross Shopping Centre	CH CI CS CT CD CV

Journeys by purpose

Travel in London Report 12 (TfL)

Figure 4.4 Trips per person per day

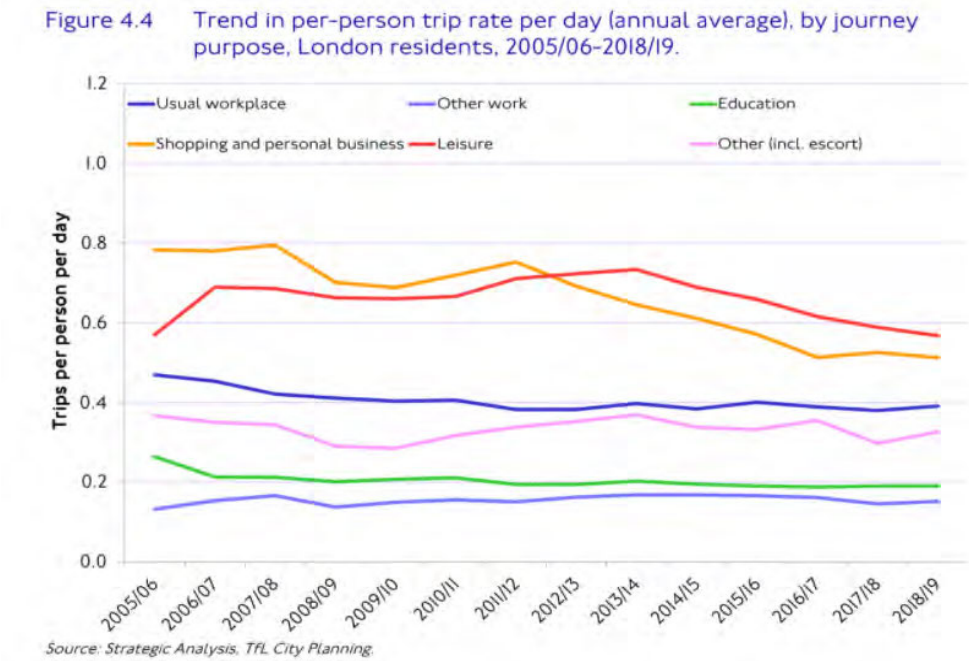
				Adjusted*
Usual workplace	0.39	18%		9%
Other work	0.16	7%		4%
Education	0.19	9%		13%
Shopping	0.51	24%		74%
Leisure	0.57	27%		11.9%
Other	0.32	15%		32.1%
				35.8%
				20.1%

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)





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									
Total Rates:			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.

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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									
Total Rates:			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									
Total Rates:			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									
Total Rates:		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									
Total Rates:			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									
Total Rates:			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	BLOCKS OF FLATS	BRENT
	ENGINEERS WAY		
	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	BLOCK OF FLATS	KENSINGTON AND CHELSEA
	BECKFORD CLOSE		
	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									
Total Rates:			0.384			0.432			0.816

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

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

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Parameter summary

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

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

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									
Total Rates:			0.002			0.002			0.004

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

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.028			0.024			0.052

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.475			0.546			1.021

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

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.949			0.911			1.860

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

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.413			0.478			0.891

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

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Parameter summary

Trip rate parameter range selected:	294 - 472 (units:)
Survey 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 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 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									
Total Rates:			0.350			0.469			0.819

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

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Parameter summary

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

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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	
	Survey date: WEDNESDAY		03/06/15	Survey Type: MANUAL
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	
	Survey date: FRIDAY		29/11/13	Survey Type: MANUAL
3	WH-02-A-02 BATTERSEA PARK ROAD BATTERSEA	OFFICES		WANDSWORTH
	Town Centre Built-Up Zone			
	Total Gross floor area:		1215 sqm	
	Survey date: THURSDAY		10/05/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 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									
Total Rates:			1.341			1.267			2.608

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

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

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Parameter summary

Trip rate parameter range selected:	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 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 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									
Total Rates:			0.267			0.268			0.535

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									
Total Rates:			1.659			1.537			3.196

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

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

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									
Total Rates:			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									
Total Rates:			1.883			1.833			3.716

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									
Total Rates:			3.694			3.643			7.337

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
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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
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 & 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
Total Rates:			11.849			11.046			22.895

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

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

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Parameter summary

Trip rate parameter range selected:	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 & 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 & 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
Total Rates:			22.543			20.057			42.600

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & 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
Total Rates:			26.993			26.770			53.763

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 & 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
Total Rates:			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 & 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
Total Rates:			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 & 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	LIFESTYLE FITNESS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: WEDNESDAY	03/06/15	Survey Type: MANUAL
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: THURSDAY	18/09/14	Survey Type: MANUAL
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: TUESDAY	28/06/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/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									
Total Rates:		9.873			10.077			19.950	

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

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

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Parameter summary

Trip rate parameter range selected:	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

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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

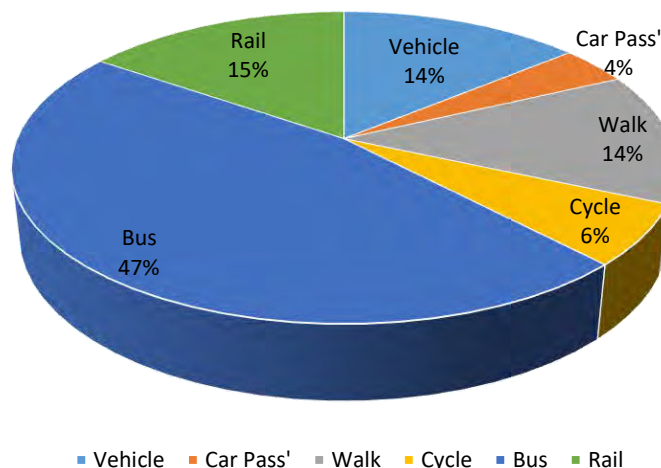
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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%

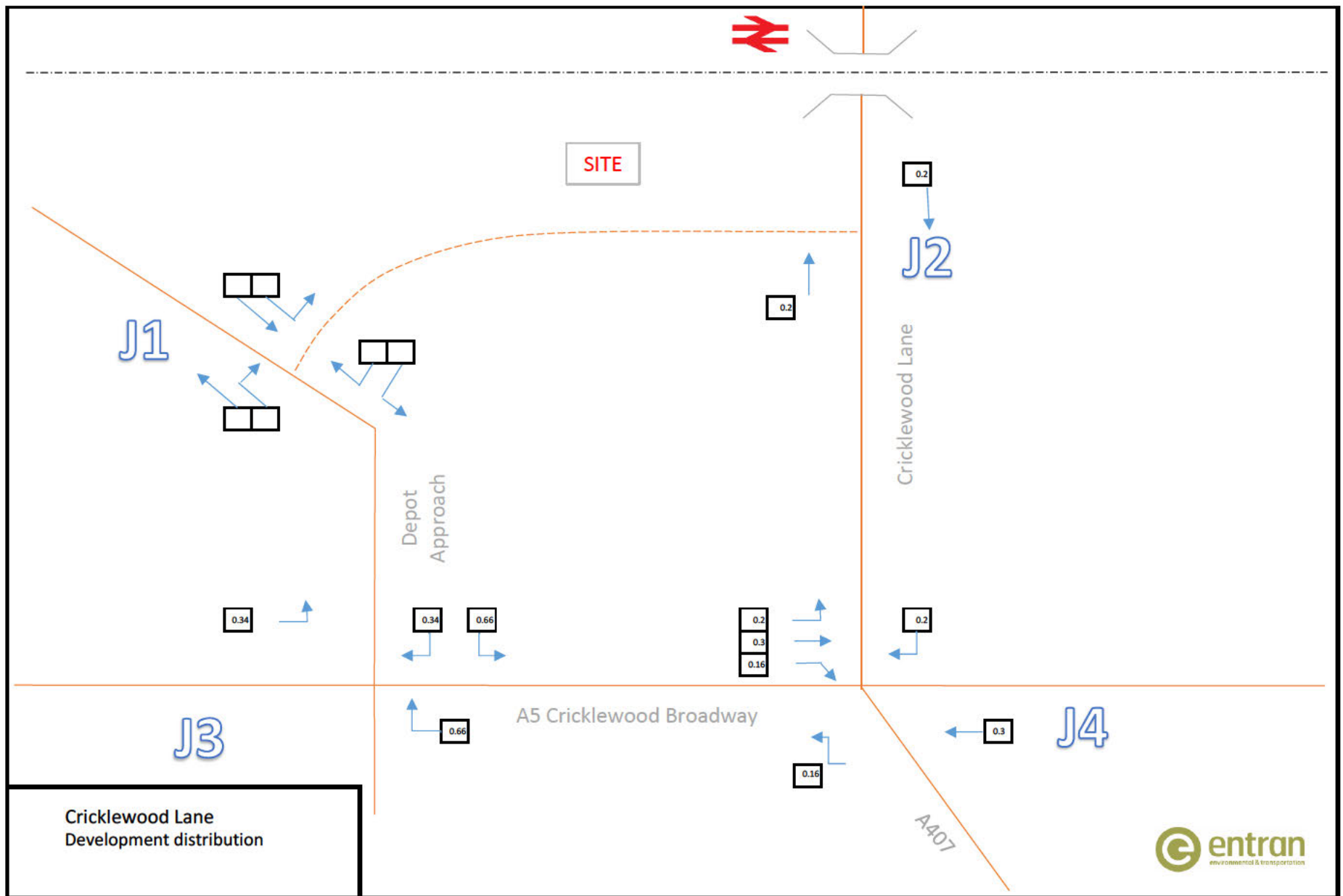
Mode Share

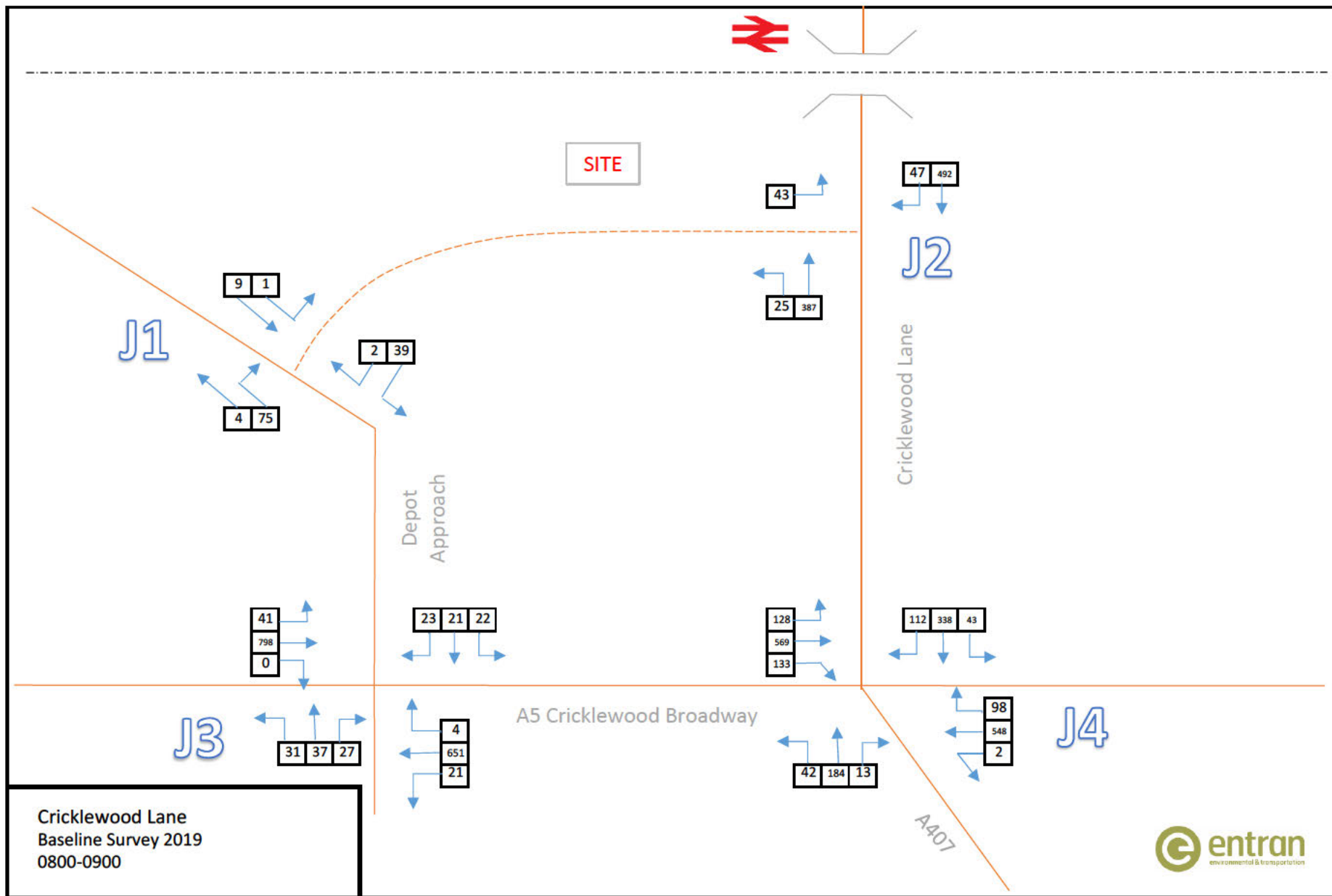


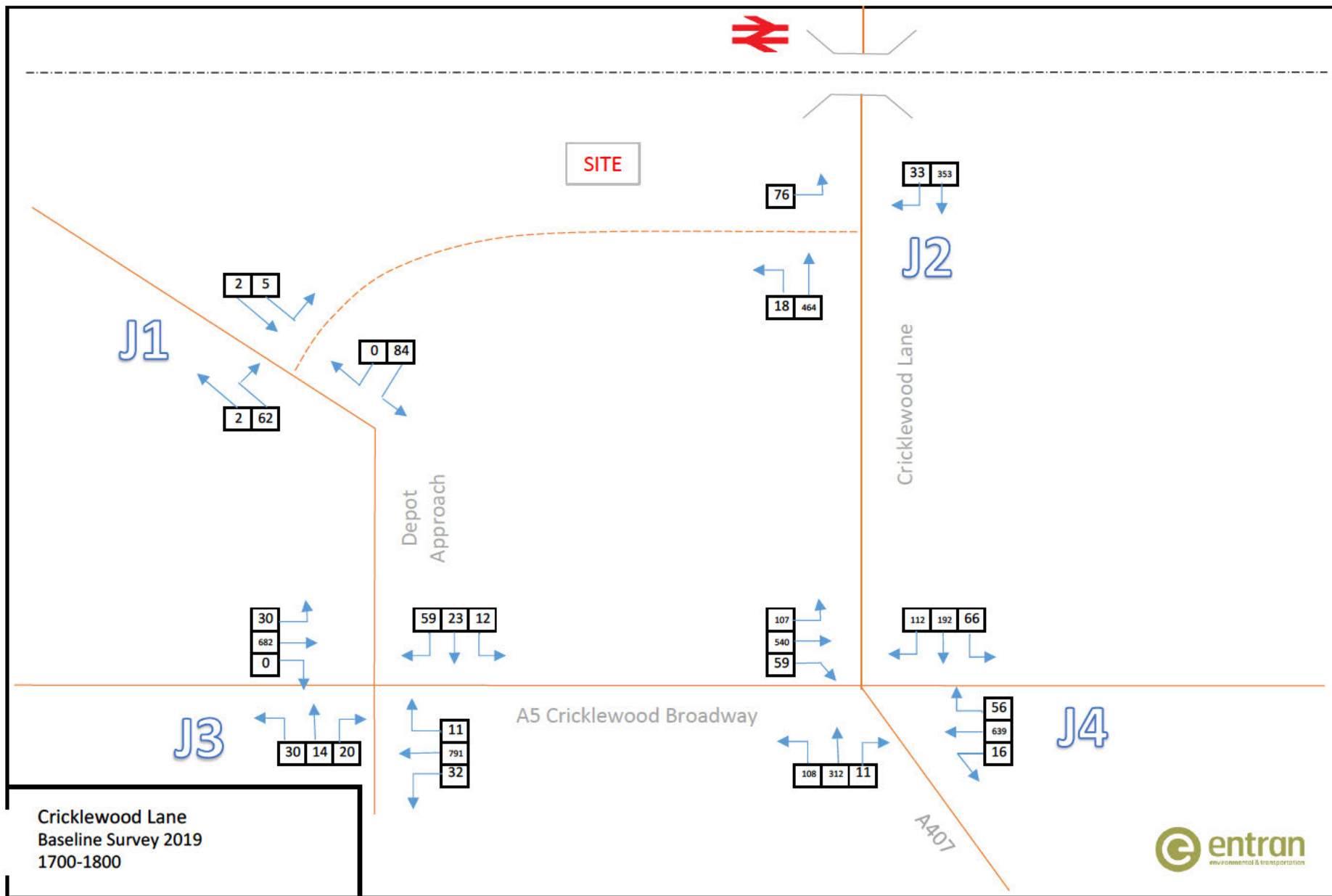


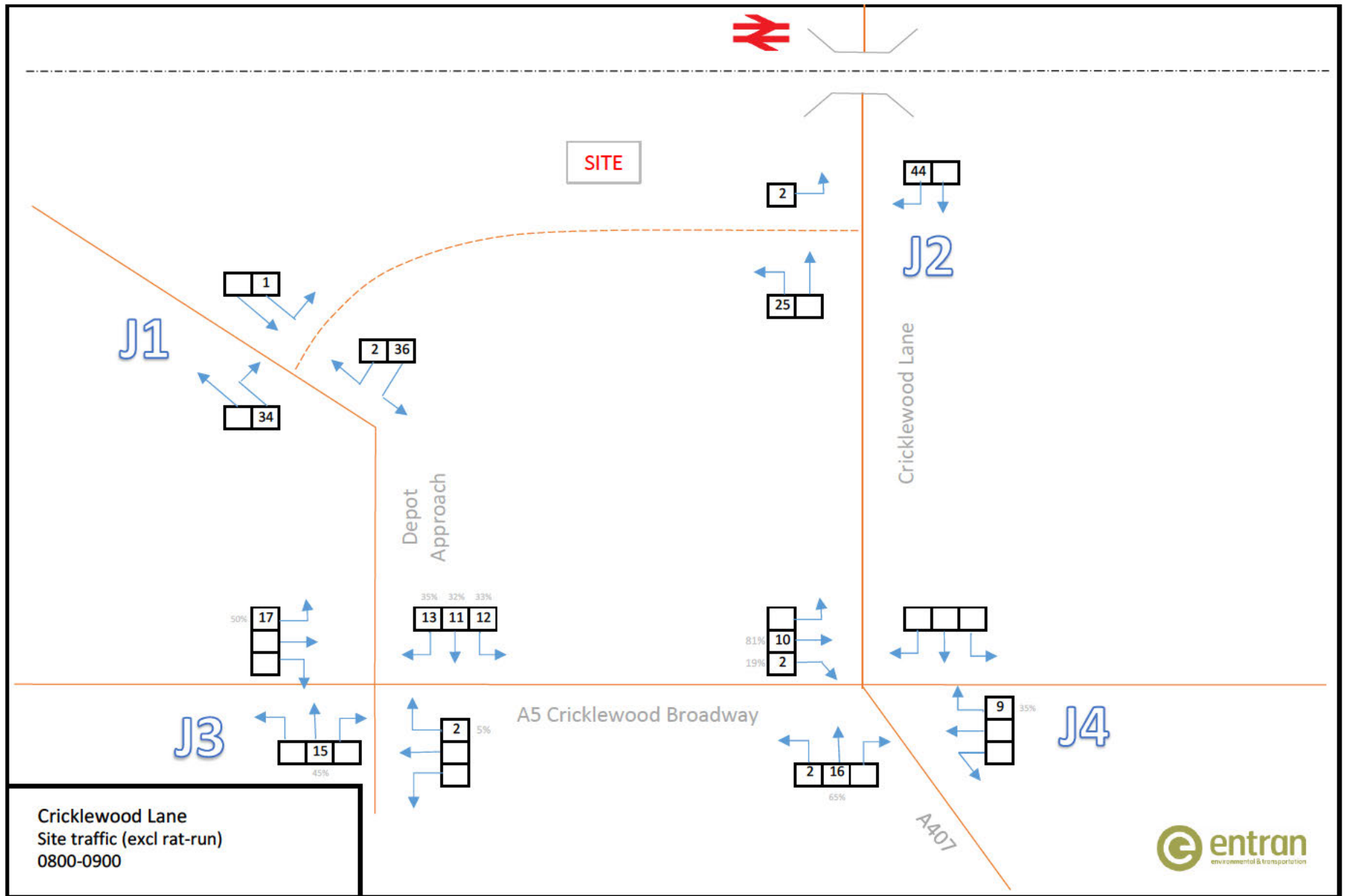
Appendix M

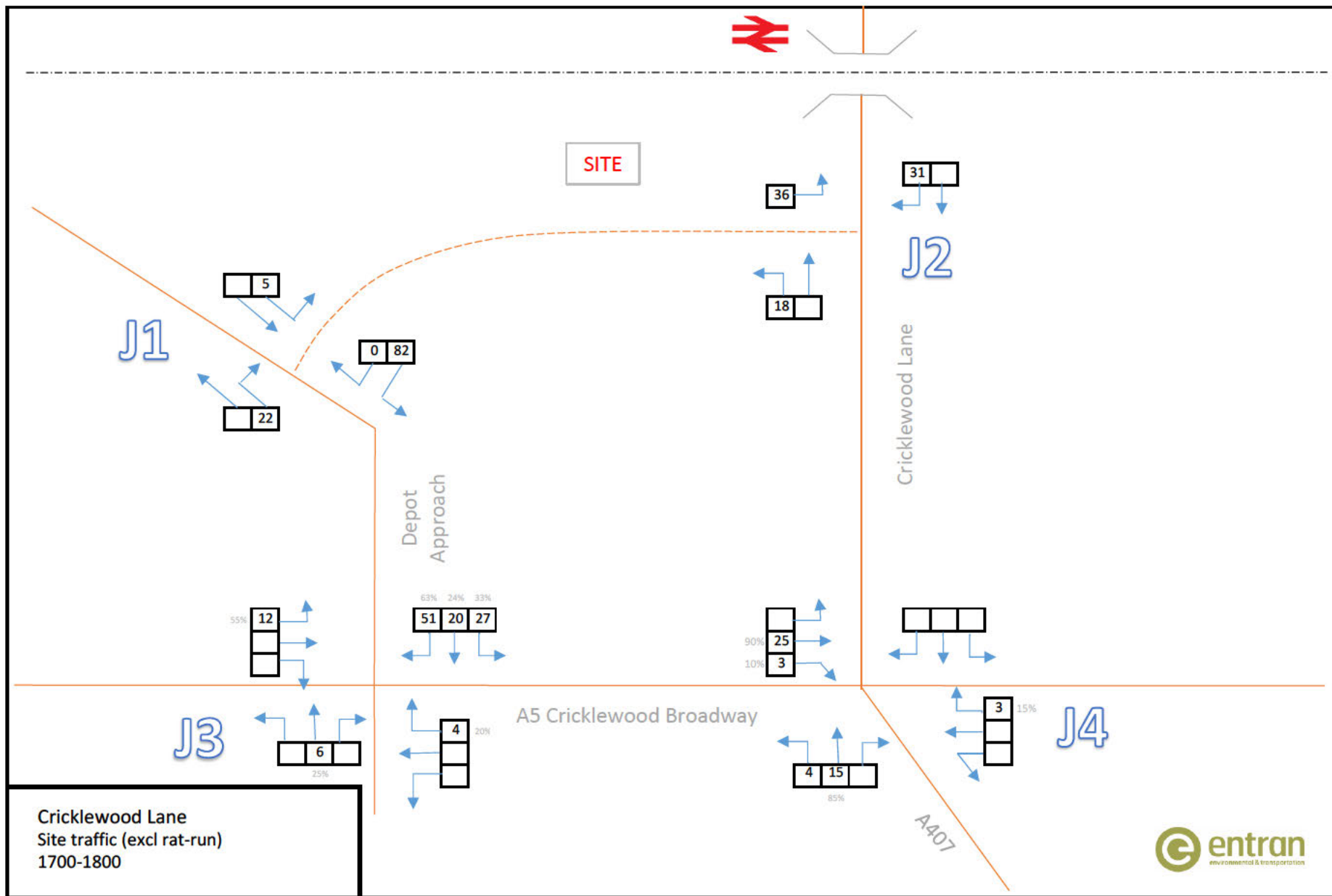
Link flow diagrams

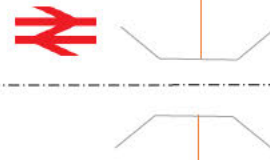












SITE

J1

J2

Cricklewood Lane

Depot Approach

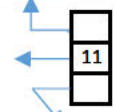
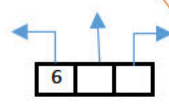
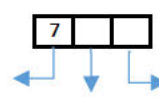
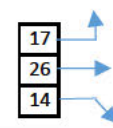
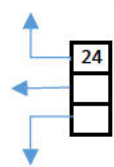
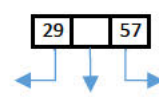
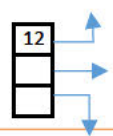
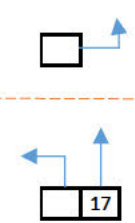
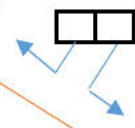
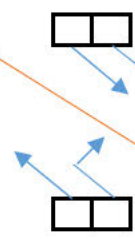
J3

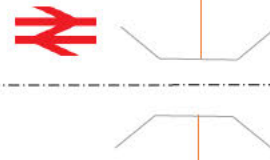
A5 Cricklewood Broadway

J4

A407

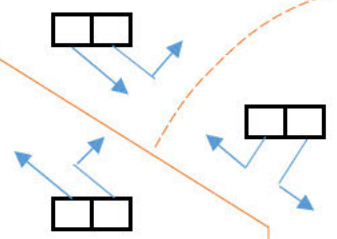
Cricklewood Lane
Development Traffic
0800-0900





SITE

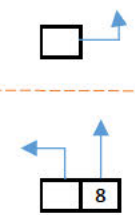
J1



Depot Approach

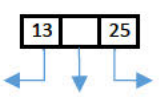
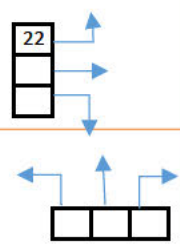


J2

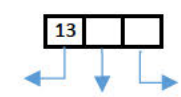
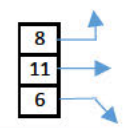


Cricklewood Lane

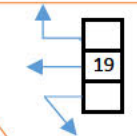
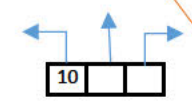
J3



A5 Cricklewood Broadway



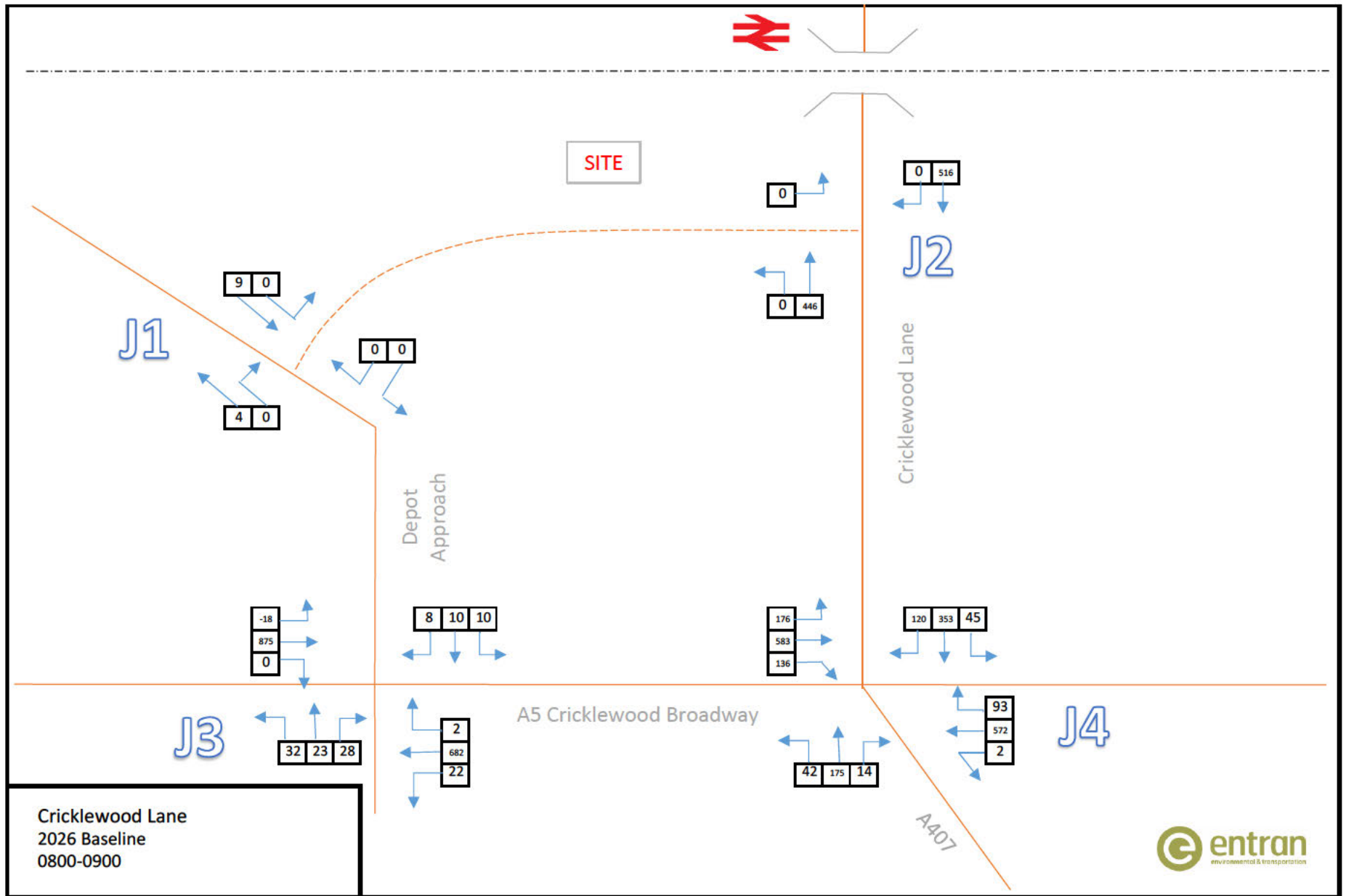
J4

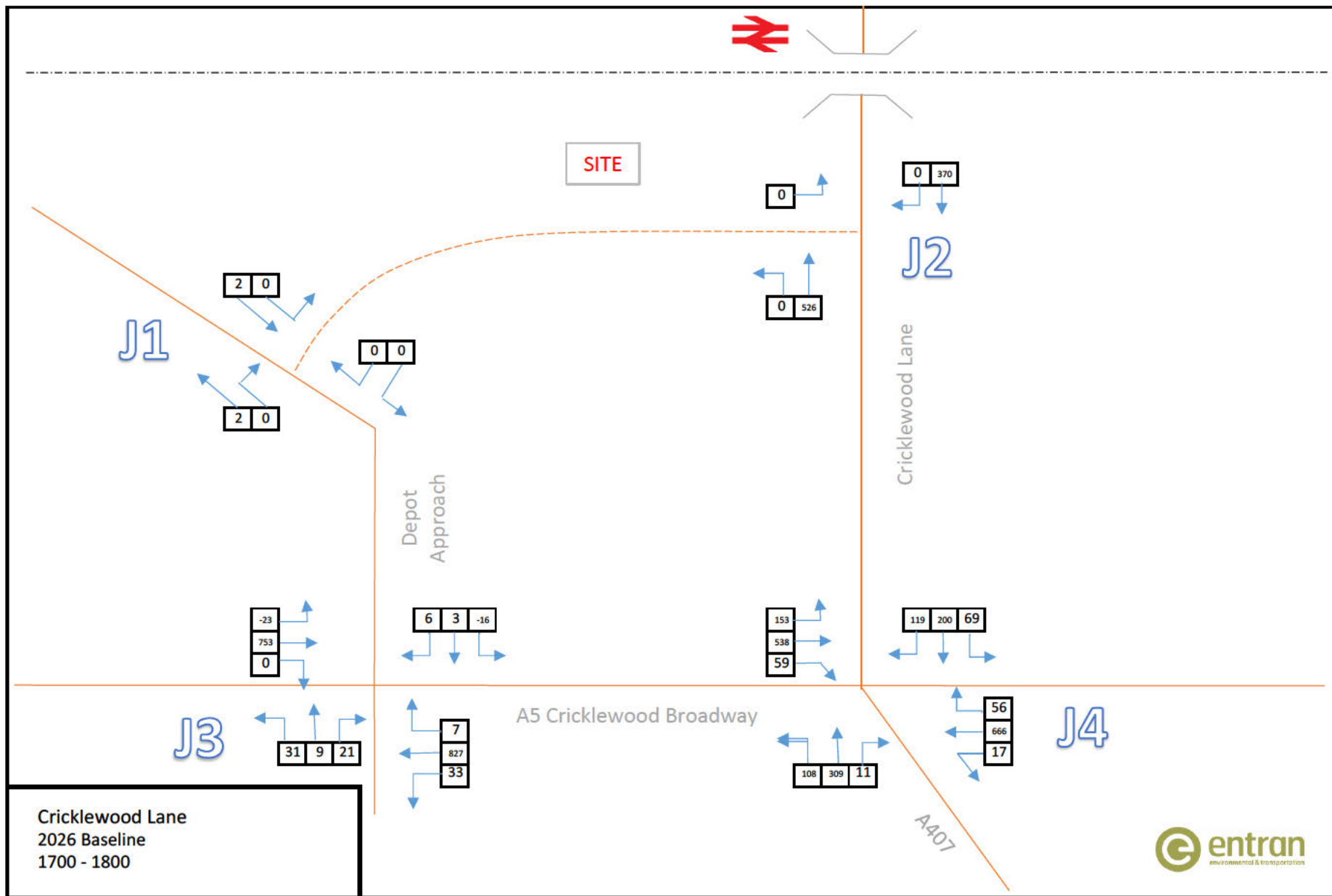


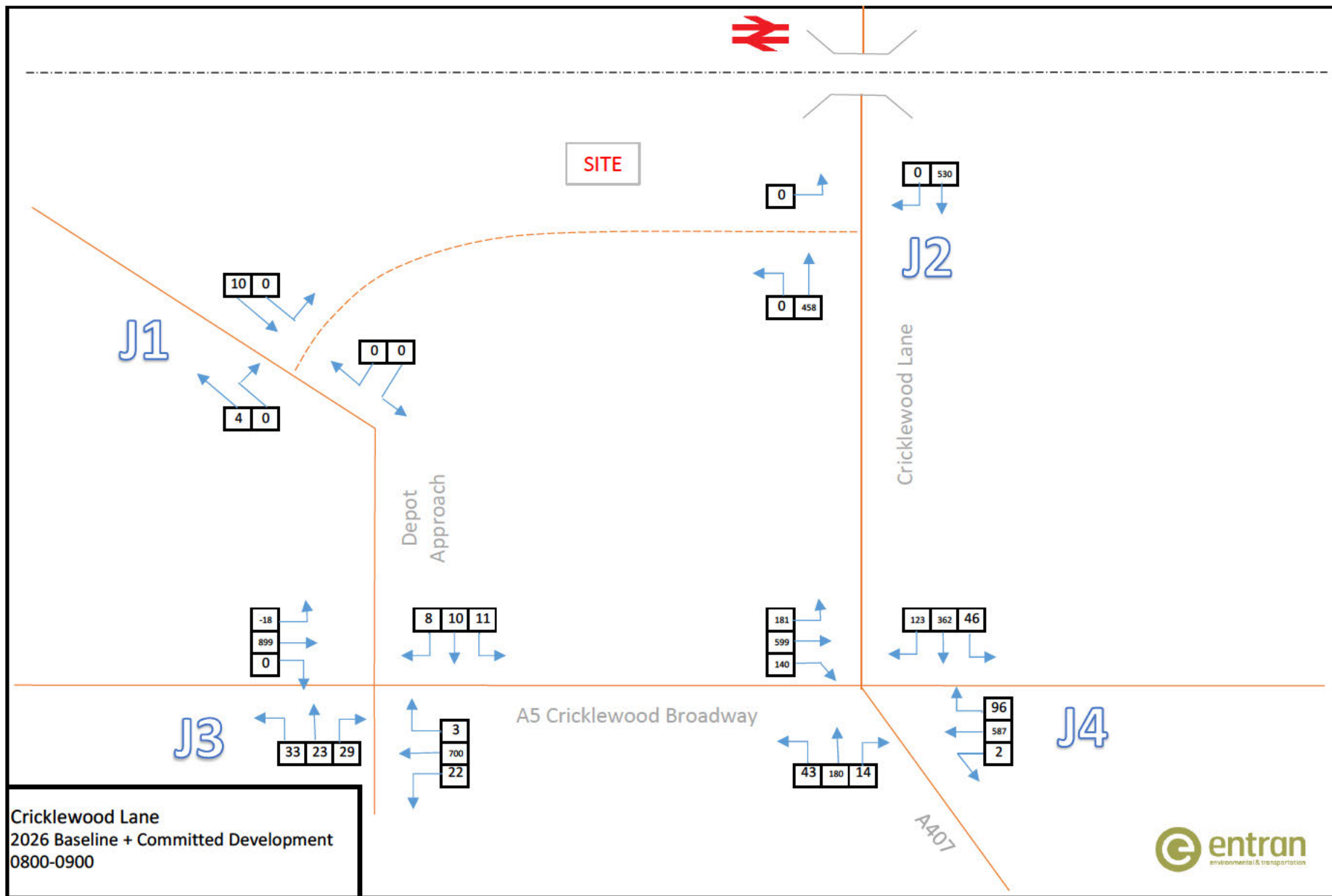
A407

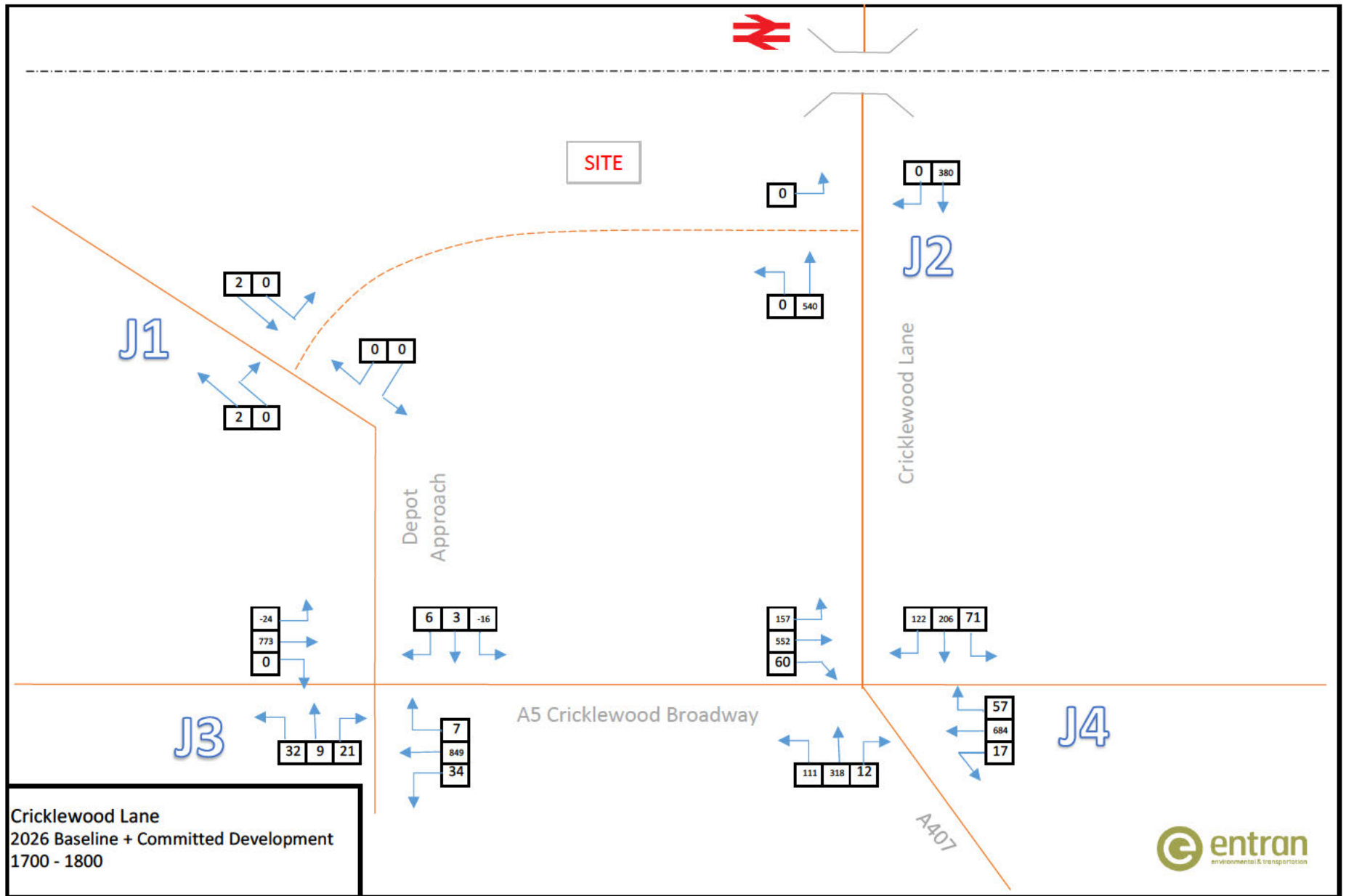
Cricklewood Lane
Development Traffic
1700-1800

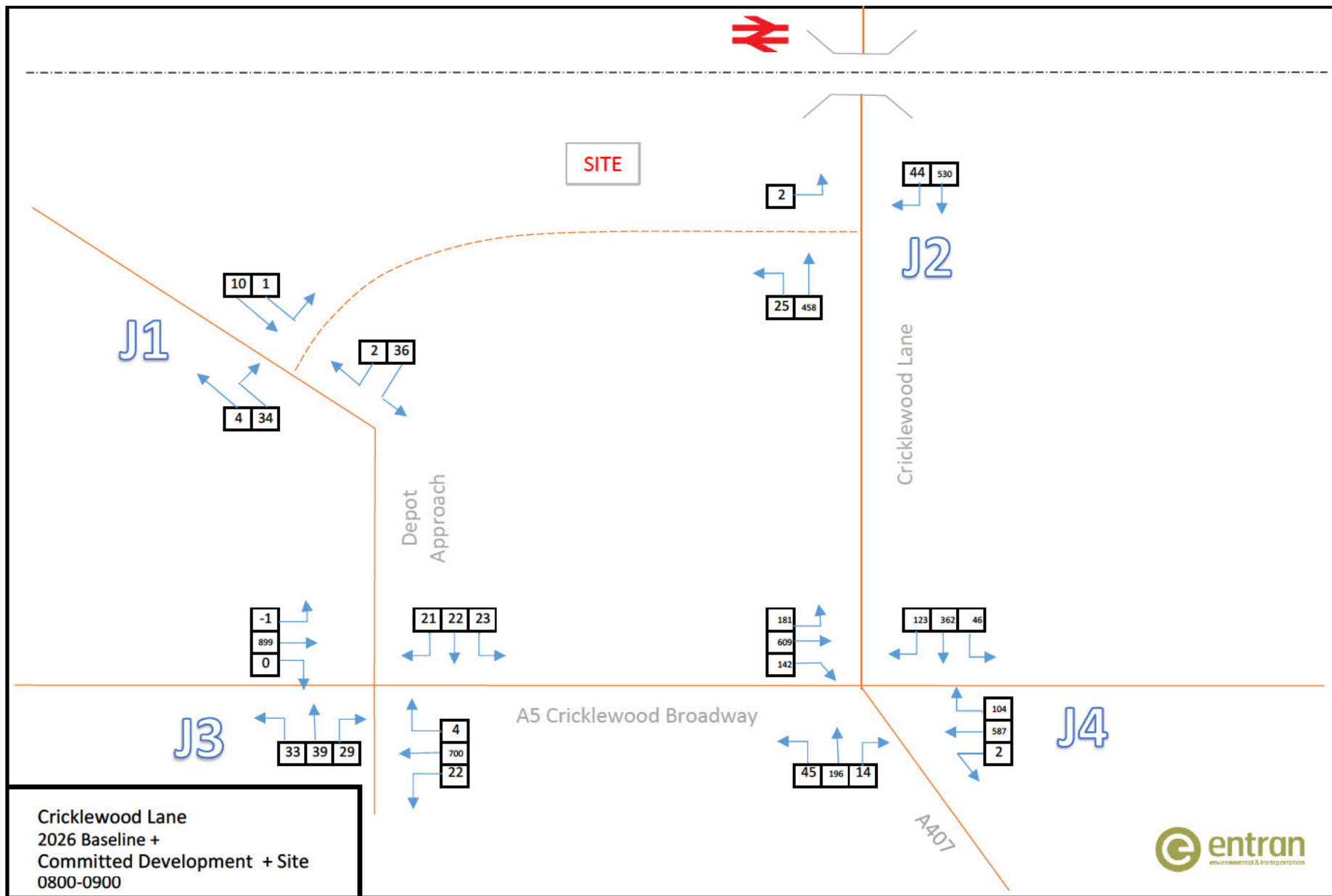


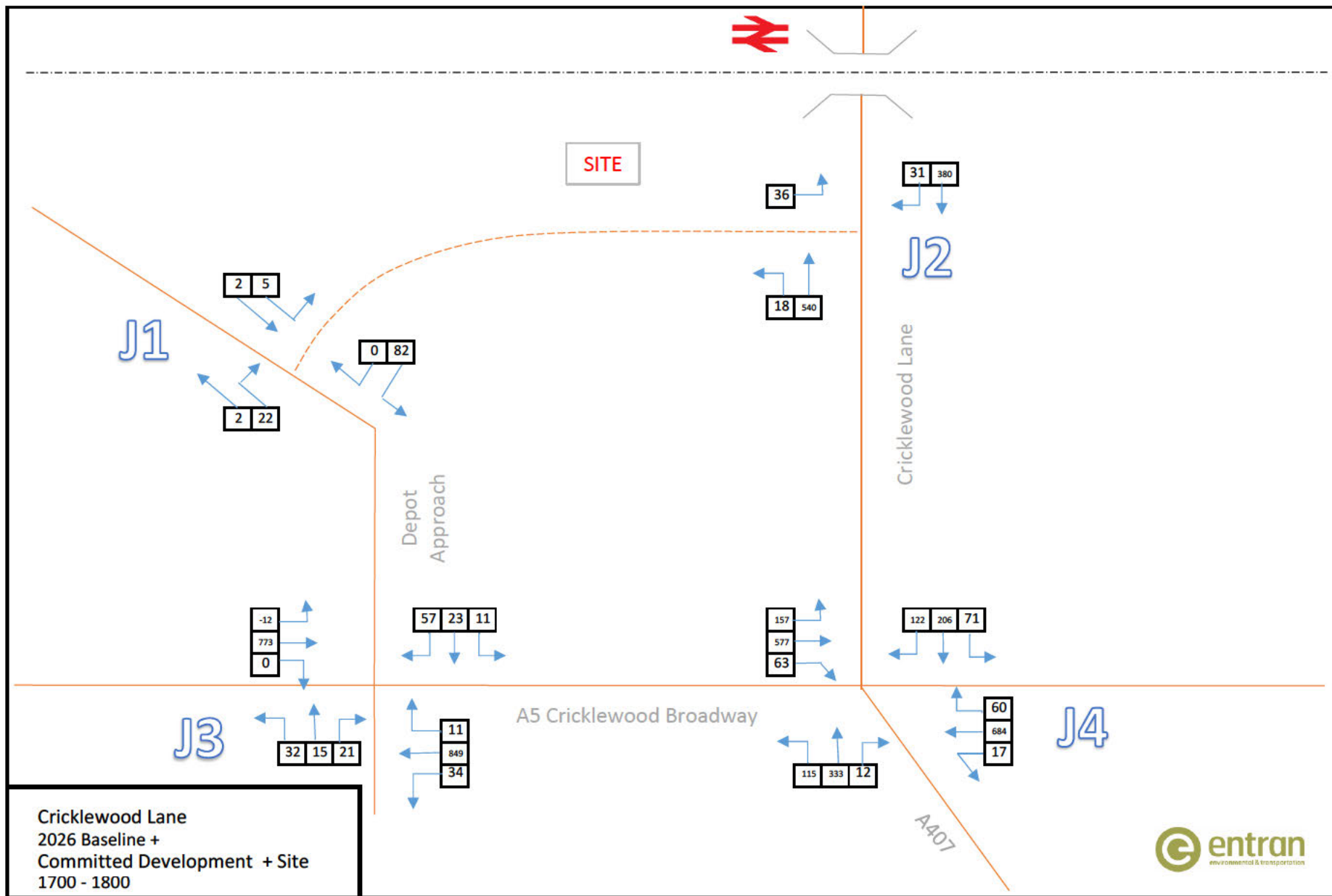


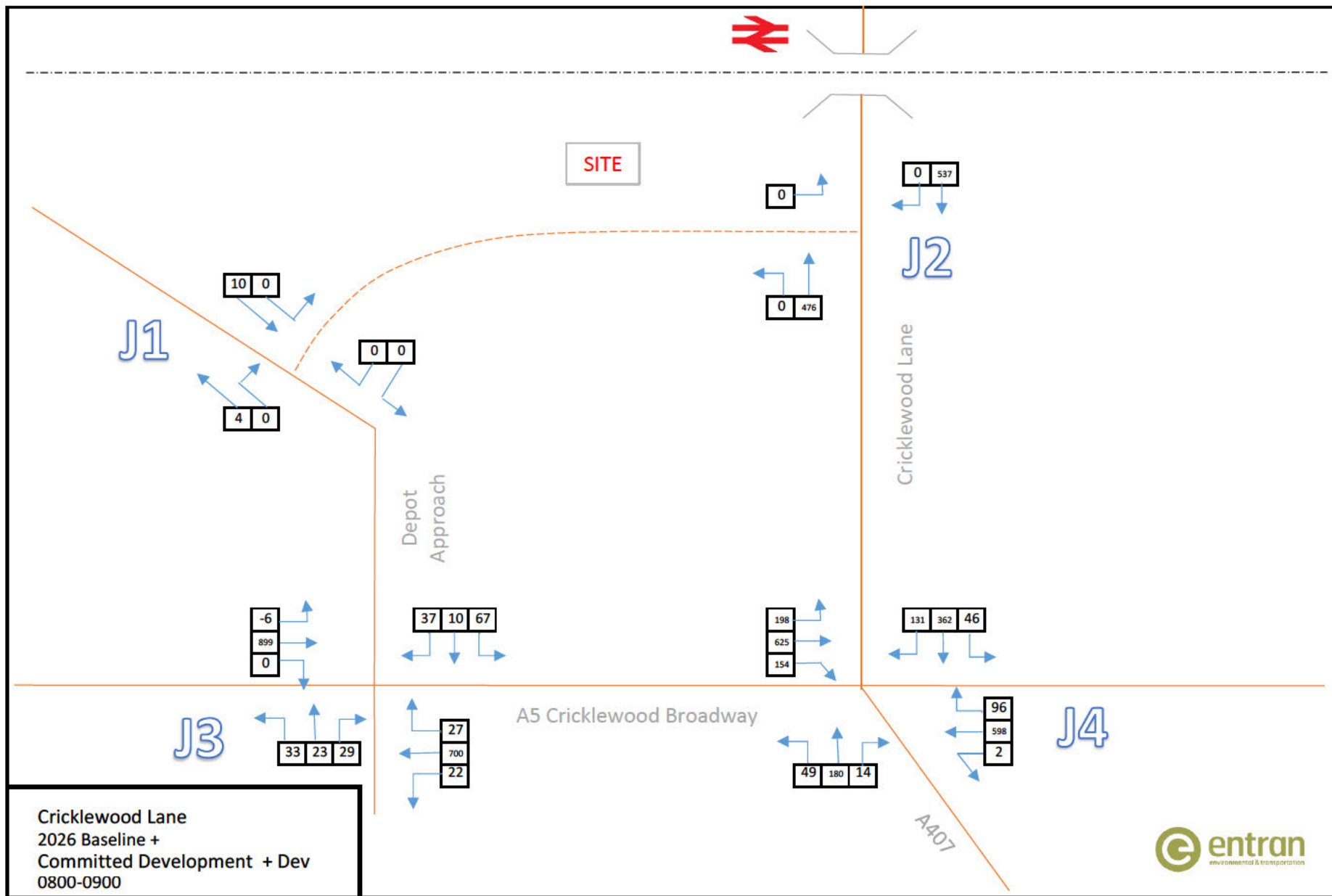


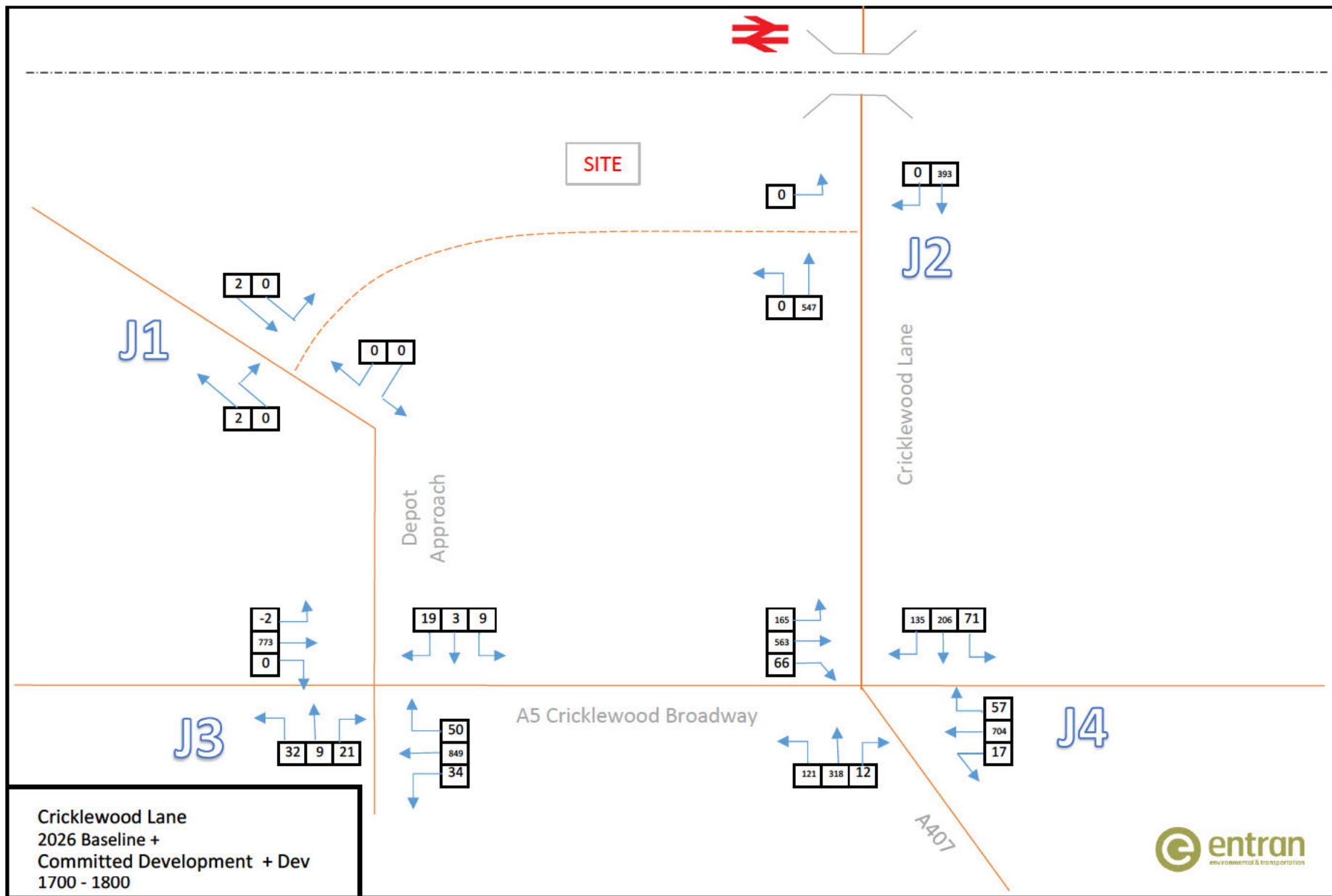












Carter, Richard

From: Griffiths, Carl
Sent: 09 April 2021 09:37
To: Kumarasinghe, Devinda
Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Hi Devinda

Is Melvyn the TFL officer looking at this one? If so, please could you give him a heads up on the revised TA and liaise as necessary.

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration **Regional Enterprise**

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

Barnet Online: www.barnet.gov.uk

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From: Griffiths, Carl

Sent: 08 April 2021 11:06

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Subject: FW: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Hi Devinda

FYI please see attached which I will also upload to the website now

Thanks


Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

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From: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 08 April 2021 10:55

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Hi Carl,

Please find attached the revised TA prepared by Entran, along with an explanatory cover letter for your review.

Are you available tomorrow morning for a quick catch up on matters?

Many thanks,

[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>



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From: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 01 April 2021 09:40

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Thanks Carl,

We will issue the TA later today.

[REDACTED]
Planner, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: [REDACTED]@iceniprojects.com



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: 30 March 2021 16:33

To: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Subject: FW: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

FYI see attached. sorry for delay.


I am still in depths of inquiry but hoping we may conclude tomorrow

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise
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T: 0208 359 5400

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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 30 March 2021 16:27

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Cc: Bowker, Paul <Paul.Bowker@Barnet.gov.uk>

Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Hello Carl – please find attached comments from the LBB Transport team in response to the recent letter that was received from applicant / transport consultant. I note that we are still awaiting the revised Transport Assessment report.

Regards

Devinda Kumarasinghe
Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: 22 March 2021 16:46

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Subject: FW: Cricklewood - Transport Letters

Hi Devinda

FYI see below and attached on B&Q Cricklewood.

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
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2 Bristol Avenue, Colindale, NW9 4EW

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From: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 16 March 2021 08:16

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Cc: John Mumby <jmumby@iceniprojects.com>; [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Subject: Cricklewood - Transport Letters

Morning Carl,

As discussed briefly yesterday Entran have completed the revised TA and are just finalising the appendices. In the meantime, we wanted to share the accompanying letters for your review.

The first (L4) is a cover letter for the revised TA. This is necessary because the response to the LBB comments is a mixture of new work, further clarification and rebuttals. These are set out in the letter in order to keep the revised TA as 'clean' as possible. The second letter (L5) is a response to the Tepbrook letter, this isn't for public view, at this stage. We'll be issuing a combined response to Tepbrook this week.

Please could you advise on timescales for re-consultation once the TA is registered along with the updated parameter plan?

Many thanks,

[REDACTED]

[REDACTED]

Planner, Planning

telephone: [REDACTED]

mobile: [REDACTED]

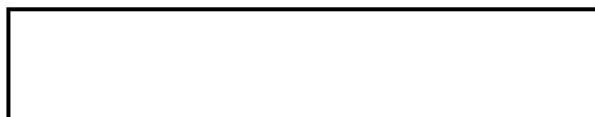
email: [REDACTED]@iceniprojects.com



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Iceni Projects will be supporting the LandAid SleepOut on 11 March.
Click here to offer your support in ending youth homelessness. Thank you.



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Carter, Richard

From: Kumarasinghe, Devinda
Sent: 09 April 2021 10:00
To: Griffiths, Carl
Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Carl – I haven't seen this, not sure why not. But if it's not too late I'll review and get back to you.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 09 April 2021 09:44
To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Just checking if you have seen this or not? Peter advised this was sent at the end of December

Thanks

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 09 April 2021 09:41

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

G'day Carl – no worries I will do (not sure he was the officer but will make sure it gets to the correct officer). Also, let me know if you have the transport response re Finchley Hospital, if not I will get it from the consultant directly?
Thanks

Regards

Devinda Kumarasinghe
Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: 09 April 2021 09:37

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Hi Devinda

Is Melvyn the TFL officer looking at this one? If so, please could you give him a heads up on the revised TA and liaise as necessary.

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

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From: Griffiths, Carl

Sent: 08 April 2021 11:06

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Subject: FW: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Hi Devinda

FYI please see attached which I will also upload to the website now

Thanks

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

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From: [REDACTED] <[REDACTED]@iceniprojects.com>

Sent: 08 April 2021 10:55

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Hi Carl,

Please find attached the revised TA prepared by Entran, along with an explanatory cover letter for your review.

Are you available tomorrow morning for a quick catch up on matters?

Many thanks,

[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: [REDACTED]@iceniprojects.com



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From: [REDACTED] <[REDACTED]@iceniprojects.com>

Sent: 01 April 2021 09:40

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Thanks Carl,

We will issue the TA later today.

[REDACTED]
Planner, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: [REDACTED]@iceniprojects.com



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: 30 March 2021 16:33

To: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Subject: FW: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

FYI see attached. sorry for delay.

I am still in depths of inquiry but hoping we may conclude tomorrow

Carl Griffiths
Principal Planner
Major Projects

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T: 0208 359 5400

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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 30 March 2021 16:27

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Cc: Bowker, Paul <Paul.Bowker@Barnet.gov.uk>

Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Hello Carl – please find attached comments from the LBB Transport team in response to the recent letter that was received from applicant / transport consultant. I note that we are still awaiting the revised Transport Assessment report.

Regards

Devinda Kumarasinghe

Transport Manager

Re

Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: 22 March 2021 16:46

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Subject: FW: Cricklewood - Transport Letters

Hi Devinda

FYI see below and attached on B&Q Cricklewood.

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration

Regional Enterprise

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From [REDACTED] [@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 16 March 2021 08:16

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Cc: John Mumby <jmumby@iceniprojects.com>; [REDACTED] [@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Subject: Cricklewood - Transport Letters

Morning Carl,

As discussed briefly yesterday Entran have completed the revised TA and are just finalising the appendices. In the meantime, we wanted to share the accompanying letters for your review.

The first (L4) is a cover letter for the revised TA. This is necessary because the response to the LBB comments is a mixture of new work, further clarification and rebuttals. These are set out in the letter in order to keep the revised TA as 'clean' as possible. The second letter (L5) is a response to the Tepbrook letter, this isn't for public view, at this stage. We'll be issuing a combined response to Tepbrook this week.

Please could you advise on timescales for re-consultation once the TA is registered along with the updated parameter plan?

Many thanks,

[Redacted]

[Redacted]

Planner, Planning

telephone: [Redacted]

mobile: [Redacted]

email: [Redacted]@iceniprojects.com



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Iceni Projects will be supporting the LandAid SleepOut on 11 March.
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Carter, Richard

From: [REDACTED]@iceniprojects.com>
Sent: 09 April 2021 10:29
To: Griffiths, Carl
Cc: John Mumby; [REDACTED]
Subject: Cricklewood (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Hi Carl,

Thanks for your time this morning. It was helpful to regroup on things. I know John has been trying to get in touch separately – what's the best number for him to speak to you on today?

Many thanks,
[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: [REDACTED]@iceniprojects.com



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 08 April 2021 13:46
To: [REDACTED]@iceniprojects.com>
Subject: RE: Cricklewood - Transport Letters (B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT))

Thanks [REDACTED] – yes I am ok for catch up tomorrow, speak then

Carl Griffiths
Principal Planner
Major Projects

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Carter, Richard

From: Griffiths, Carl
Sent: 09 April 2021 10:57
To: Kumarasinghe, Devinda
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Thanks. Don't know why I thought it was Mervyn.

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Sent: 09 April 2021 10:52
To: Pak-Lim Wong <PakLim.Wong@tfl.gov.uk>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Pak-Lim – please find attached revised TA report in relation to the above application for your review and comment (this should also be available for download from our Planning Portal). I believe this application is likely to be heard at Committee next month so your timely comments would be appreciated. Thanks.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: Dresner Melvyn (ST) <Melvyn.Dresner@tfl.gov.uk>
Sent: 09 April 2021 10:35
To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Cc: Pak-Lim Wong <PakLim.Wong@tfl.gov.uk>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi Devinda,

Pak-Lim is the case officer.

Regards

Melvyn

From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Sent: 09 April 2021 09:50
To: Dresner Melvyn (ST) <Melvyn.Dresner@tfl.gov.uk>
Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

G'day Melvyn – Hope you're well. Just a quick question are you the officer dealing with the above application? We have received the latest / revised TA from the applicant and I wanted to give a heads up and forward the document to the correct TfL officer. Thanks.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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Carter, Richard

From: [REDACTED]@iceniprojects.com>
Sent: 15 April 2021 10:24
To: Martin Jones
Cc: Griffiths, Carl; John Mumby; [REDACTED]
Subject: RE: B&Q Cricklewood - GLA Response

Hi Martin,

I hope you're well.

We wanted to provide a quick update on the B&Q Cricklewood scheme and share the accompanying documents which respond to a number of the matters raised within the GLA stage 1 response. Additional documents for your review include:

- Updated Development Heights – Parameter Plan (10965-EPR-XX-XX-DR-A-TP-0106) presenting AOD height variations within each parcel;
- Fire safety strategy – demonstrating compliance with relevant Building Regulations;
- Urban Greening Factor calculations (prepared by exterior Architects) demonstrating a factor of 0.41;
- Updated Transport Assessment (prepared by Entran) responding to LBB and TFL comments. This has also been issued to LBB;
- Energy Memo response and completed early stage overheating tool form (prepared by Meinhardt).

[REDACTED] [u](#)

Thank you for sharing the initial GLA comments regarding the financial viability assessment. As you will likely be aware, viability negotiations have been ongoing with LBB, but we should have a further update for you over the next week.

Do let me know if you have any questions.

Many thanks,

[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: [REDACTED]@iceniprojects.com



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From: Martin Jones <Martin.Jones@london.gov.uk>
Sent: 16 February 2021 13:47
To: [REDACTED]@iceniprojects.com>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: B&Q Cricklewood - GLA Response

Hello [REDACTED] – further to my message below, please find attached our viability comments.

Kind regards
Martin

Martin Jones

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
07712 545818

london.gov.uk
martin.jones@london.gov.uk

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From: Martin Jones
Sent: 03 February 2021 08:49
To: [REDACTED]@iceniprojects.com>
Subject: RE: B&Q Cricklewood - GLA Response

Hi [REDACTED] – hope you're well.

I just wanted to check on timescales for a response to the Stage 1 report – some of the issues raised can take a while to resolve (e.g. climate change matters).

Thanks
Martin

Martin Jones

Principal Strategic Planner, Planning
Greater London Authority
City Hall, The Queen's Walk, London SE1 2AA
07712 545818

london.gov.uk
martin.jones@london.gov.uk

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From: [REDACTED] <[REDACTED]@iceniprojects.com>
Sent: 05 November 2020 15:40
To: Martin Jones <Martin.Jones@london.gov.uk>
Cc: [REDACTED] <[REDACTED]@iceniprojects.com>; John Mumby <jmumby@iceniprojects.com>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: B&Q Cricklewood - GLA Response

Hi Martin,

I hope you are well. I just wanted to let you know that I'm away early next week, as result please could I ask you to cc in my colleagues [REDACTED] and John Mumby to the 9th November stage 1 response.

Many thanks,

[REDACTED]

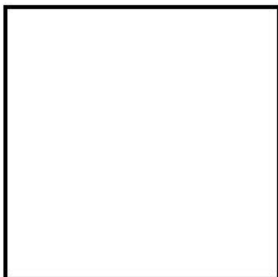
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From: Martin Jones <Martin.Jones@london.gov.uk>
Sent: 29 October 2020 12:29
To: [REDACTED] <[REDACTED]@iceniprojects.com>
Cc: [REDACTED] <[REDACTED]@iceniprojects.com>; John Mumby <jmumby@iceniprojects.com>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: B&Q Cricklewood - GLA Response

Hi [REDACTED] – it will go to the Mayor on the 9th and you'll get the Stage 1 on that day.

Thanks
Martin

From [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 29 October 2020 11:51

To: Martin Jones <Martin.Jones@london.gov.uk>

Cc: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>; John Mumby <jmumby@iceniprojects.com>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: B&Q Cricklewood - GLA Response

Hi Martin,

Thanks for confirming and for the update on timings. Just to clarify has the meeting with the Mayor been pushed back, or is the 9th November the anticipated date for the response?

Many thanks,

[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]

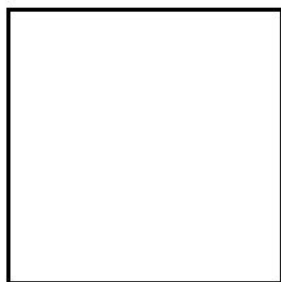
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From: Martin Jones <Martin.Jones@london.gov.uk>

Sent: 29 October 2020 08:22

To: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>; John Mumby <jmumby@iceniprojects.com>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: B&Q Cricklewood - GLA Response

Hi [REDACTED]

Yes we have what we need on viability, thanks. The Stage 1 has been delayed by a week to 9 Nov as TfL comments were delayed – apologies about that. Climate change/environmental comments are attached (we only include a summary in the Stage 1).

Thanks
Martin

Martin Jones

Principal Strategic Planner, Planning
GreaterLondonAuthority
City Hall, The Queen's Walk, London SE1 2AA
07712 545818

london.gov.uk
martin.jones@london.gov.uk

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From [REDACTED] [@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 28 October 2020 16:33

To: Martin Jones <Martin.Jones@london.gov.uk>

Cc: Viability Fees <ViabilityFees@london.gov.uk>; [REDACTED] [@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>; John Mumby
<jmumby@iceniprojects.com>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: B&Q Cricklewood - GLA Response

Hi Martin,

I just wanted to follow up on this and ensure you have everything you need re. viability? Please can you confirm when we can expect the stage 1 response to be issued and if this will be fully informed by TFL comments?

Many thanks,
[REDACTED]

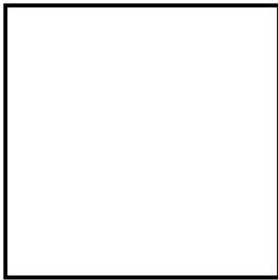
[REDACTED]
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From: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 20 October 2020 17:17

To: Martin Jones <Martin.Jones@london.gov.uk>

Cc: Viability Fees <ViabilityFees@london.gov.uk>; [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>; John Mumby <jmumby@iceniprojects.com>

Subject: RE: B&Q Cricklewood - GLA Response

Hi Martin,

Thank you for providing an update. Would you be able to provide any feedback on the scheme in advance of your stage 1 report being issued?

In terms of viability matters, please do proceed with the review of the FVA. I've attached a completed copy of the GLA viability payment form.

If you have any further questions, do let me know.

Many thanks,

[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: [REDACTED]@iceniprojects.com



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Winner: Award for Planning Consultancy of the Year

Winner: Award for Best Use of Arts, Culture of Sport in Placemaking (Illuminated River)

Winner: Planning Permission of the Year (Leven Road Gasworks, St William)

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From: Martin Jones <Martin.Jones@london.gov.uk>

Sent: 15 October 2020 07:52

To: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Subject: RE: B&Q Cricklewood - GLA Response

Hi [REDACTED] further to the message below, I have now found a full version of the DAS.

Also, as it stands, our viability team are likely to review the FVA, with the charge as indicated in our pre-application report. Could you send me a copy of the FVA (we only have the summary). Can you also confirm if it's on the Council's website, as I can't see it.

Thanks

Martin

From: Martin Jones

Sent: 13 October 2020 16:17

To: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Subject: RE: B&Q Cricklewood - GLA Response

Sorry [REDACTED], I meant to ask if you could send me a link to the DAS as a single document.

Many thanks

Martin

From: Martin Jones

Sent: 13 October 2020 16:15

To: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Cc: John Mumby <jmumby@iceniprojects.com>; [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: B&Q Cricklewood - GLA Response

Hello [REDACTED] – I hope to take it to the Mayor on 2 November.

Kind regards

Martin

Martin Jones

Principal Strategic Planner, Planning

Greater London Authority

City Hall, The Queen's Walk, London SE1 2AA

07712 545818

london.gov.uk

martin.jones@london.gov.uk

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From: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 13 October 2020 09:38

To: Martin Jones <Martin.Jones@london.gov.uk>

Cc: John Mumby <jmumby@iceniprojects.com>; [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: B&Q Cricklewood - GLA Response

Hi Martin,

I hope you are well.

I understand that you have been assigned the B&Q Cricklewood application. I'm the planning agent working on behalf of Montreaux, and I just wanted to check in with you regarding timings for the GLA stage one response following the submission in late July 2020.

Do let me know if you have any questions on the scheme.

Many thanks,

[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: [REDACTED]@iceniprojects.com



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Energy Memo: GLA Consultation

Case details

Date of first review:	23/10/2020
Case Name:	B&Q Cricklewood
Case Number:	2020/6538
Case Officer:	Martin Jones
London Borough:	Barnet
Application Type (Outline/Hybrid/Detailed):	Outline
Applicant:	Montreaux Limited
Energy Consultant:	Meinhardt
Document Title:	Outline Energy Assessment
Document Date:	29/07/2020

Development proposals - outline

Use	Floorspace/Number of units
Residential	1100 units
Flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2)	1,200m2

Comments sent to GLA case officer 25/11/2019

[The updated GLA Energy Assessment Guidance provides details on the information that should be provided within the energy assessment to be submitted at stage 1. See link for the latest guidance published in October 2018: https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0](https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0)

The following targets are in effect for all Stage 1 schemes received by the Mayor as set out in the guidance:

Residential – Net zero carbon with at least an on-site 35% reduction in carbon emissions beyond Part L of 2013 Building Regulations.

Non-residential – 35% reduction in carbon emissions beyond Part L of 2013 Building Regulations. The zero carbon target will apply to non-domestic developments when the new London Plan is adopted (expected in late 2019).

The carbon emission figures should be reported against a Part L 2013 baseline. Carbon emissions for domestic and non-domestic elements of the development should be presented separately.

From January 2019, and until central Government updates Part L with the latest carbon emission factors, applicants are encouraged to use the SAP 10 emission factors for referable applications when estimating CO₂ emission performance against London Plan policies. A spreadsheet has been provided for this purpose and the applicant should submit this alongside their application. Applicants will still need to provide an assessment of CO₂ performance using SAP 2012 emission factors to enable a comparison to be made. Applicants proposing to only use SAP 2012 emission factors will need to provide a justification for this.

Be Lean Demand Reduction

The applicant should commit to meeting Part L 2013 by efficiency measures alone as a minimum for both domestic and non-domestic elements separately. Applicants should note the new draft London Plan Energy Efficiency targets which set out the GLA's expectation for levels of improvement achievable for new developments:

Residential – 10% improvement on 2013 Building Regulations from energy efficiency

Non-residential – 15% improvement on 2013 Building Regulations from energy efficiency

Sample SAP full calculation worksheets (both DER and TER sheets) and BRUKL sheets including efficiency measures alone should be provided to support the savings claimed.

Information on the development's total energy demand (MWh/year) for each building use and the total Part L Fabric Energy Efficiency Standard (FEES) should be reported.

Cooling and Overheating

The domestic overheating checklist, included in the Energy Assessment Guidance, should be completed at pre-application stage and used to identify potential overheating risk and passive responses early in the design process.

Evidence should be provided on how the demand for cooling and the overheating risk will be minimised through passive design in line with the Cooling Hierarchy. Dynamic overheating modelling in line with CIBSE Guidance is recommended (TM59 and TM49 for residential and TM52 and TM49 for non-residential).

The area weighted average (MJ/m^2) and total (MJ/year) cooling demand for the actual and notional building should be provided and the applicant should demonstrate that the actual building's cooling demand is lower than the notional.

Be Clean Heating Infrastructure

The applicant should investigate opportunities for connection to nearby existing or planned district heating (DH) networks. Evidence of communication with the relevant parties (i.e. stakeholders, local authority energy officers) should be provided.

The site should be served by a single energy centre and the applicant should commit to providing a site wide heating network where all buildings/uses on site will be connected; relevant drawings/schematics for the energy centre and the site-wide network should be provided.

The applicant should provide information confirming that the development is future proofed for connection to wider district networks now or in the future.

It should be noted that gas-engine CHP is not supported for small/medium developments.

Be Green Renewable Energy

The GLA expects all major development proposals to maximise on-site renewable energy generation. This is regardless of whether the 35% on-site target has already been met through earlier stages of the energy hierarchy.

Solar PV should be maximised. A plan showing the proposed location of the installation should be provided and the applicant should demonstrate that the roof's potential has been maximised for the installation.

- Centralised heat pumps are being proposed in the form of a ASHP. Further information on the heat pumps should be provided including:
 - The heat pump's total capacity (kWth).
 - An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads.
 - Details of how the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) has been calculated for the energy modelling. This should be based on a dynamic calculation of the system boundaries over the course of a year i.e. incorporating variations in source temperatures and the design sink temperatures (for space heat and hot water).
 - Manufacturer datasheets showing performance under test conditions for the specific source and sink temperatures of the proposed development and assumptions for hours spent under changing source temperatures. Whether any additional technology is required for hot water top up and how this has been incorporated into the energy modelling assumptions.
 - An estimate of the expected heating costs to occupants, demonstrating that the costs have been minimised through energy efficient design.
 - The expected heat source temperature and the heat distribution system temperature with an explanation of how the difference will be minimised to ensure the system runs efficiently.
 - A commitment to monitor the performance of the heat pump system post-construction to ensure it is achieving the expected performance approved during planning.

Carbon Offsetting

Applicants are expected to maximise carbon emission reductions on-site. Where it is clearly demonstrated that no further carbon savings can be achieved but the site still falls short of the carbon reduction targets, applicants are required to make a cash-in-lieu contribution to the relevant boroughs' carbon offset fund using the boroughs' carbon offset price.

Energy strategies should provide a calculation of the shortfall in carbon emissions and evidence of discussions with the borough agreeing the offsetting approach.

Monitoring

The energy strategy should include information on how the building's energy performance will be monitored post-construction to enable occupants to monitor and reduce their energy use.

GREATER LONDON AUTHORITY

Comment No.	GLA Stage I Date: 23/10/20	Applicant's Stage I response Date: 04/11/20	GLA Post Stage I response Date:	Applicant's Post Stage I response Date:
General compliance comments				
1	The energy strategy is generally compliant with the London Plan policies however, the applicant is required to submit the additional information, which has been requested below.			
2	For the purposes of this assessment, the applicant will be estimating the CO ₂ emission performance against London Plan policies using the SAP 10 emissions factors. This is supported.			
Be Lean				
3	Based on the information provided, the domestic element of the proposed development is estimated to achieve a reduction of 185 tonnes per annum (10%) in regulated CO ₂ emissions compared to a 2013 Building Regulations compliant development.	Agreed		
	The applicant should be conditioned for reserved matters applications to demonstrate a minimum 10% domestic Be Lean reduction in regulated CO ₂ emissions compared to a 2013 Building Regulations compliant development.			
4	Based on the information provided, the non-domestic element of the proposed development is estimated to achieve a reduction of 65 tonnes per annum (15%) in regulated CO ₂ emissions compared to a 2013 Building Regulations compliant development.	Agreed		
	The applicant should be conditioned for reserved matters applications to demonstrate a minimum 15% non-domestic Be Lean reduction in regulated CO ₂ emissions compared to a 2013 Building Regulations compliant development.			
5	The applicant should be conditioned for reserved matters applications to submit information to demonstrate they have considered and minimised the estimated energy costs to occupants and outline how they are committed to protecting the consumer from high prices. This should cover the parameters set out in the guidance and include a confirmation of the quality assurance mechanisms that will be considered as part of the strategy.	Agreed		
Overheating				
6	The applicant has provided a commitment to undertake CIBSE TM59 overheating modelling for the reserved matters applications. They should be conditioned to undertake as part of the reserved matters application a Dynamic Overheating Analysis to assess the overheating risk. This should follow the CIBSE TM59 methodology for the London Design Summer Year 1 (DSY1) weather file: 2020s, High emission, 50% percentile scenario. The applicant should also investigate the risk of overheating using the DSY 2 & 3 weather files.	Agreed		
	At the current stage the applicant should complete and submit the Good Homes Alliance Early Stage Overheating Risk Tool .			
7	They have submitted the GLA checklist which is welcomed, but they should also submit the GHA checklist.	GHA document now submitted - 12 scored, medium risk		
	They have also outlined measures in response to the cooling hierarchy. They propose to explore a suitable glazing ratio; excessive glazing should be avoided. They propose to investigate the use of external shading; this would be welcomed.			
8	The applicant has suggested that cooling may be appropriate for the commercial units, and communal residents spaces (where provided). They should be conditioned to demonstrate that any active cooling provision is lower than the notional in (MJ/m ²). They should be conditioned to undertake as part of the reserved matters application a Dynamic Overheating Analysis to assess the overheating risk for any naturally ventilated non-domestic spaces. This should follow the CIBSE TM52 methodology for the London Design Summer Year 1 (DSY1) weather file: 2020s, High emission, 50% percentile scenario. The applicant should also investigate the risk of overheating using the DSY 2 & 3 weather files.	Agreed		
Be Clean				
9	The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. They should contact relevant stakeholders including the borough energy officer, local heat network operators and nearby developers and ask whether they know of any local heat network connection opportunities. Evidence of the correspondence with the borough should be provided.	Contact was requested post the GLA Pre-app meeting 14.11.19 but no response received. As noted in the ES the site is restricted by the adjacent train line to the existing heat networks.		

10	<p>As part to the above, the applicant should investigate the potential to catalyse a wider heat network. They should discuss this with the borough, and seek to identify and engage with developers of other sites coming through in the area that may be able to connect to an area wide network.</p> <p>The applicant should provide a commitment that the development is designed to allow future connection to a district heating network.</p>	<p>The site has large plant room areas which can be adopted to Energy Centre's should it be required in the future.</p>
11	<p>The applicant should be conditioned to demonstrate, as part of the reserved matters applications, detail confirming the development is designed to allow future connection to a district heating network.</p>	<p>Agreed, commitment given in submitted document</p>
12	<p>The applicant has confirmed that they propose a site-wide heat network supplied by a centralised energy centre. It has been confirmed that all apartments and non-domestic building uses will be connected to the heat network.</p>	
Be Green		

13	<p>The applicant undertook a feasibility study of renewable energy technology, and considers PV and ASHPs to be feasible.</p>	
14	<p>The applicant is proposing to install 300m² kWp of Photovoltaic (PV) panels with efficiency of 16.5%. They are required to maximise renewable energy generation and which includes maximising the area provided and the efficiency of panels provided. This should be addressed in the reserved matters application.</p> <p>The applicant should be conditioned to submit, as part of the reserved matters applications, a detailed roof layout demonstrating that the roof's potential for a PV installation has been maximised. The on-site savings from renewable energy technologies should be maximised regardless of the London Plan targets having been met.</p>	<p>Agreed</p>
15	<p>Heat pumps are being proposed in the form of a (centralised hybrid ASHPs system with top-up gas boilers and thermal storage. They have suggested that a SCOP of 3.59 could be achieved and that 60% of heat will be provided by the ASHPs. They suggest the ASHPs could be located mainly on the Block C roof but also on Blocks B1 and B2 as necessary. At the reserved matters stage, the applicant should be conditioned to provide full details of the ASHP proposals including:</p> <p>a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads.</p> <p>b. Details of how the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) has been calculated for the energy modelling. This should be based on a dynamic calculation of the system boundaries over the course of a year i.e. incorporating variations in source temperatures and the design sink temperatures (for space heat and hot water).</p> <p>c. The expected heat source temperature and the heat distribution system temperature with an explanation of how the difference will be minimised to ensure the system runs efficiently. The distribution loss factor should be calculated based on the above information and used for calculation purposes.</p> <p>d. Whether any additional technology is required for top up or during peak loads (e.g. hot water supply) and how this has been incorporated into the energy modelling assumptions.</p>	<p>Agreed</p>

Carbon performance and offsetting		
16	<p>The carbon dioxide savings exceed the on-site target set within the London Plan for domestic/non-domestic uses.</p>	
17	<p>The applicant should confirm the carbon shortfall in tonnes CO₂ and the associated carbon offset payment that will be made to the borough. This should be determined at the reserved matters stage based on the prevailing methodology at the time. They should provide correspondence from the borough confirming the agreed approach.</p>	<p>Agreed</p>
New London Plan policies (for information)		

20	<p>The applicant will be expected to review the 'Be seen' energy monitoring guidance (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance/be-seen-energy-monitoring-guidance-pre-consultation-draft) early in the design process to ensure that they are fully aware of the relevant requirements to comply with the 'be seen' policy. A commitment should be provided that the development will be designed to enable post construction monitoring and that the information set out in the 'be seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This will be secured through suitable legal wording.</p>	Noted
Other points		
21	<p>The applicant should be conditioned to submit the energy statements in the reserved matters application for review and approval by the borough and GLA, and to address the other items referenced above.</p>	Agreed
Move resolved comments under this section		

Domestic

SAP 10	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2013 Building Regulations	1848		
Energy Efficiency	1663	185	10%
CHP	1016	647	35%
Renewable energy	996	20	1%
Total		852	46%

Non-domestic

SAP 10	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2013 Building Regulations	435		
Energy Efficiency	370	65	15%
CHP	296	74	17%
Renewable energy	296	0	0%
Total		139	32%

Carbon offsetting

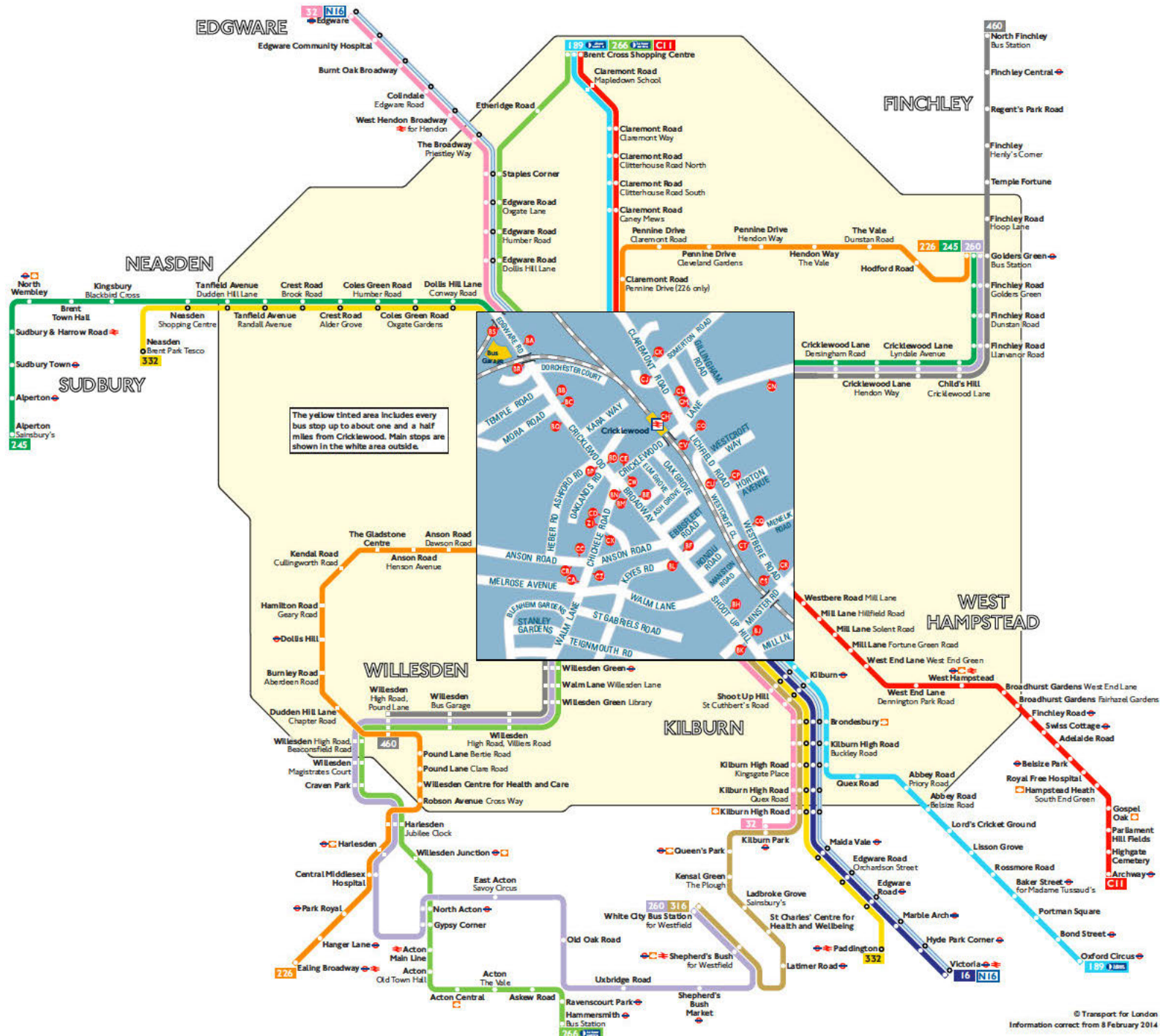
	Shortfall (tonnes per annum)	Shortfall (£)
Domestic	996	
Non-domestic		
Total	996	1792800



Appendix A

Bus routes

Buses from Cricklewood



Key

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

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

Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
16	Victoria	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
32	Edgware	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
189	Brent Cross Shopping Centre	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
226	Ealing Broadway	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
245	Alperton	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
260	Golders Green	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
266	Brent Cross Shopping Centre	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
316	White City	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
332	Neasden	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
460	North Finchley	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
C11	Archway	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Night buses

Bus route	Towards	Bus stops
N16	Edgware	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
N16	Victoria	26 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Appendix B

Traffic survey data

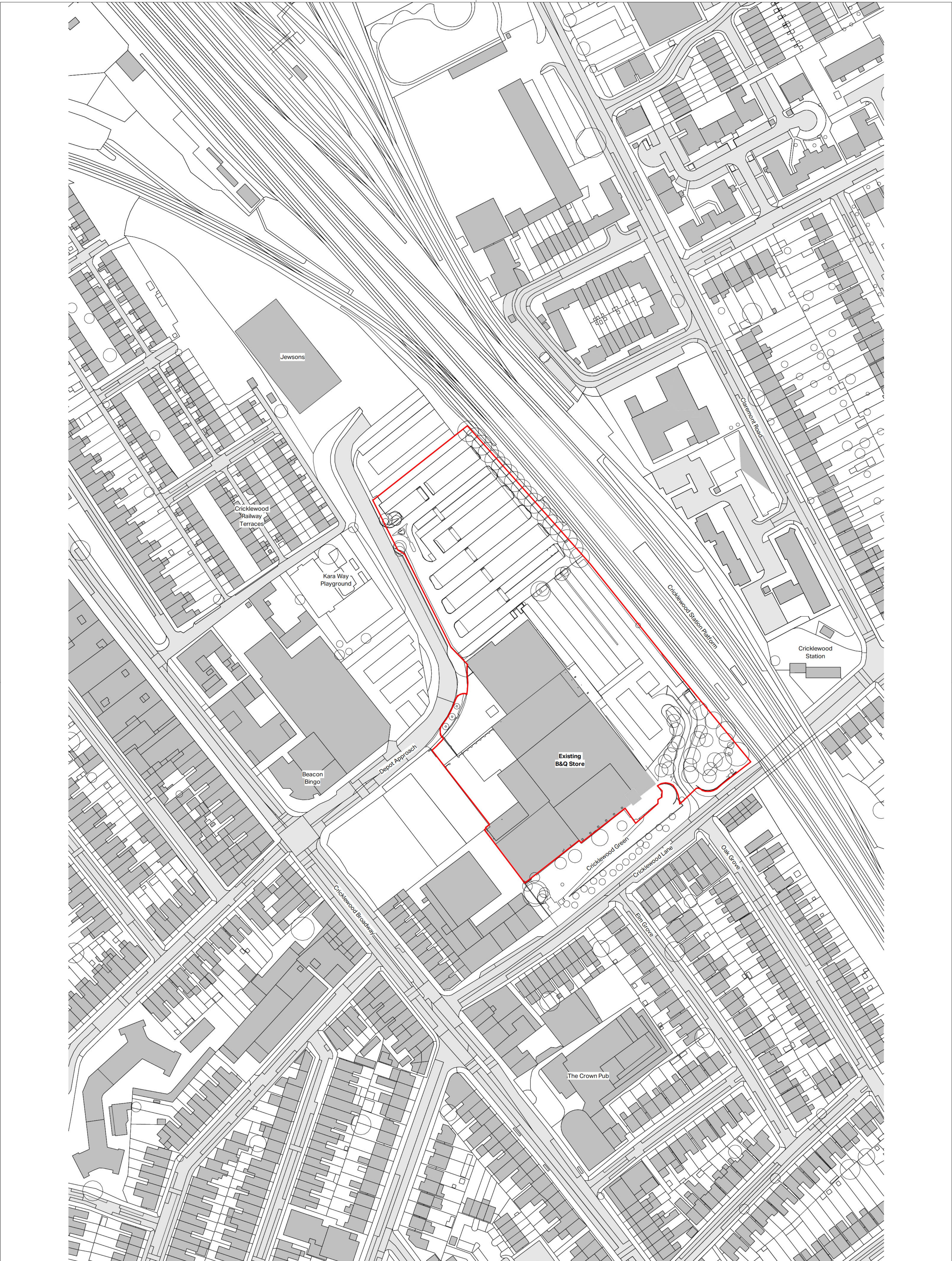
[Excel spreadsheet provided under separate cover]





Appendix C

Architects' Parameter Plans and Schedule of Accommodation



Kingplan

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.

1

For Approval

No.

Revision

202731

Date

SN

JE

Initial

Chk'd

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 4DJ

4440205 79327693

www.epr.co.uk

B&Q Cricklewood Lane

NW2 1ES

Location Plan

Outline Application Boundary

Scale @A1

Status

For Approval

S4 - P1

Subtlety

Revision

Project Code

Originator

Zone

Level

Type

Role

Class

Number

10965 - EPR - XX - 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		DRAWN	
AT A3		JPB	
CHECKED		APPROVED	
RF		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 ENVELOPE CONSTRUCTION**

DATE **DEC 2020**

SCALE

AT A4

STATUS

DRAWN

JPB

CHECKED **RF**

APPROVED **RF**

DRG SIZE

A4

DRAWING NUMBER

SK302

REV

-



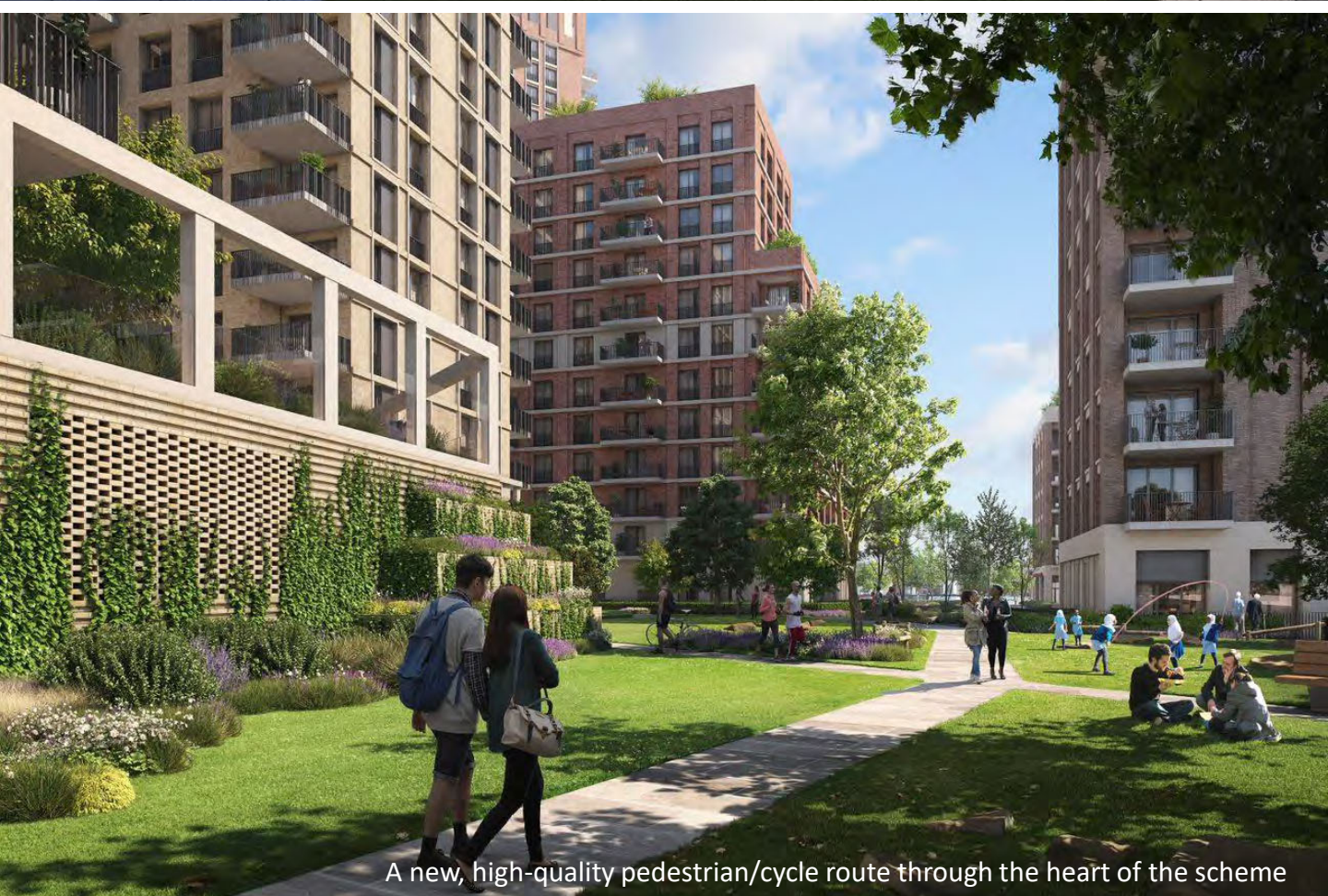


Appendix E

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







Appendix F

Pedestrian desire lines

KEY

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



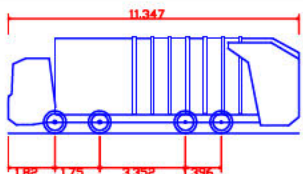
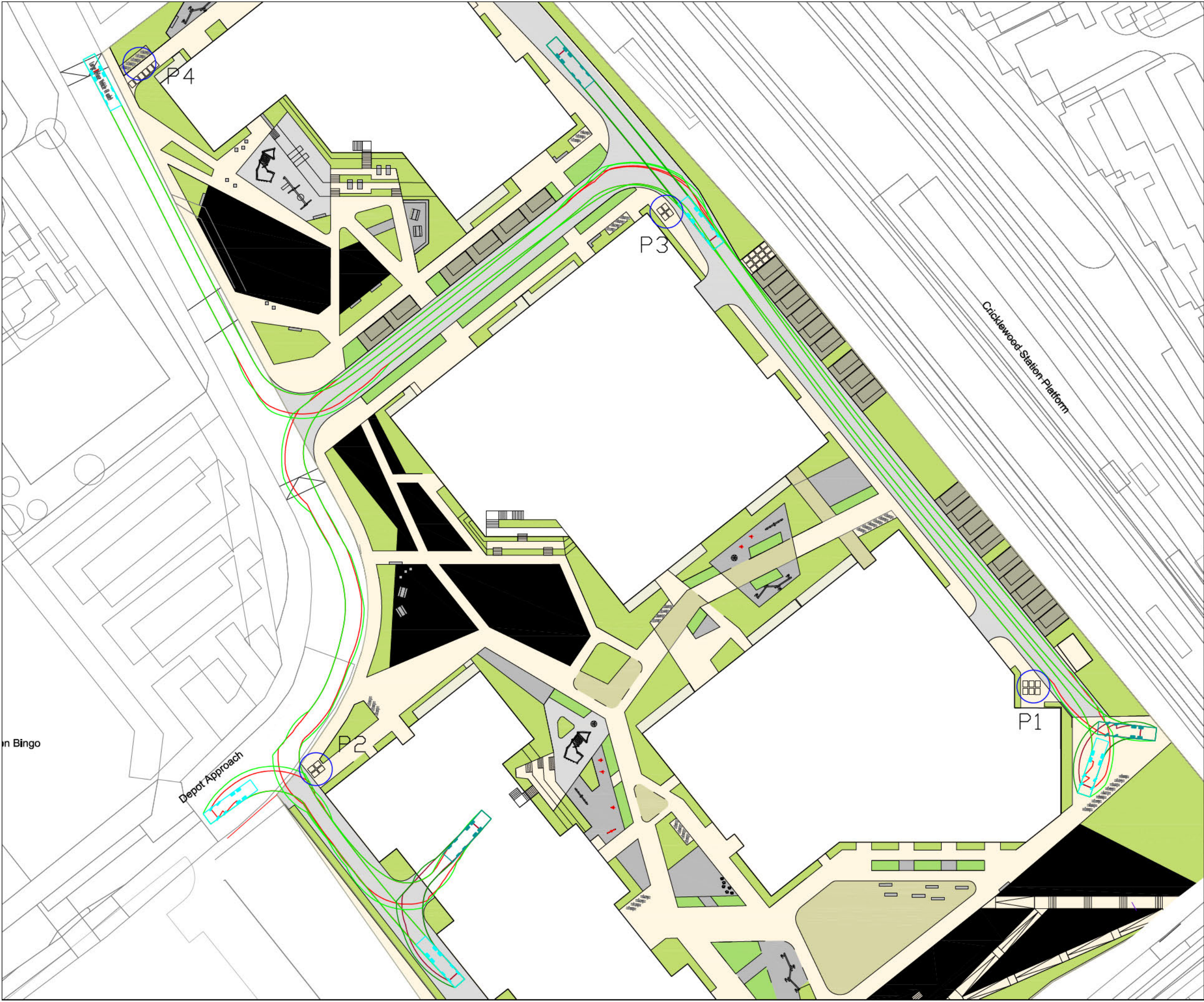
Cricklewood Lane
Pedestrian desire lines



Appendix G

Refuse collection strategy and swept path analyses





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.

A	JUL20	Additional annotations	LL
REV	DATE	REVISION DETAILS	BY



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

PROJECT TITLE
LAND AT CRICKLEWOOD LANE
NW2 1ES

DRAWING TITLE
REFUSE COLLECTION STRATEGY
SPA LARGE REFUSE

CLIENT / ARCHITECT
MONTREAUX

STATUS

SCALE	AT A3	DRAWN	LL
CHECKED	RF	APPROVED	RF

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



Appendix H

Framework Travel Plan

[Separate document]

















































































Appendix I

Healthy Streets Assessment

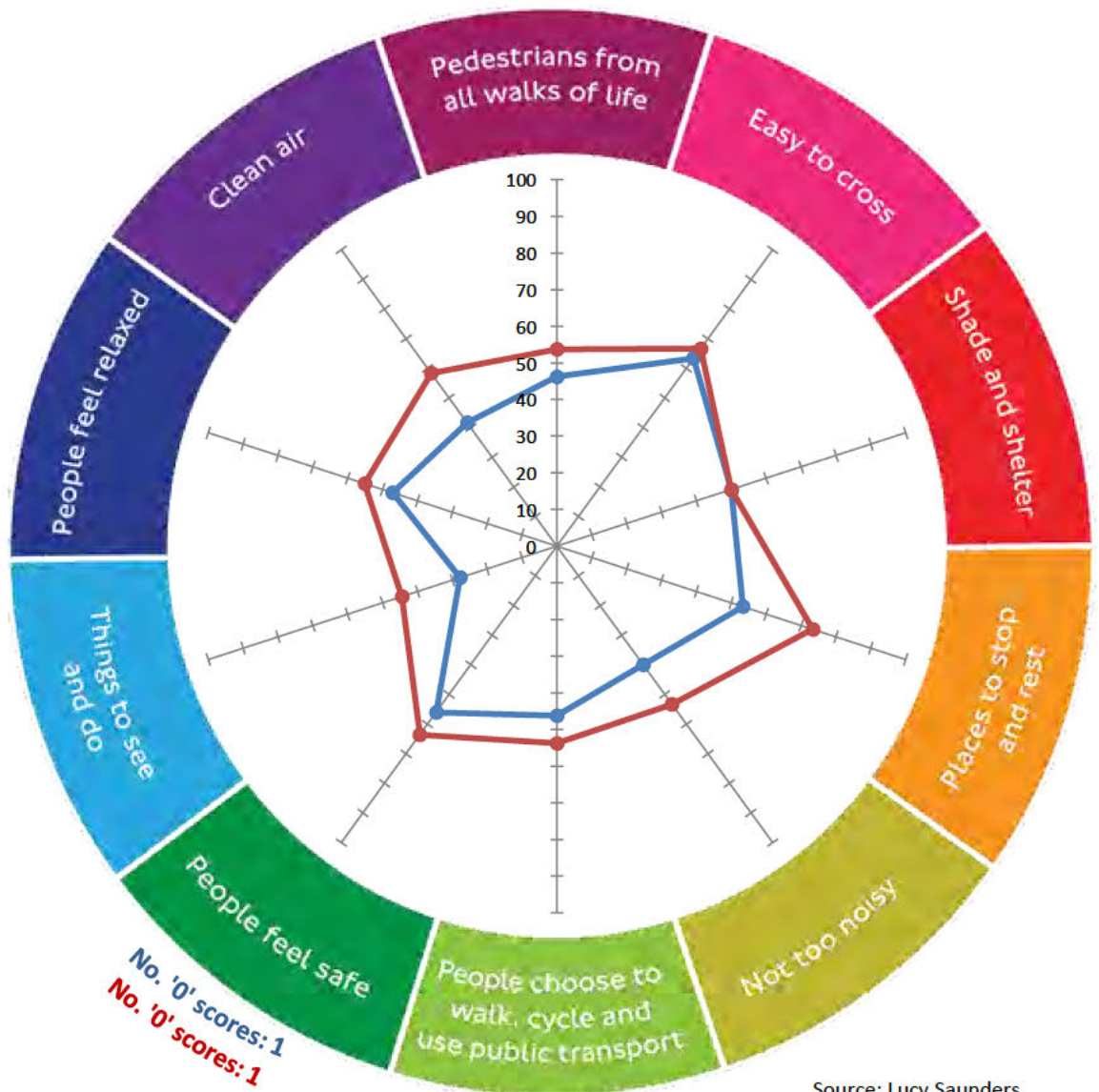
Segment 1: Cricklewood Ln from Entrance to Kingsway Ct to Oak Grove

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

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

24	Planting at footway-level (excluding trees)	<p>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).</p> <p>If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.</p>	<p>If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.</p> <p>If assessing proposal: Existing standalone greenery is to be retained or enhanced.</p>	<p>If assessing existing: There is no planting.</p> <p>If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.</p>	–	1	2	New planting at Cricklewood Green.	<div>✓</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>	<div>✓</div>
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?	<div>✓</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>–</div>	<div>✓</div>	<div>–</div>	<div>✓</div>	<div>✓</div>	<div>–</div>
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		<div>✓</div>	<div>–</div>	<div>✓</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>–</div>	<div>✓</div>	<div>✓</div>	<div>–</div>
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30						Y	Y	<<< please select Y or N	<<<<Please enter Y or N for both existing and proposed.									
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic	–	1	1		<div>✓</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>–</div>
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		<div>✓</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>✓</div>	<div>–</div>	<div>✓</div>	<div>–</div>
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.	–				<div>✓</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>–</div>	<div>✓</div>	<div>✓</div>	<div>–</div>
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.	–				<div>✓</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>–</div>	<div>✓</div>	<div>✓</div>	<div>–</div>
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.	–				<div>✓</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>–</div>	<div>–</div>	<div>✓</div>	<div>–</div>

Healthy Streets Check scores




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

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.

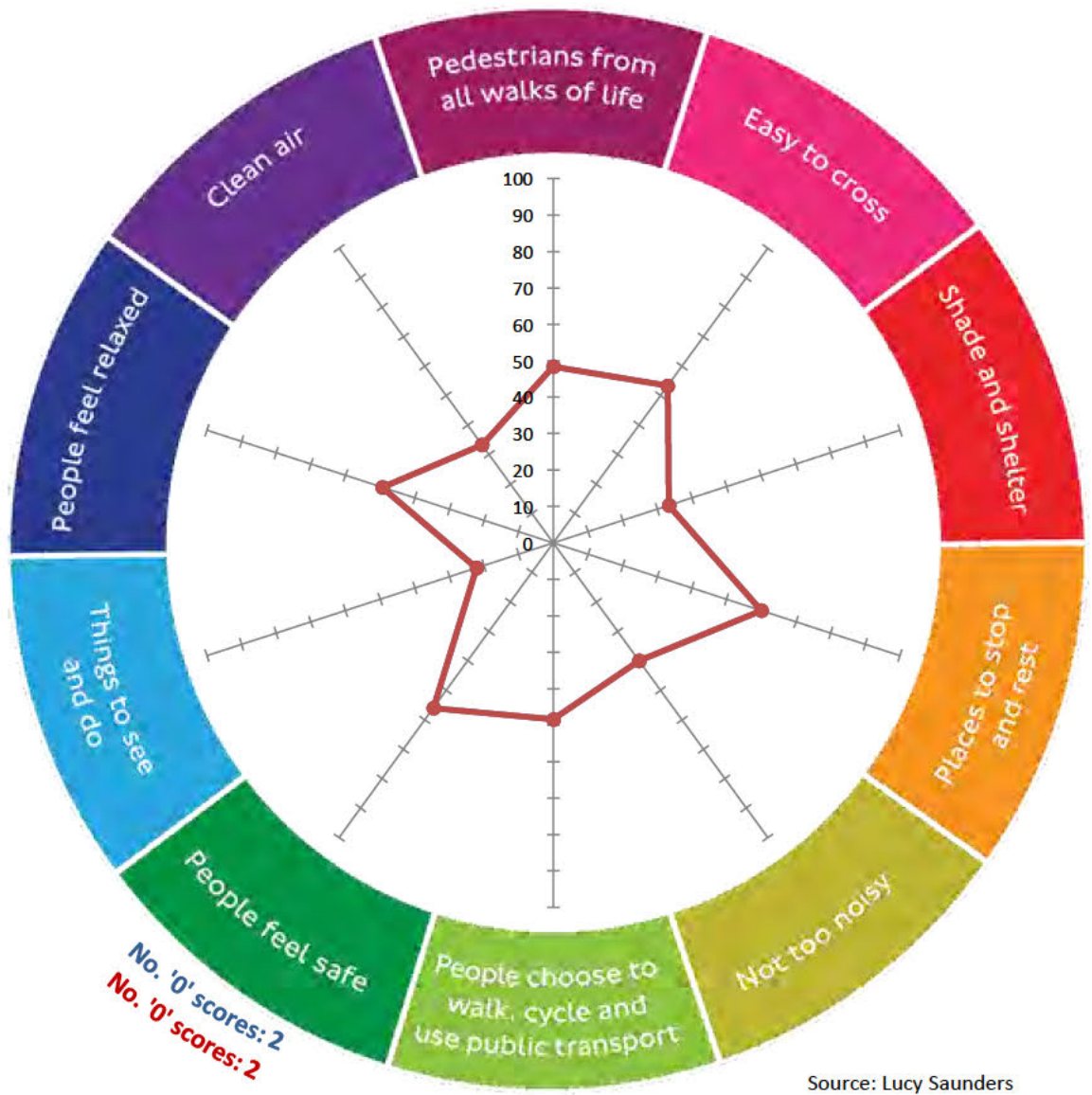
Segment 2: Cricklewood Broadway from Cricklewood Ln to Depot Approach

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

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

24	Planting at footway-level (excluding trees)	<div><div></div><div></div></div> <div>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.</div>	<div><div></div><div></div></div> <div>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.</div>	<div><div></div><div></div></div> <div>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.</div>	-	1	1	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>										
25	Walking distance between resting points (benches and other informal seating)	<div><div></div><div></div></div> <div>There is less than 50m between resting points.</div>	<div><div></div><div></div></div> <div>There is between 50m and 150m between resting points.</div>	<div><div></div><div></div></div> <div>There is more than 150m between resting points.</div>	-	1	1	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>										
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	<div><div></div><div></div></div> <div>There is less than 50m between sheltered areas.</div>	<div><div></div><div></div></div> <div>There is between 50m and 150m between sheltered areas.</div>	<div><div></div><div></div></div> <div>There is more than 150m between sheltered areas.</div>	-	1	1	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>										
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30									<div><div></div><div></div></div> <div>Y</div>	<div><div></div><div></div></div> <div>Y</div>	<<< please select Y or N									<<<<Please enter Y or N for both existing and proposed.								
27	Factors influencing bus passenger journey time	<div><div></div><div></div></div> <div>There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.</div>	<div><div></div><div></div></div> <div>Buses are mixed with traffic but not significantly delayed.</div>	<div><div></div><div></div></div> <div>There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic</div>	-	2	2	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>										
28	Bus stop accessibility	<div><div></div><div></div></div> <div>Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.</div>	<div><div></div><div></div></div> <div>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.</div>	<div><div></div><div></div></div> <div>Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.</div>	-	2	2	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>										
Are there any rail/underground/bus station accessible from this street? (Y/N) If not, do not complete metrics 31-33									<div><div></div><div></div></div> <div>N</div>	<div><div></div><div></div></div> <div>N</div>	<<< please select Y or N									<<<<Please enter Y or N for both existing and proposed.								
29	Bus stop connectivity with other public transport services	<div><div></div><div></div></div> <div>The bus stop is within sight of another service – less than 50m away.</div>	<div><div></div><div></div></div> <div>The bus stop is between 50m and 150m away from another service.</div>	<div><div></div><div></div></div> <div>The bus stop is more than 150m away from another service.</div>	-				<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>										
30	Street-to-station step-free access	<div><div></div><div></div></div> <div>All entry points to the station are step-free.</div>	<div><div></div><div></div></div> <div>The main entry point to the station is not step-free but step-free alternatives are provided.</div>	<div><div></div><div></div></div> <div>There is no step-free access to the station.</div>	-				<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>										
31	Support for interchange between cycling and underground/rail	<div><div></div><div></div></div> <div>Secure cycle parking is provided close to station access points, and exceeding existing demand.</div>	<div><div></div><div></div></div> <div>Cycle parking is available close to station access points that meets existing demand.</div>	<div><div></div><div></div></div> <div>There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.</div>	-				<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>										

Healthy Streets Check scores



Healthy Streets Indicators' scores (%)

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

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

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

How to interpret the results

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

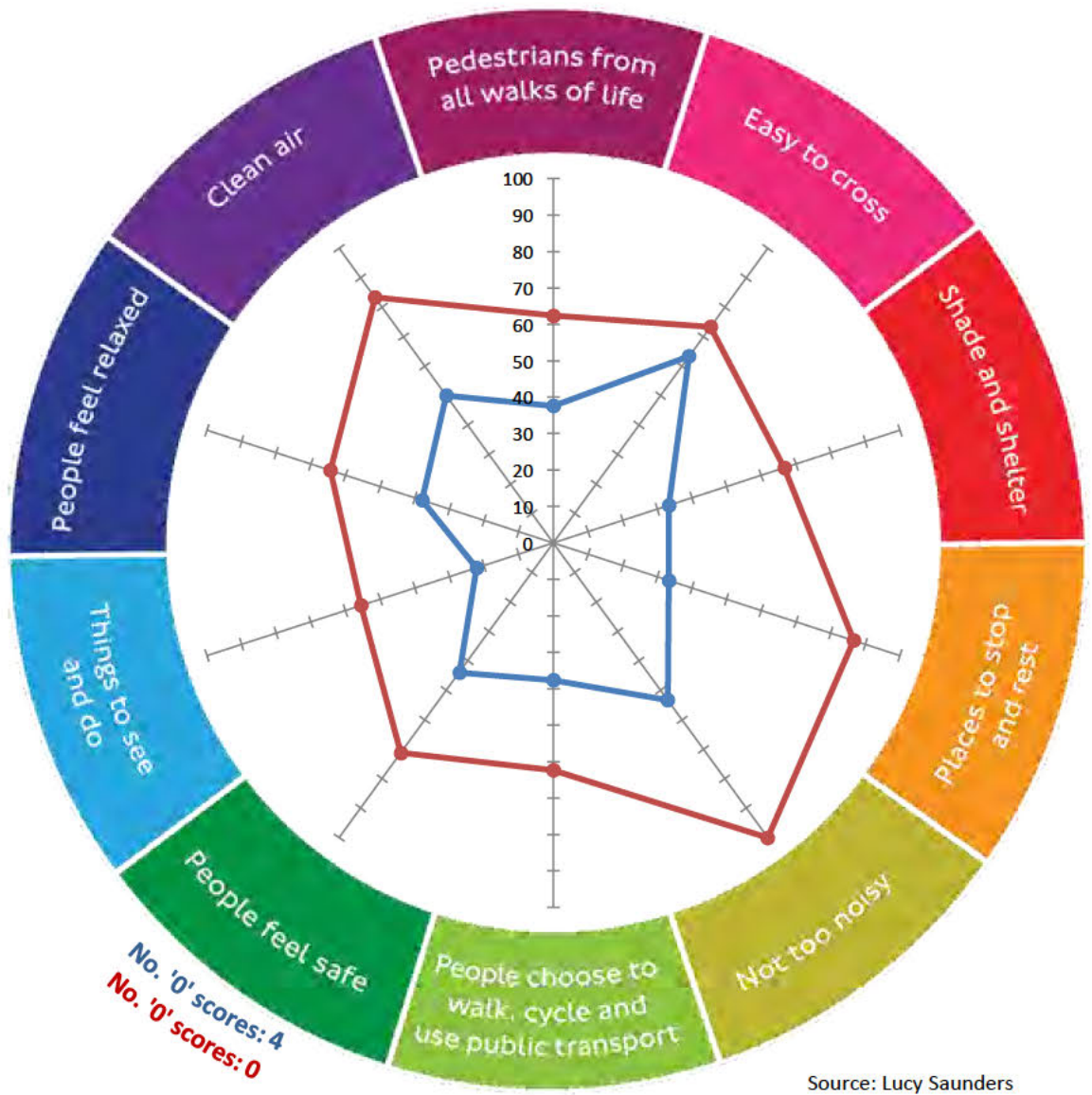
Segment 3: Depot Approach from Cricklewood Broadway to End of Road

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

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

24	Planting at footway-level (excluding trees)	<div><div></div><div>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.</div></div>	<div><div>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.</div></div>	<div><div>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.</div></div>	-	1	3	No existing planting. From indicative scheme there will be regular planting the full length of the road.	<div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>✓</div><div>✓</div><div>✓</div><div>✓</div><div>✓</div><div>✓</div></div>																					
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	<div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>✓</div><div>-</div></div>																					
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.	<div><div>✓</div><div>-</div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>✓</div><div>-</div></div>																					
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30										<div><div>N</div><div>N</div></div>	<<< 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	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>-</div></div>																					
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.	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>✓</div><div>-</div><div>✓</div><div>-</div></div>																					
Are there any rail/underground/bus station accessible from this street? (Y/N) If not, do not complete metrics 31-33										<div><div>N</div><div>N</div></div>	<<< 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.	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>✓</div><div>-</div></div>																					
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.	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>✓</div><div>✓</div><div>-</div></div>																					
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.	-				<div><div>✓</div><div>-</div><div>-</div><div>-</div><div>-</div><div>✓</div><div>-</div><div>-</div><div>✓</div><div>-</div></div>																					

Healthy Streets Check scores



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

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 incease the Healthy Streets Indicators scores.

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

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

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

Why you cannot get a perfect score

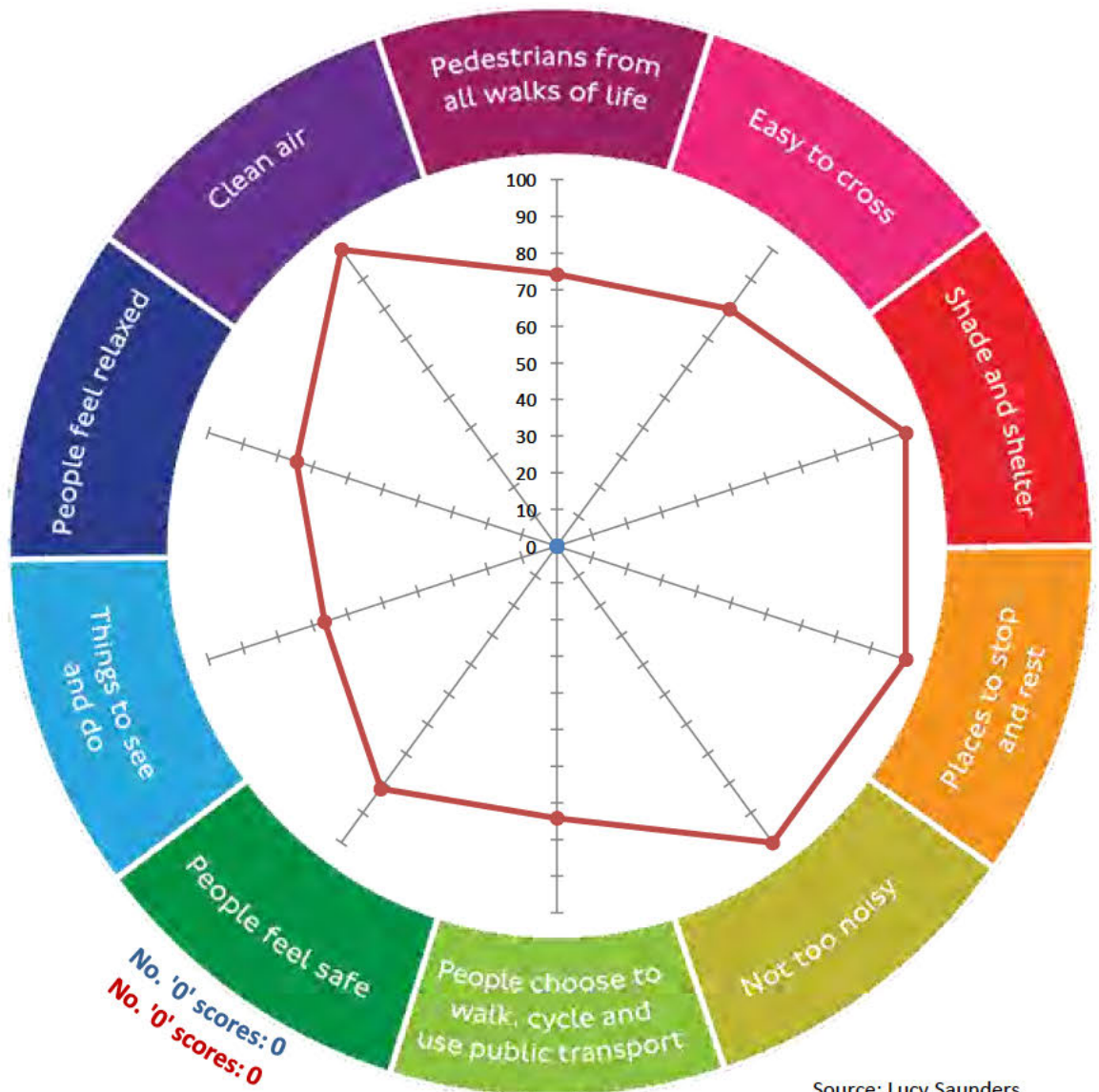
In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective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

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

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

24	Planting at footway-level (excluding trees)	<div><div></div><div>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.</div></div>	<div><div></div><div>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.</div></div>	<div><div></div><div>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.</div></div>	-		3	As above	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>
25	Walking distance between resting points (benches and other informal seating)	<div><div></div><div>There is less than 50m between resting points.</div></div>	<div><div></div><div>There is between 50m and 150m between resting points.</div></div>	<div><div></div><div>There is more than 150m between resting points.</div></div>	-		3	Concept images show high level of resting spots	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	<div><div></div><div>There is less than 50m between sheltered areas.</div></div>	<div><div></div><div>There is between 50m and 150m between sheltered areas.</div></div>	<div><div></div><div>There is more than 150m between sheltered areas.</div></div>	-		3	As above.	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30								N	<<< please select Y or N		<<<<Please enter Y or N for both existing and proposed.							
27	Factors influencing bus passenger journey time	<div><div></div><div>There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.</div></div>	<div><div></div><div>Buses are mixed with traffic but not significantly delayed.</div></div>	<div><div></div><div>There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
28	Bus stop accessibility	<div><div></div><div>Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.</div></div>	<div><div></div><div>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.</div></div>	<div><div></div><div>Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
Are there any rail/underground/bus station accessible from this street? (Y/N) If not, do not complete metrics 31-33								N	<<< please select Y or N		<<<<Please enter Y or N for both existing and proposed.							
29	Bus stop connectivity with other public transport services	<div><div></div><div>The bus stop is within sight of another service – less than 50m away.</div></div>	<div><div></div><div>The bus stop is between 50m and 150m away from another service.</div></div>	<div><div></div><div>The bus stop is more than 150m away from another service.</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
30	Street-to-station step-free access	<div><div></div><div>All entry points to the station are step-free.</div></div>	<div><div></div><div>The main entry point to the station is not step-free but step-free alternatives are provided.</div></div>	<div><div></div><div>There is no step-free access to the station.</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>
31	Support for interchange between cycling and underground/rail	<div><div></div><div>Secure cycle parking is provided close to station access points, and exceeding existing demand.</div></div>	<div><div></div><div>Cycle parking is available close to station access points that meets existing demand.</div></div>	<div><div></div><div>There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.</div></div>	-				<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>-</div></div>	<div><div></div><div>✓</div></div>	<div><div></div><div>-</div></div>

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once)

	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

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

How to interpret the results

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

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

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

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

Why you cannot get a perfect score

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



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.



- 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.



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

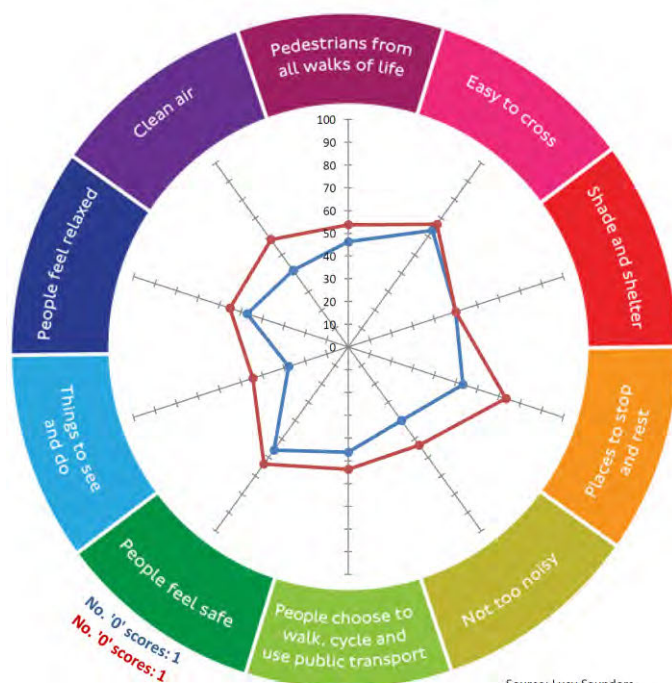
- 2.4. Beyond the site boundaries, the redevelopment of the Site will reduce traffic on the surrounding highway network and will remove an existing junction onto Cricklewood Lane, both of which will improve local highway conditions for pedestrians and cyclists. The development will also make appropriate 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



Healthy Streets Indicators' scores (%)
(Results will only display once)

	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

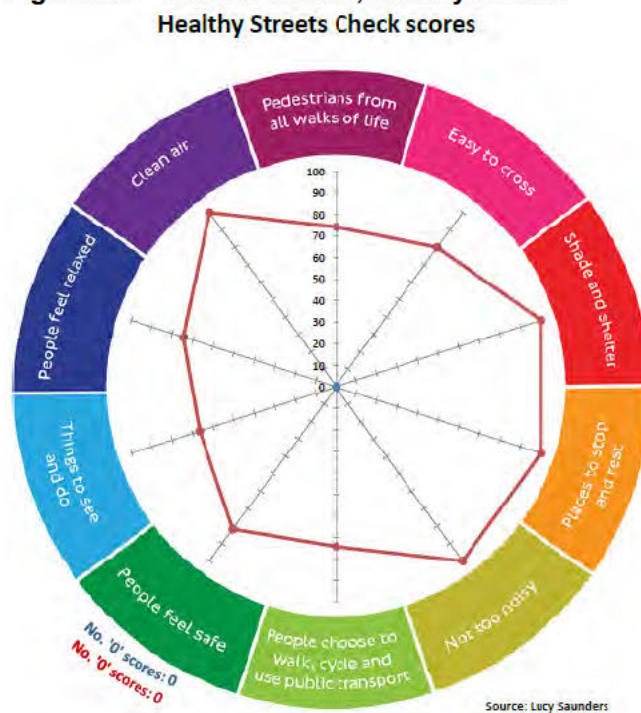


Healthy Streets Indicators' scores (%)

	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 (%)

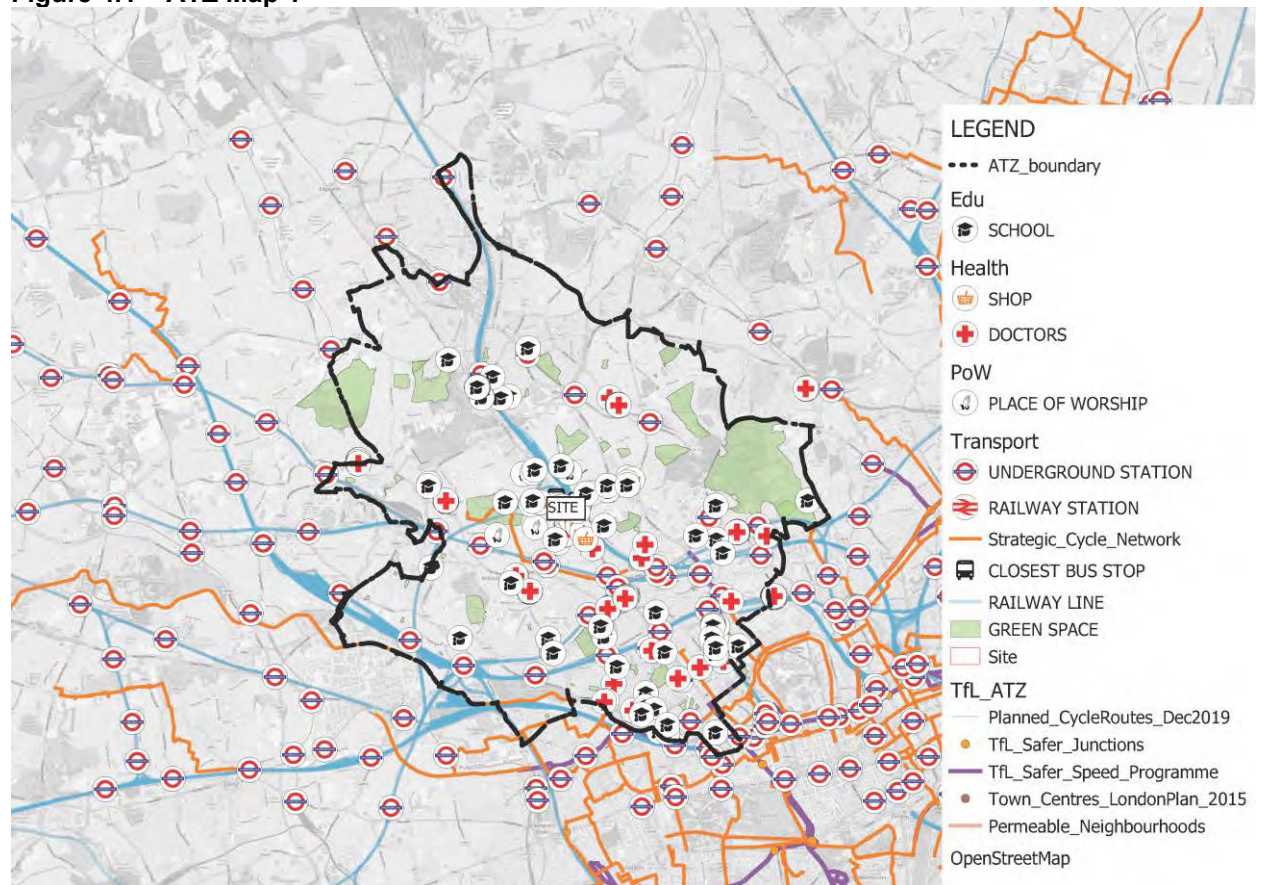
	Existing layout	Proposed layout
Pedestrians from all walks of life	#####	74
Easy to cross	#####	80
Shade and shelter	#####	100
Places to stop and rest	#####	100
Not too noisy	#####	100
People choose to walk, cycle and use public transport	#####	74
People feel safe	#####	82
Things to see and do	#####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



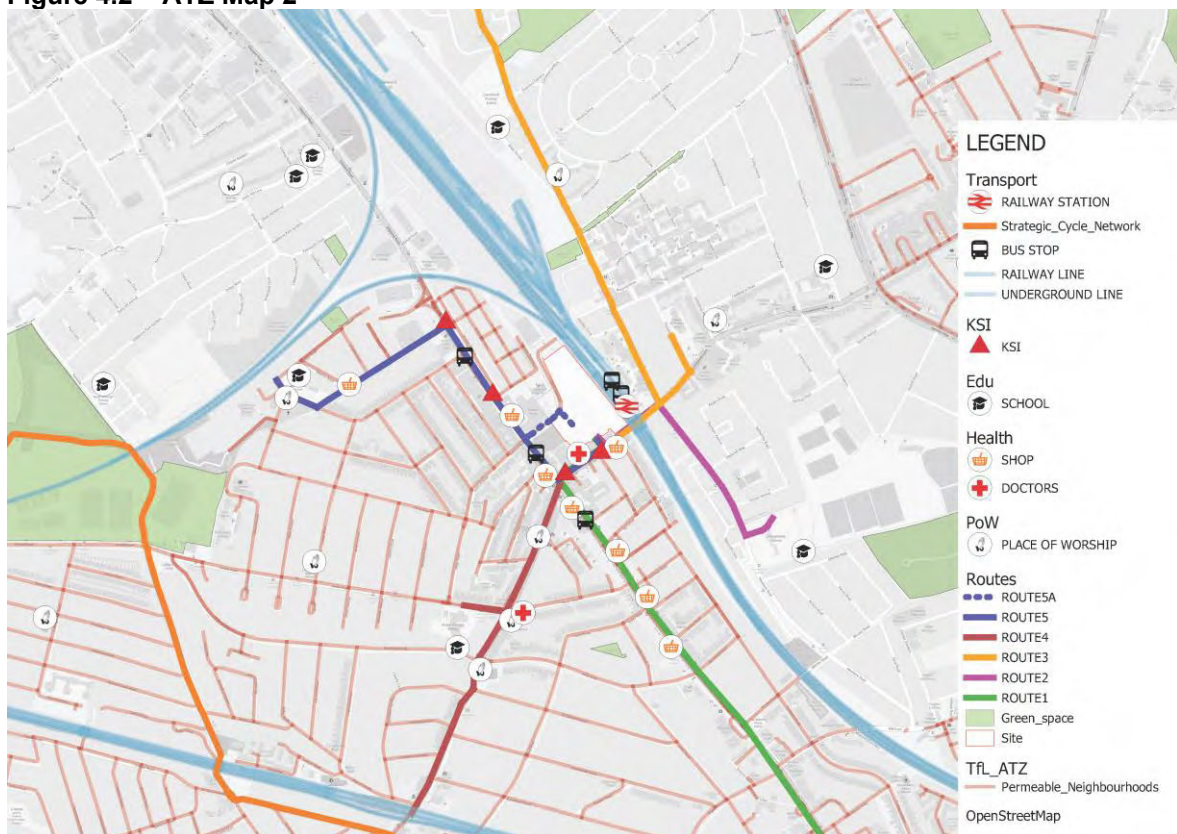
- 3.5. The health streets assessment demonstrates that the existing roads in the vicinity of the site will be improved in all 10 Healthy Streets categories, and that new public realm will be delivered that complies with all Healthy Streets objectives. This demonstrates that the development of this site 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

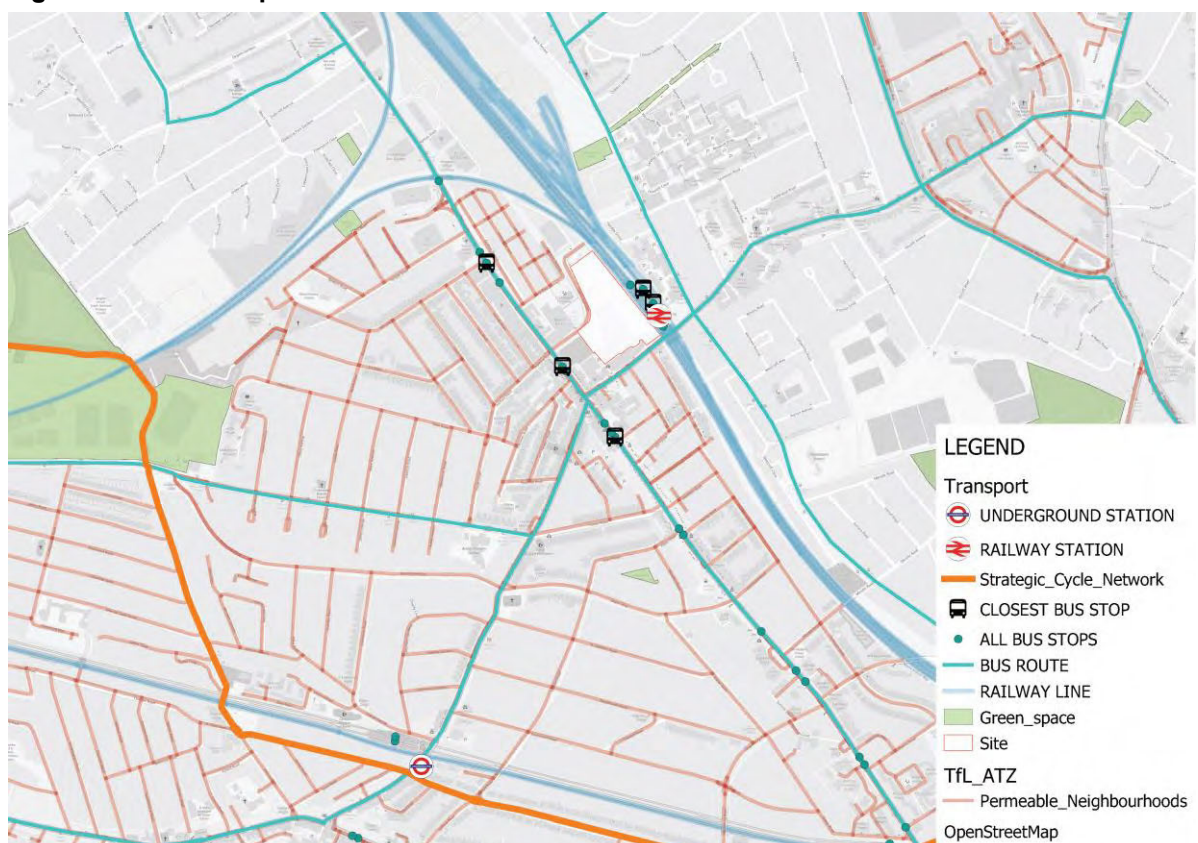
- 4.1. An accessibility audit was included as part of the TA; however, this has now been expanded to a full ATZ assessment.
- 4.2. An active travel zone assessment (ATZ) is an assessment of key journeys and their routes using a mapping system designed by TfL. During this assessment, the TfL guidance 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

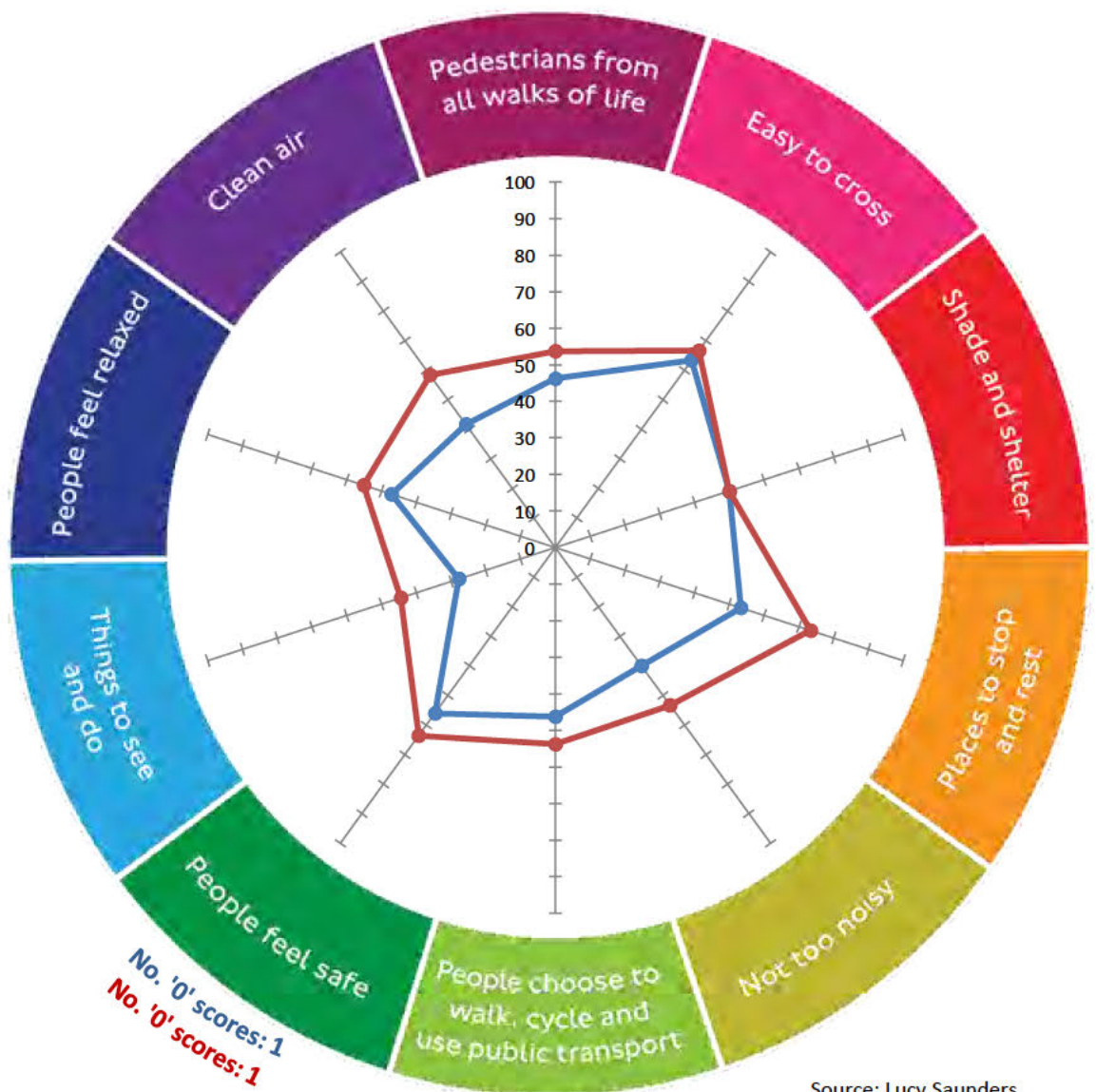
Segment 1: Cricklewood Ln from Entrance to Kingsway Ct to Oak Grove

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

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

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

Healthy Streets Check scores



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

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.

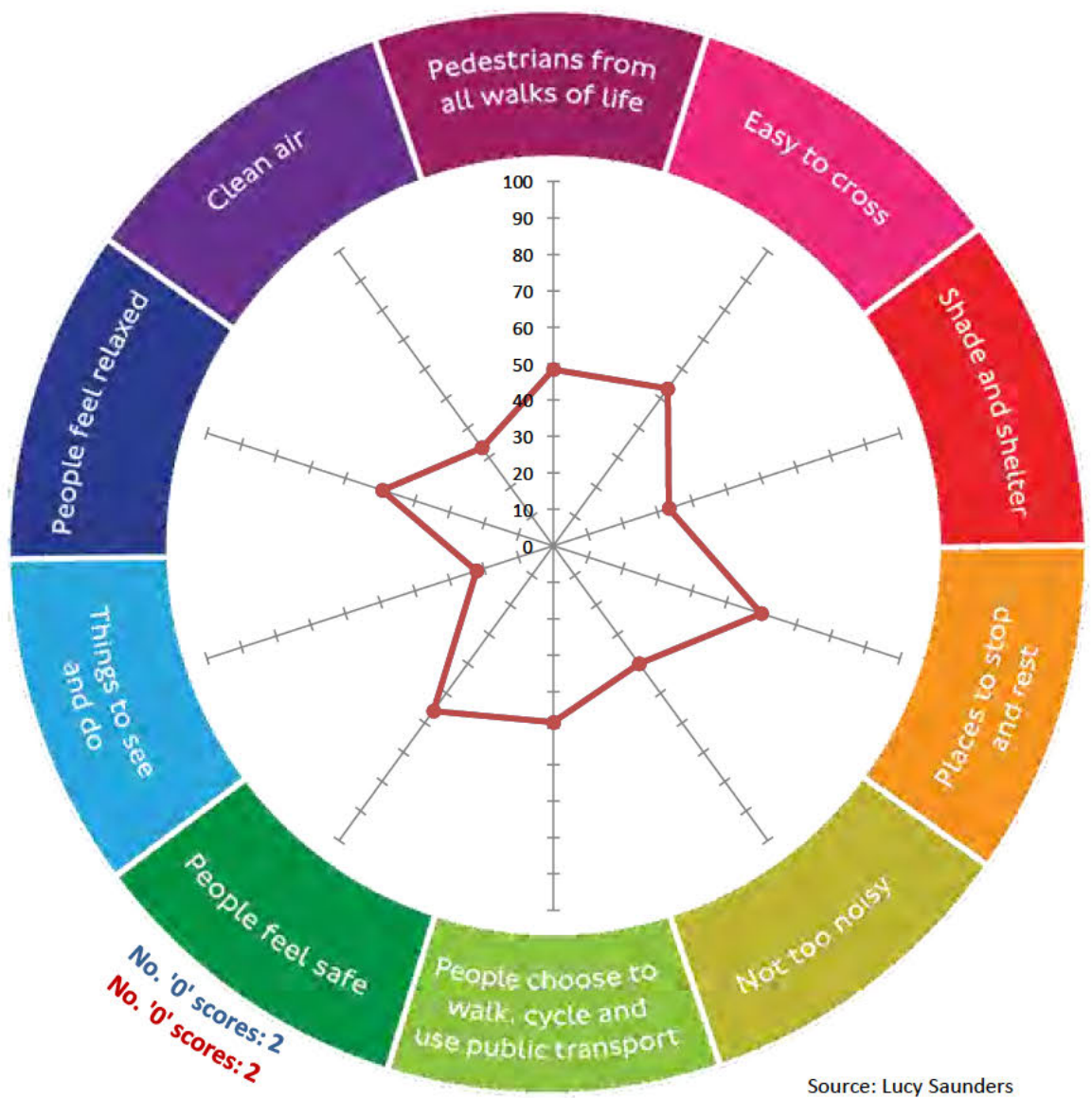
Segment 2: Cricklewood Broadway from Cricklewood Ln to Depot Approach

Metrics		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	Total volume of two way motorised traffic 	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	0	0	Existing = 1523 Proposed = 1653 (with growth and other committed dev) No proposals for bike lanes?	✓	✓	–	–	–	✓	✓	–	✓	–
2	Interaction between large vehicles and people cycling 	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. <u>or</u> 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	Speed of motorised traffic 	85th percentile speed is less than 20mph. <u>or</u> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. <u>or</u> 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. <u>or</u> 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. <u>or</u> 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. <u>or</u> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	2	2	No changes to 30mph speed restrictions are proposed.	✓	✓	–	–	–	✓	✓	–	✓	–
4	Traffic noise based on peak hour motorised traffic volumes 	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	–	1	1	Change in site traffic will not reduce this enough to improve score.	✓	–	–	–	✓	✓	–	–	✓	–
5	Noise from large vehicles 	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	–	2	2	Change in site traffic will not reduce this enough to improve score.	✓	–	–	–	✓	✓	–	–	✓	–
6	NO2 concentration (from London Atmospheric Emission Inventory) 	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 <u>or</u> the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume <u>or</u> the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	1	1	No change.	✓	–	–	–	–	✓	–	–	–	✓
7	Reducing private car use 	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	1	1	No change.	✓	✓	–	–	✓	✓	✓	–	✓	✓
8	Comfort of crossing side roads for people walking 	Side roads are closed to motor traffic. <u>or</u> Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	2	2	No change.	✓	✓	–	–	–	✓	✓	–	✓	–
9	Mid-link crossings, to meet desire lines 	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	–	1	1	No change.	✓	✓	–	–	–	✓	✓	–	✓	–
10	Opportunity to cross the street away from junctions 	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. <u>or</u> A zebra or parallel crossing is provided. <u>or</u> 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. <u>or</u> Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. <u>or</u> 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. <u>or</u> Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	2	2	No change.	✓	✓	–	–	–	✓	✓	–	✓	–
11	Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic) 	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	1	1	No change	✓	✓	–	–	–	✓	✓	–	–	–
12	Level of support for people using controlled crossings 	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	–	2	2	No change	✓	✓	–	–	–	✓	✓	–	✓	–

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

24	Planting at footway-level (excluding trees)	<div><div></div><div></div></div> <div>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.</div>	<div><div></div><div></div></div> <div>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.</div>	<div><div></div><div></div></div> <div>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.</div>	-	1	1	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	
25	Walking distance between resting points (benches and other informal seating)	<div><div></div><div></div></div> <div>There is less than 50m between resting points.</div>	<div><div></div><div></div></div> <div>There is between 50m and 150m between resting points.</div>	<div><div></div><div></div></div> <div>There is more than 150m between resting points.</div>	-	1	1	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	<div><div></div><div></div></div> <div>There is less than 50m between sheltered areas.</div>	<div><div></div><div></div></div> <div>There is between 50m and 150m between sheltered areas.</div>	<div><div></div><div></div></div> <div>There is more than 150m between sheltered areas.</div>	-	1	1	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30										<div><div></div><div></div></div> <div>Y</div>	<div><div></div><div></div></div> <div>Y</div>	<<< please select Y or N		<<<<Please enter Y or N for both existing and proposed.					
27	Factors influencing bus passenger journey time	<div><div></div><div></div></div> <div>There are positive influences on bus journey time, eg bus lane, exemptions for buses from movement bans for general traffic.</div>	<div><div></div><div></div></div> <div>Buses are mixed with traffic but not significantly delayed.</div>	<div><div></div><div></div></div> <div>There are negative influences on bus journey time, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic</div>	-	2	2	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	
28	Bus stop accessibility	<div><div></div><div></div></div> <div>Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.</div>	<div><div></div><div></div></div> <div>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.</div>	<div><div></div><div></div></div> <div>Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.</div>	-	2	2	No change	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	
Are there any rail/underground/bus station accessible from this street? (Y/N) If not, do not complete metrics 31-33										<div><div></div><div></div></div> <div>N</div>	<div><div></div><div></div></div> <div>N</div>	<<< please select Y or N		<<<<Please enter Y or N for both existing and proposed.					
29	Bus stop connectivity with other public transport services	<div><div></div><div></div></div> <div>The bus stop is within sight of another service – less than 50m away.</div>	<div><div></div><div></div></div> <div>The bus stop is between 50m and 150m away from another service.</div>	<div><div></div><div></div></div> <div>The bus stop is more than 150m away from another service.</div>	-				<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	
30	Street-to-station step-free access	<div><div></div><div></div></div> <div>All entry points to the station are step-free.</div>	<div><div></div><div></div></div> <div>The main entry point to the station is not step-free but step-free alternatives are provided.</div>	<div><div></div><div></div></div> <div>There is no step-free access to the station.</div>	-				<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	
31	Support for interchange between cycling and underground/rail	<div><div></div><div></div></div> <div>Secure cycle parking is provided close to station access points, and exceeding existing demand.</div>	<div><div></div><div></div></div> <div>Cycle parking is available close to station access points that meets existing demand.</div>	<div><div></div><div></div></div> <div>There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.</div>	-				<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>-</div>	<div><div></div><div></div></div> <div>✓</div>	<div><div></div><div></div></div> <div>-</div>	

Healthy Streets Check scores



Healthy Streets Indicators' scores (%)

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

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

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

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 inceased the Healthy Streets Indicators scores.

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

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

































































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

Why you cannot get a perfect score

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

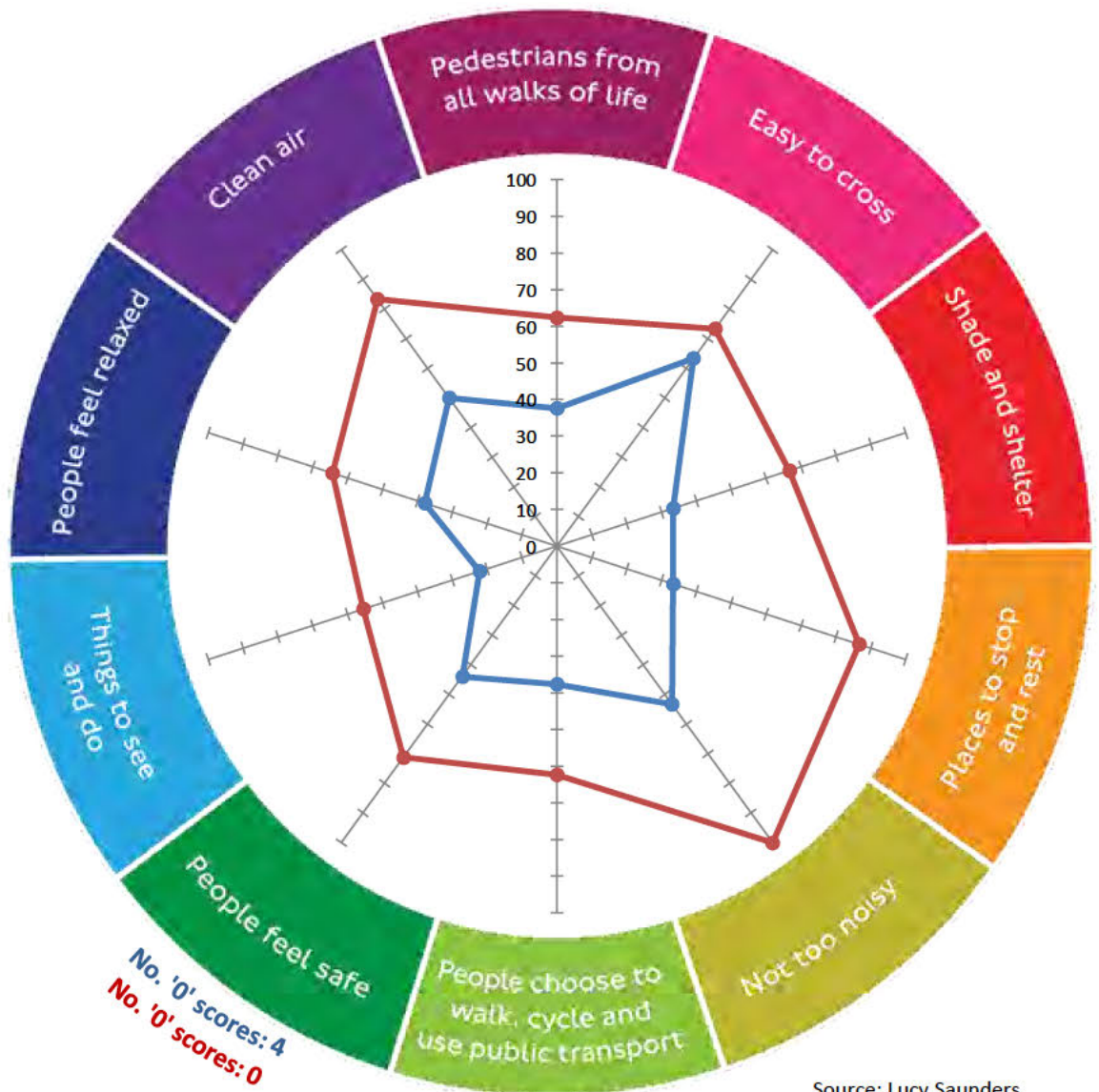
Segment 3: Depot Approach from Cricklewood Broadway to End of Road

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

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

24	Planting at footway-level (excluding trees)	<p>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).</p> <p>If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is proposed.</p>	<p>If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.</p> <p>If assessing proposal: Existing standalone greenery is to be retained or enhanced.</p>	<p>If assessing existing: There is no planting.</p> <p>If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.</p>	-	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



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

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 incease the Healthy Streets Indicators scores.

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

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

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

Why you cannot get a perfect score

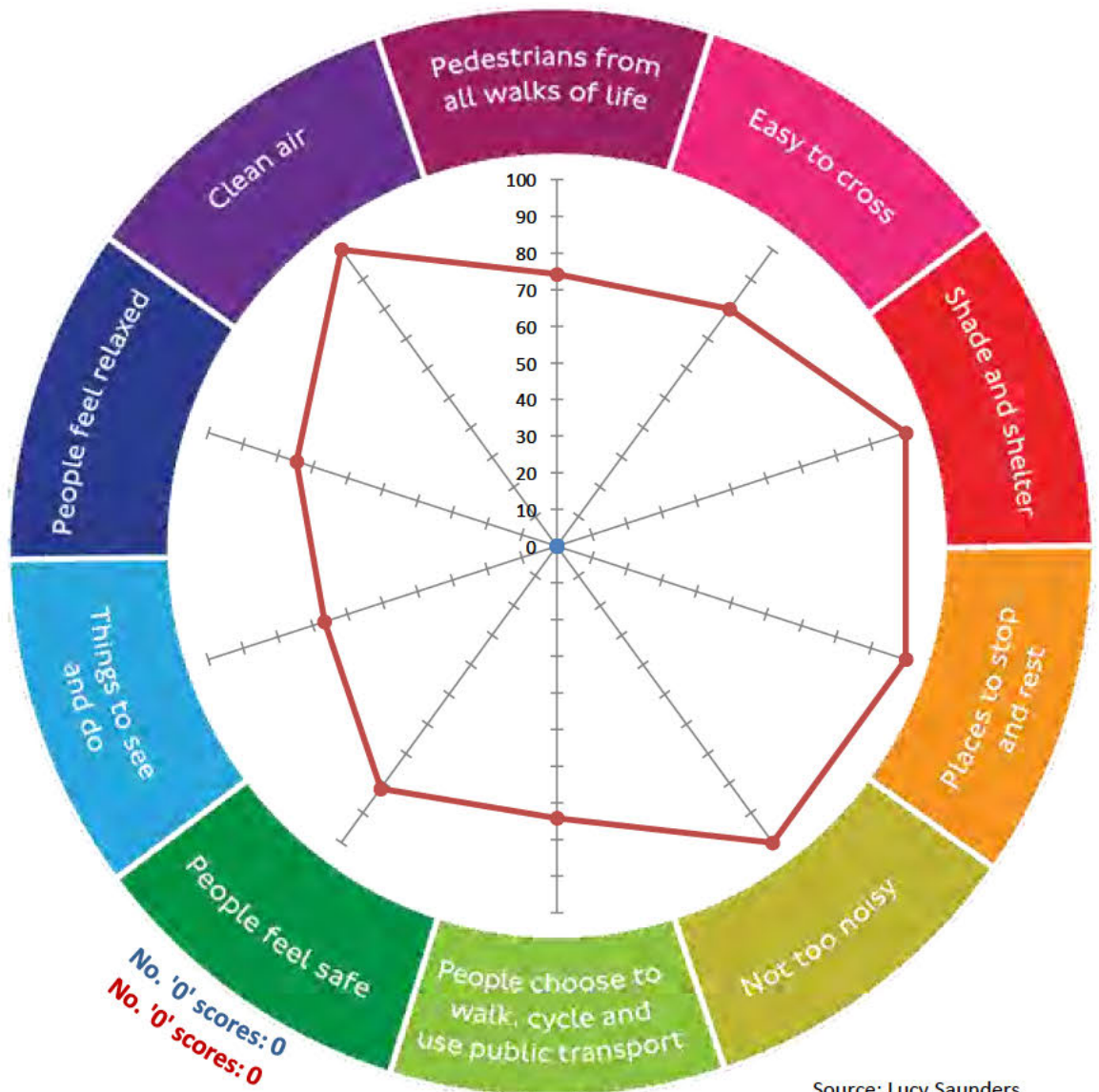
In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists or buses may mean removing an island refuge for pedestrians or from the reverse perspective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

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

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

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

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once)

	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

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 incease the Healthy Streets Indicators scores.

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

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

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

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

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

What the numbers mean

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

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

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

What '0' scores mean

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

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

Why you cannot get a perfect score

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



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"> Kilburn Underground Station (Jubilee) Gesher School Mulberry House School Mapesbury Medical Group Bus stops BN, CE, CW Shops and services along Cricklewood Broadway (A5) Kilburn town centre 	<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"> Crossing at the junction with Cricklewood Lane and Cricklewood Broadway (Photograph 1). 5 KSI since 2015. 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) Photograph 2. Cyclists will struggle joining Cricklewood Lane after using the shared path in front of Cricklewood Green Photograph 3
Route2	<ul style="list-style-type: none"> Hampstead School Hampstead Underground Station (Northern) Bus stop CO Hampstead town centre 	<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 Frognall Lane onto Hampstead High Street to the Station.</p>	<ul style="list-style-type: none"> One KSI incident has been recorded since 2015 at the junction between Cricklewood Lane and Lichfield Road. Photograph 4 Cricklewood underpass is reasonably lit. Photograph 5. No dedicated cycle lanes on heavily trafficked Hampstead High Street. 2 KSI have been identified here. No obvious access to the station.
Route 3	<ul style="list-style-type: none"> St Agnes Catholic Primary School Claremont Primary School Whitefield School Greenfield medical centre Claremont and Childs Hill Churches Cricklewood Station Temple Fortune and Hendon Central town centres 	<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"> Wide junction in photograph 6 could present safety concerns for pedestrians, particularly as they both house large vehicles. No significant safety concerns for cyclists given this route is lightly trafficked residential road once turning off Cricklewood Lane.
Route 4	<ul style="list-style-type: none"> Anso and Ramin primary Schools Chichele Road and Wilesden Green surgeries Central Brent Mosque and St Gabriel's places of worship. Wilesden Green Underground Station (Jubilee) Kensal Green Underground Station (Bakerloo) Brodensbury Station. Harlesden and Wilesden Green town centres. 	<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"> Other than the safety concerns described for route 1, pedestrian safety is ok on this route. Crossing Cricklewood Broadway presents safety concerns for cyclists and it is likely that most will dismount and use the pedestrian crossing Photograph 7 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.
Route 5	<ul style="list-style-type: none"> Mora Primary School Menorah HS The Crest Academy Burnley Practice GP St Agnes Catholic Church Bus stops BD and BP Neasden and Colindale town centres 	<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"> Other than the safety concerns described for route 1, pedestrian safety is ok on this route. Crossing Cricklewood Broadway presents safety concerns for cyclists and it is likely that most will dismount and use the pedestrian crossing.

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Route2	<ul style="list-style-type: none"> Hampstead School Hampstead Underground Station (Northern) Bus stop CO Hampstead town centre 	<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 Frognall Lane onto Hampstead High Street to the Station.</p>	<ul style="list-style-type: none"> One KSI incident has been recorded since 2015 at the junction between Cricklewood Lane and Lichfield Road. Photograph 4 Cricklewood underpass is reasonably lit. Photograph 5. No dedicated cycle lanes on heavily trafficked Hampstead High Street. 2 KSI have been identified here. No obvious access to the station.
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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"> • Busy junction with no dedicated cycle lane or early start arrangement for cyclists • KSI cluster of vehicle / pedestrian incidents. 	<ul style="list-style-type: none"> • Early start arrangement for cyclists. • Cycle box at lights. • Improvements to pedestrian crossing.
 <p>2 - Cricklewood Broadway no cycle facilities</p>	<ul style="list-style-type: none"> • Limited crossing points for pedestrians. • Heavily trafficked road with no provisions for cyclists • 30mph speed restriction 	<ul style="list-style-type: none"> • 20mph speed restrictions on the stretch through Cricklewood neighbourhood centre. • Investigate feasibility of segregated cycle lane.
 <p>3 - No obvious way for cyclists to join road.</p>	<ul style="list-style-type: none"> • Cyclist joining carriage way from Cricklewood Lane shared path must cross the Eastbound lane to join vehicle traffic. 	<ul style="list-style-type: none"> • Investigate continuation of path
 <p>4 - One KSI incident at junction between Cricklewood Lane and Lichfield Road</p>	<ul style="list-style-type: none"> • One KSI incident at junction between Cricklewood Lane and Lichfield Road. 	<ul style="list-style-type: none"> • Investigate improvements to pedestrian crossing facilities.
 <p>5 - Cricklewood underpass</p>	<ul style="list-style-type: none"> • Poorly lit underpass alongside heavily trafficked fast moving (30mph) road. 	<ul style="list-style-type: none"> • Improve lighting provisions. • Investigate barriers between pedestrians and vehicle traffic for the stretch of underpass.
 <p>6 - wide junction on Claremont road</p>	<ul style="list-style-type: none"> • Wide junction raises safety concerns for pedestrians using Claremont road. 	<ul style="list-style-type: none"> • Investigate ways of pedestrians crossing to other side of Claremont Road in advance of this junction.
 <p>7 - Cricklewood Broadway / Chichele Road junction.</p>	<ul style="list-style-type: none"> • Large, intimidating, and busy junction with no provisions for cyclists. • Near KSI cluster. 	<ul style="list-style-type: none"> • Lower speeds to 20mph. • Early start arrangements for cyclists at all four arms of junction. • Cycle box at traffic lights.

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 are 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



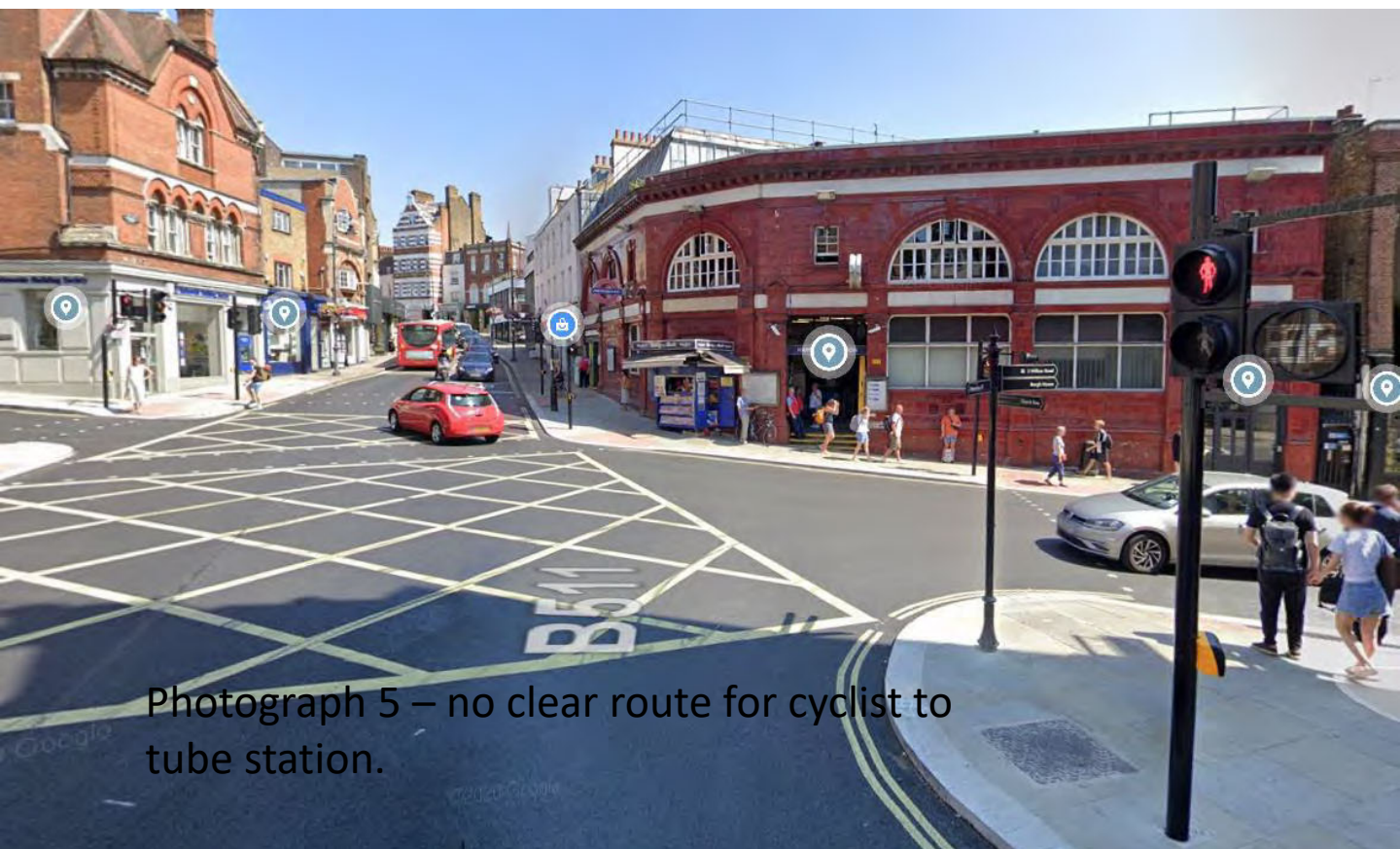
Photograph 2 – Cricklewood Broadway unsuitable for cyclists. Note cycle parking facilities.



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 6 – wide access at Claremont Road



Photograph 7 – wide access at Claremont Road



Photograph 9 – No obvious safe way for cyclist to cross onto Chichele Road

Google



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 are 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 jouneys 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%	
		Oxgate Gardens	NW26EA	1.1	5A	8%	1.35%	
	Place of Worship	St Agnes Catholic Church	NW21HR	0.3	3	2%	0.39%	The nearest place of worship for the most popular local faiths have been slected with the 1km radius extended to 1.4km to include the nearest Synagogue.
		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%	
		Shomrei Hadath Synagogue	NW61DD	1.4	2	2%	0.39%	
	Other	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%	
		Santander	NW23HF	0.3	1	6%	1.13%	
28%	Retail	Tesco Express	NW23DR	0.2	5	10%	2.80%	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.
		Cricklewood Broadway High Street		0.0	1	90%	25.20%	
31%	Leisure	The Manor Health & Leisure Club	NW26PG	0.5	5A	10%	3.10%	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%
		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	15%	4.65%	
13%	Place of work - ATZ 'town centres' (London Plan 2015)	Cricklewood Broadway High Street		0.0	1	40%	12.40%	The vast majority of eat and drink establishments destinations are found on Cricklewoodwood Broadway. Place of work destinations are 'town centres' taken from the London Plan (2015) with all centres assigned "district centre" status as above within a 2km walking radius included here. Crciklewood 40%, Even distribution between others.
		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%	

Number of trips									
		Station / Stop	Mode				AM Peak	PM Peak	Daily
26%	Rail	Wilensden Green (jubilee)	UG	1.1	4	40%	53	45	421
		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
		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

Higher proportional split assigned to the nearer station. Other UG

The distribution of journeys to bus stations is

					Total trips								
Route	No. of destinations.	Proportion of total journeys			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	43	44	0	44	524	1	524

Bus stops

Bus Route	Direction	Nearest Stop	Stop Name	Route no. from site	Site exit
16	Victoria	BD	Cricklewood Ln stop BD	5	Cricklewood Green
32	Edgware	BN	Cricklewood Broadway The Crown	1	Cricklewood Green
	Kilburn Park	BD	Cricklewood Ln stop BD	5	Cricklewood Green
189	Brent Cross	CE	Cricklewood Broadwat CE	1	Cricklewood Green
	Oxford Circus	CW	Cricklewood Broadwat CW	1	Cricklewood Green
226	Ealing Broadway	CW	Cricklewood Broadwat CW	1	Cricklewood Green
	Golder's Green	CE	Cricklewood Broadwat CE	1	Cricklewood Green
245	Aplerton	BD	Cricklewood Ln stop BD	5	Cricklewood Green
	Golders Green	CE	Cricklewood Broadwat CE	1	Cricklewood Green
260	White City	CW	Cricklewood Broadwat CW	1	Cricklewood Green
266	Brent cross	BP	Cricklewood Ln stop BP	5	Cricklewood Green
	Hammersmith	BD	Cricklewood Ln stop BD	5	Cricklewood Green
316	White City	BD	Cricklewood Ln stop BD	5	Cricklewood Green
332	Neasdon	BN	Cricklewood Broadway The Crown	1	Cricklewood Green
	Paddington	BD	Cricklewood Ln stop BD	5	Cricklewood Green
460	North Finchley	CE	Cricklewood Broadwat CE	1	Cricklewood Green
	Willesden	CW	Cricklewood Broadwat CW	1	Cricklewood Green
C11	Archway	CO	Cricklewood Ln stop CO	2	Cricklewood Green



Bus route	Towards	Bus stops
16	Victoria	BC BD BE BF BG BH BI
32	Edgware	BK BL BN BP BC BR BS
189	Kilburn Park	BA BC BD BE BF BG BH BI
	Brent Cross Shopping Centre	BK BL BN BP BC BR BS
226	Oxford Circus	BE BF BG BH BI BC BD
	Ealing Broadway	CB CK CL CW CX
245	Golders Green	CC CD CE CH CI
	Alperton	BP CP CR CS CA CW
260	Golders Green	BA BB BD BE BF BG BH
	White City	CA CD CE CH
266	Brent Cross Shopping Centre	BP CP CR CS CA CW
	Hammersmith	BA BB BD BE BF BG BH
316	White City	CA CD CE CH
332	Neasden	BK BL BN BP BC BR BS
460	Paddington	BA BC BD BE BF BG BH
	North Finchley	CA CD CE CH
460	Willesden	CN CW CX CZ
	Archway	CK CL CO CP CD CR
C11	Brent Cross Shopping Centre	CH CI CS CT CD CV

Journeys by purpose

Travel in London Report 12 (TfL)

Figure 4.4 Trips per person per day

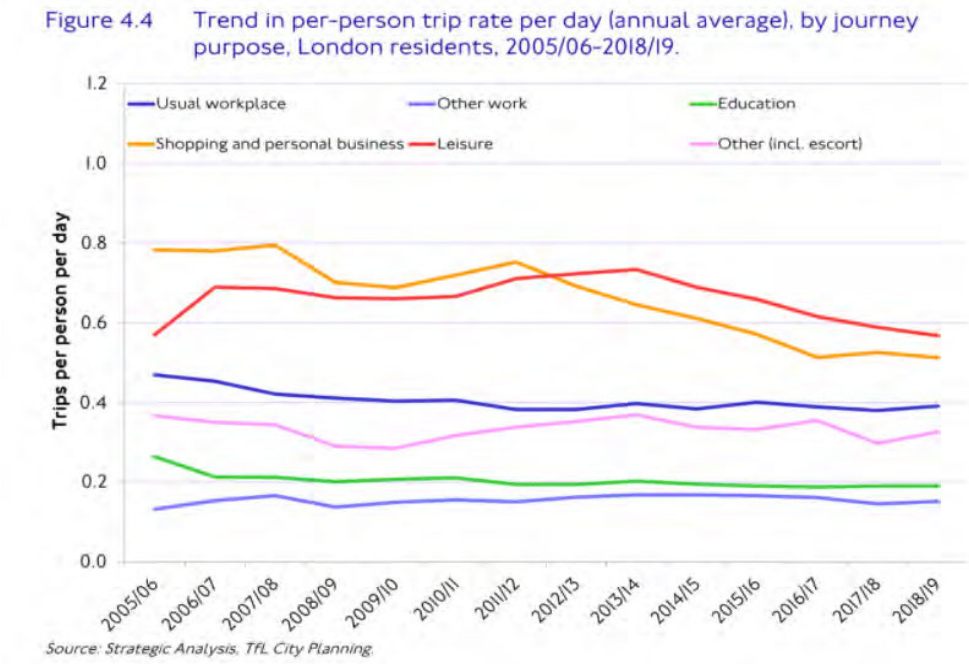
				Adjusted*
Usual workplace	0.39	18%		9%
Other work	0.16	7%		4%
Education	0.19	9%		13%
Shopping	0.51	24%		74%
Leisure	0.57	27%		11.9%
Other	0.32	15%		32.1%
				35.8%
				20.1%

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)





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									
Total Rates:			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.

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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									
Total Rates:			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									
Total Rates:			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									
Total Rates:		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									
Total Rates:			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									
Total Rates:			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	BLOCKS OF FLATS	BRENT
	ENGINEERS WAY		
	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	BLOCK OF FLATS	KENSINGTON AND CHELSEA
	BECKFORD CLOSE		
	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									
Total Rates:		0.384			0.432			0.816	

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

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.002			0.002			0.004

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

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.028			0.024			0.052

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.475			0.546			1.021

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

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.949			0.911			1.860

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.413			0.478			0.891

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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 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									
Total Rates:			0.350			0.469			0.819

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

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Parameter summary

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

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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	
	Survey date: WEDNESDAY		03/06/15	Survey Type: MANUAL
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	
	Survey date: FRIDAY		29/11/13	Survey Type: MANUAL
3	WH-02-A-02 BATTERSEA PARK ROAD BATTERSEA	OFFICES		WANDSWORTH
	Town Centre Built-Up Zone			
	Total Gross floor area:		1215 sqm	
	Survey date: THURSDAY		10/05/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 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									
Total Rates:			1.341			1.267			2.608

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

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

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Parameter summary

Trip rate parameter range selected:	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									
Total Rates:			0.267			0.268			0.535

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									
Total Rates:			1.659			1.537			3.196

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

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

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									
Total Rates:			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									
Total Rates:			1.883			1.833			3.716

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									
Total Rates:			3.694			3.643			7.337

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
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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
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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
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 & 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
Total Rates:			11.849			11.046			22.895

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

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

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Parameter summary

Trip rate parameter range selected:	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 & 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 & 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
Total Rates:			22.543			20.057			42.600

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & 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
Total Rates:			26.993			26.770			53.763

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 & 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
Total Rates:			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 & 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
Total Rates:			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 & 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
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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	LIFESTYLE FITNESS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: WEDNESDAY	03/06/15	Survey Type: MANUAL
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: THURSDAY	18/09/14	Survey Type: MANUAL
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: TUESDAY	28/06/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/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									
Total Rates:			9.873			10.077			19.950

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

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

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Parameter summary

Trip rate parameter range selected:	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.

Entran Ltd Chapel Pill Lane Bristol

Licence No: 337901

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

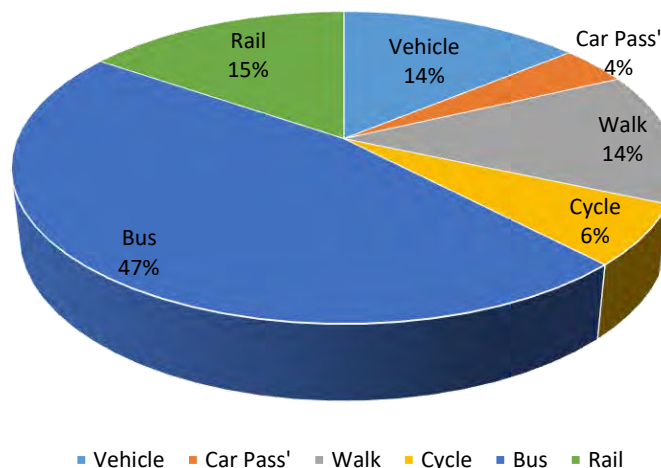
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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%

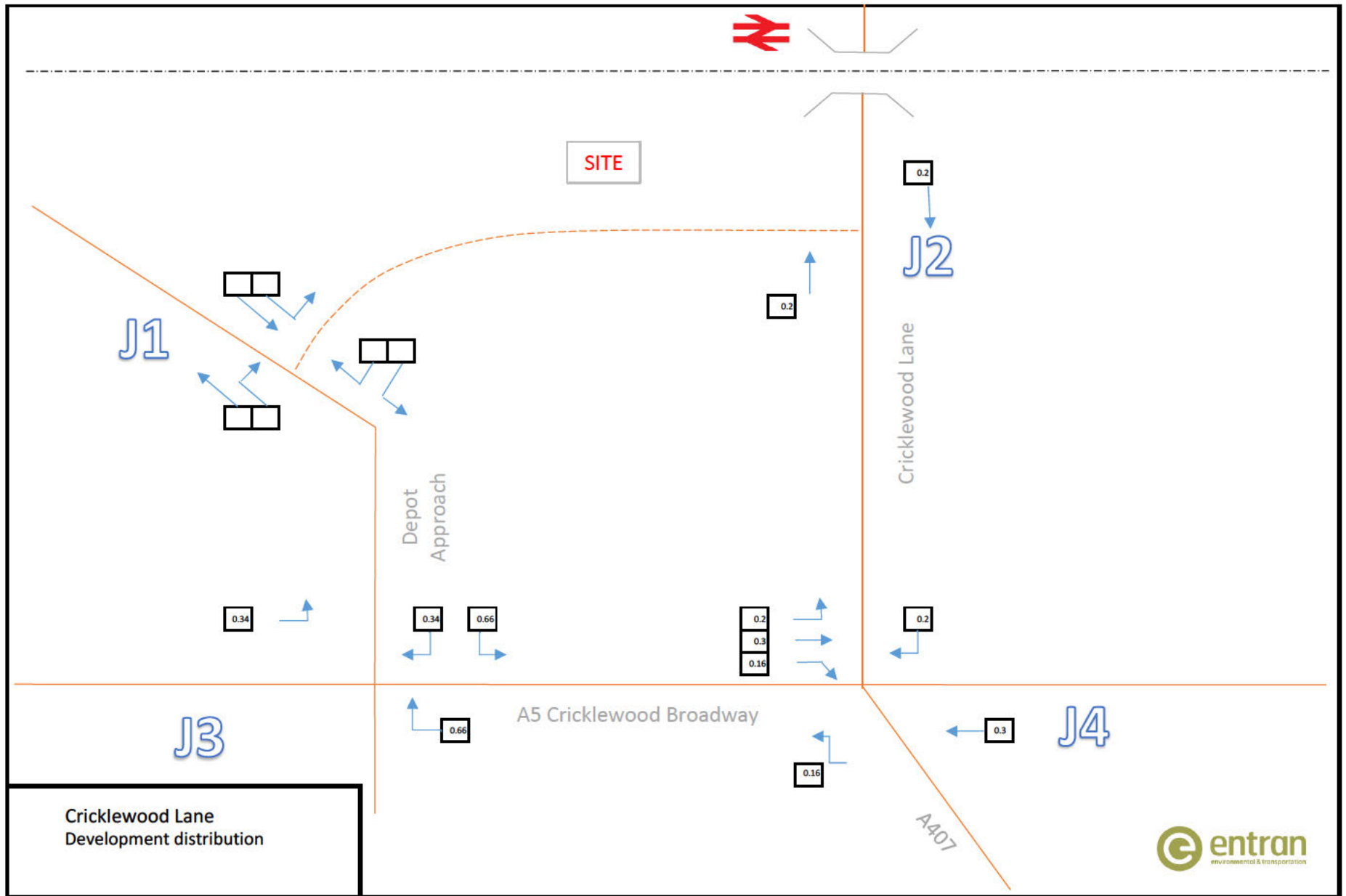
Mode Share

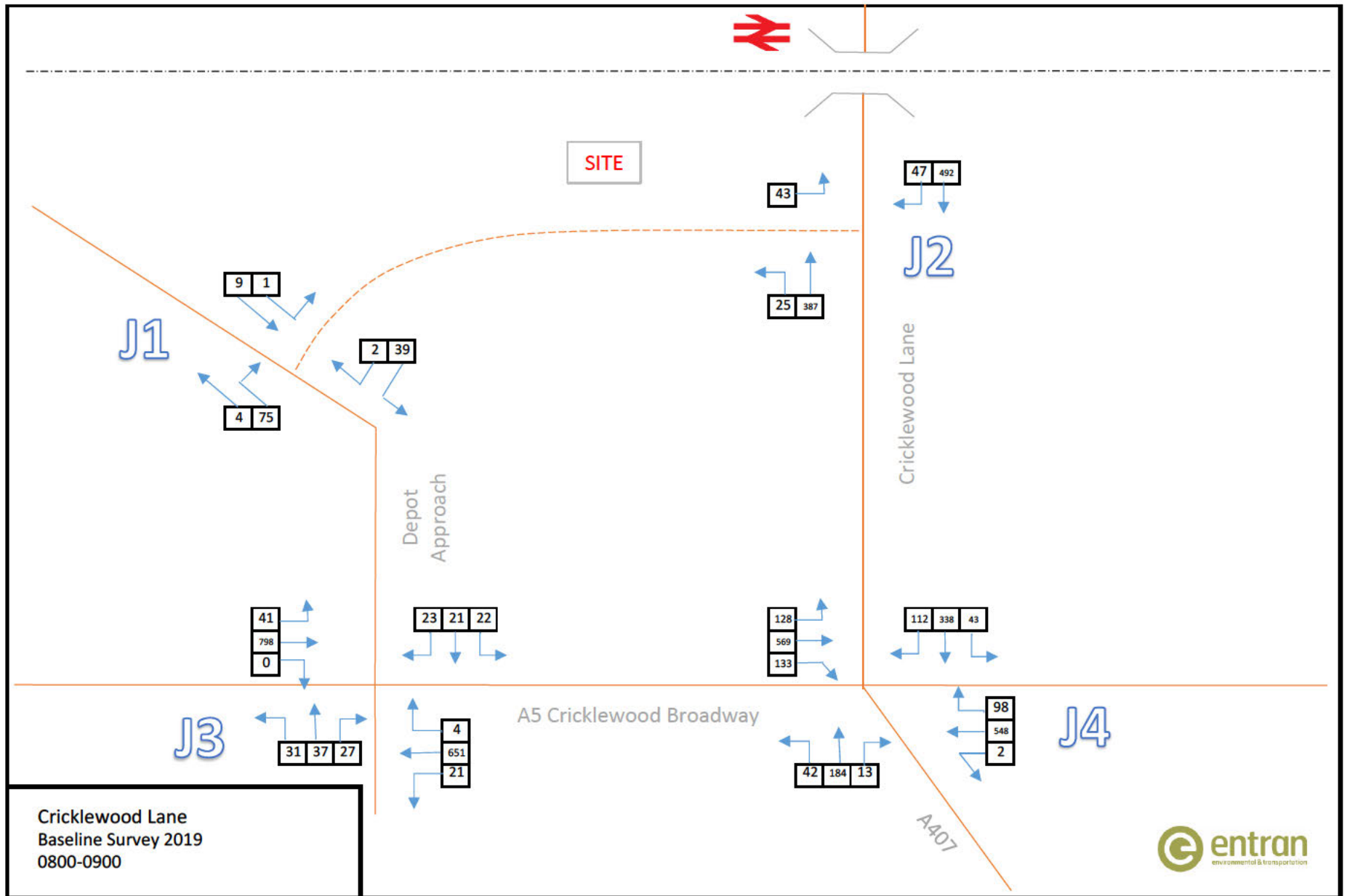


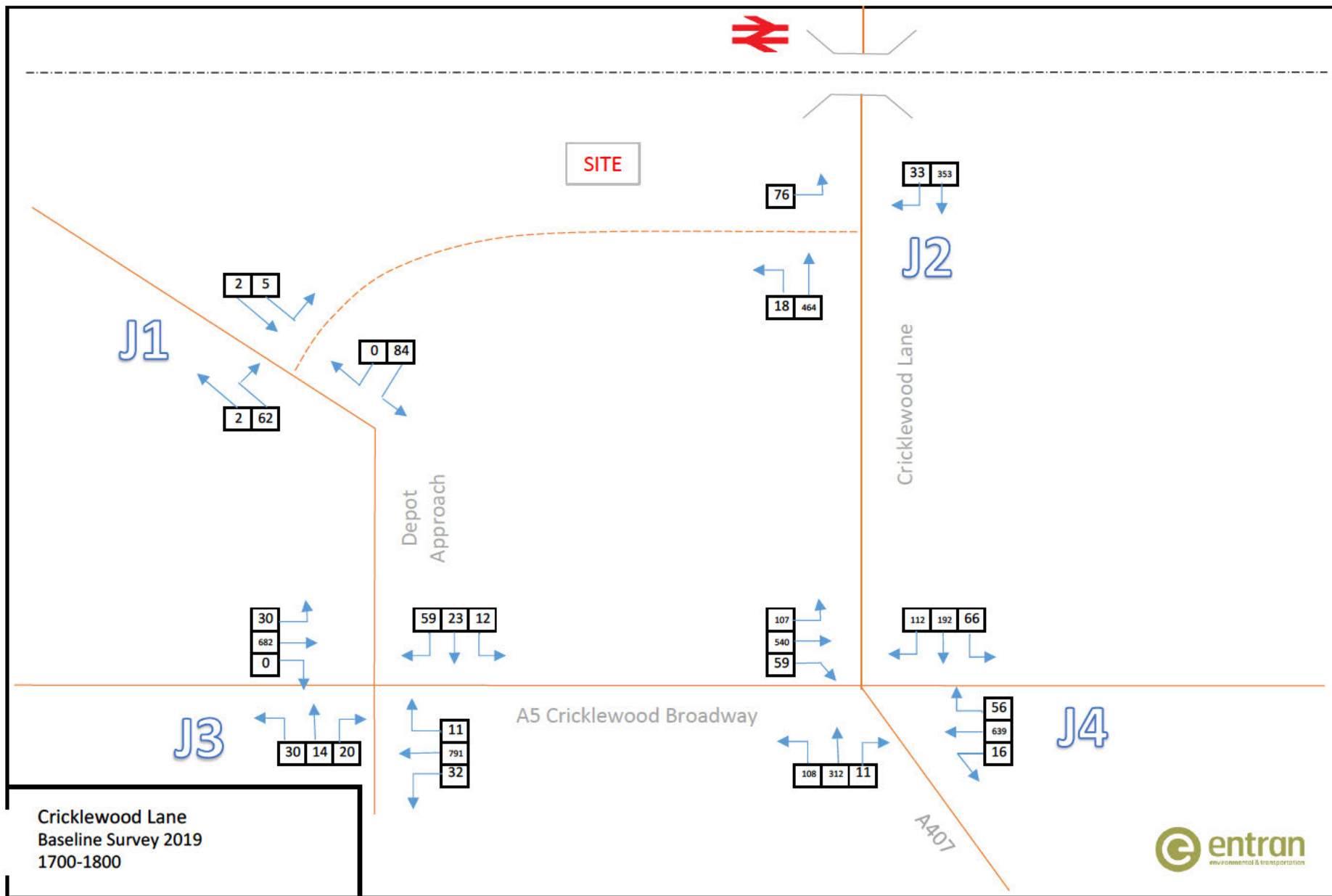


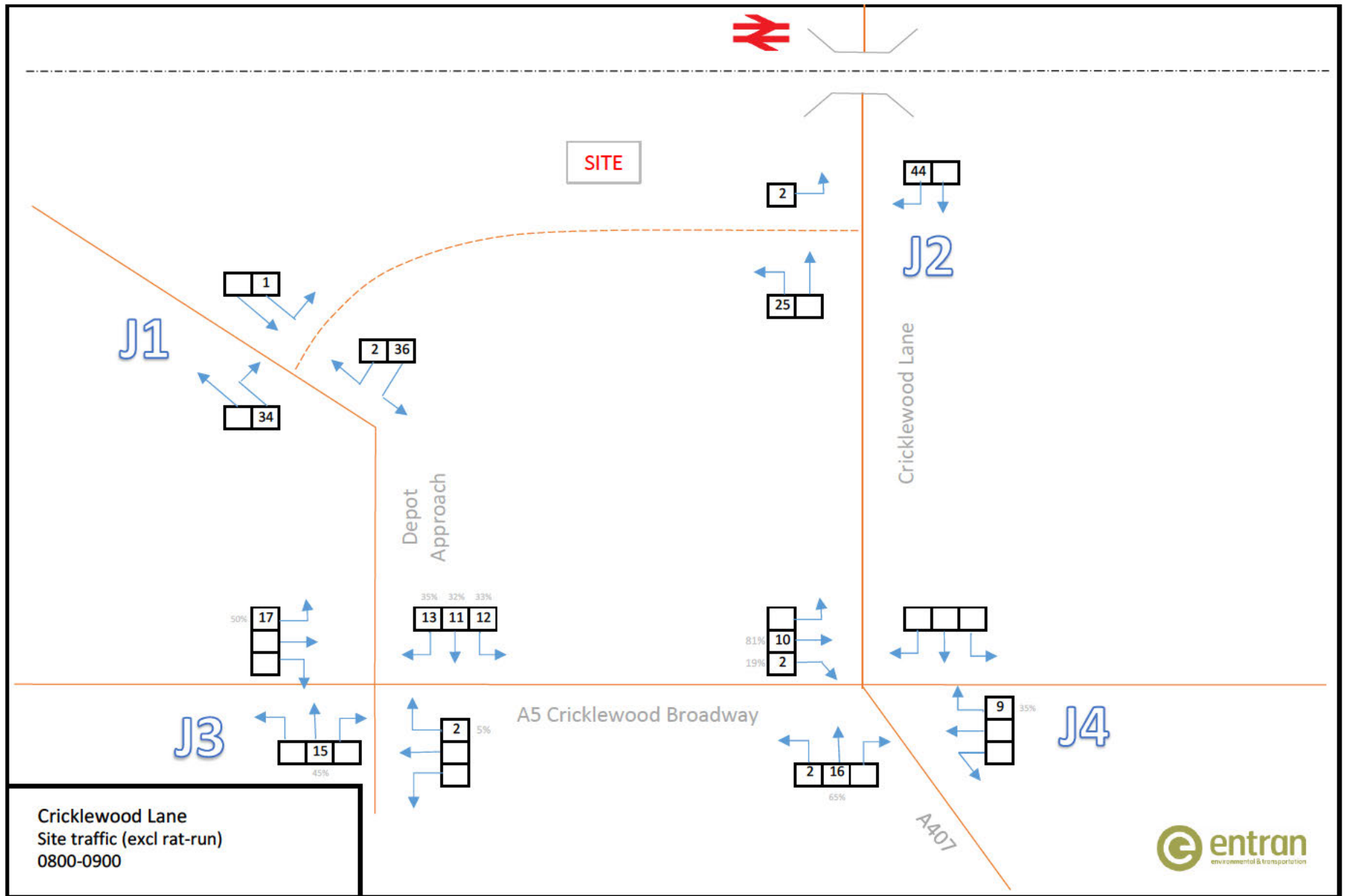
Appendix M

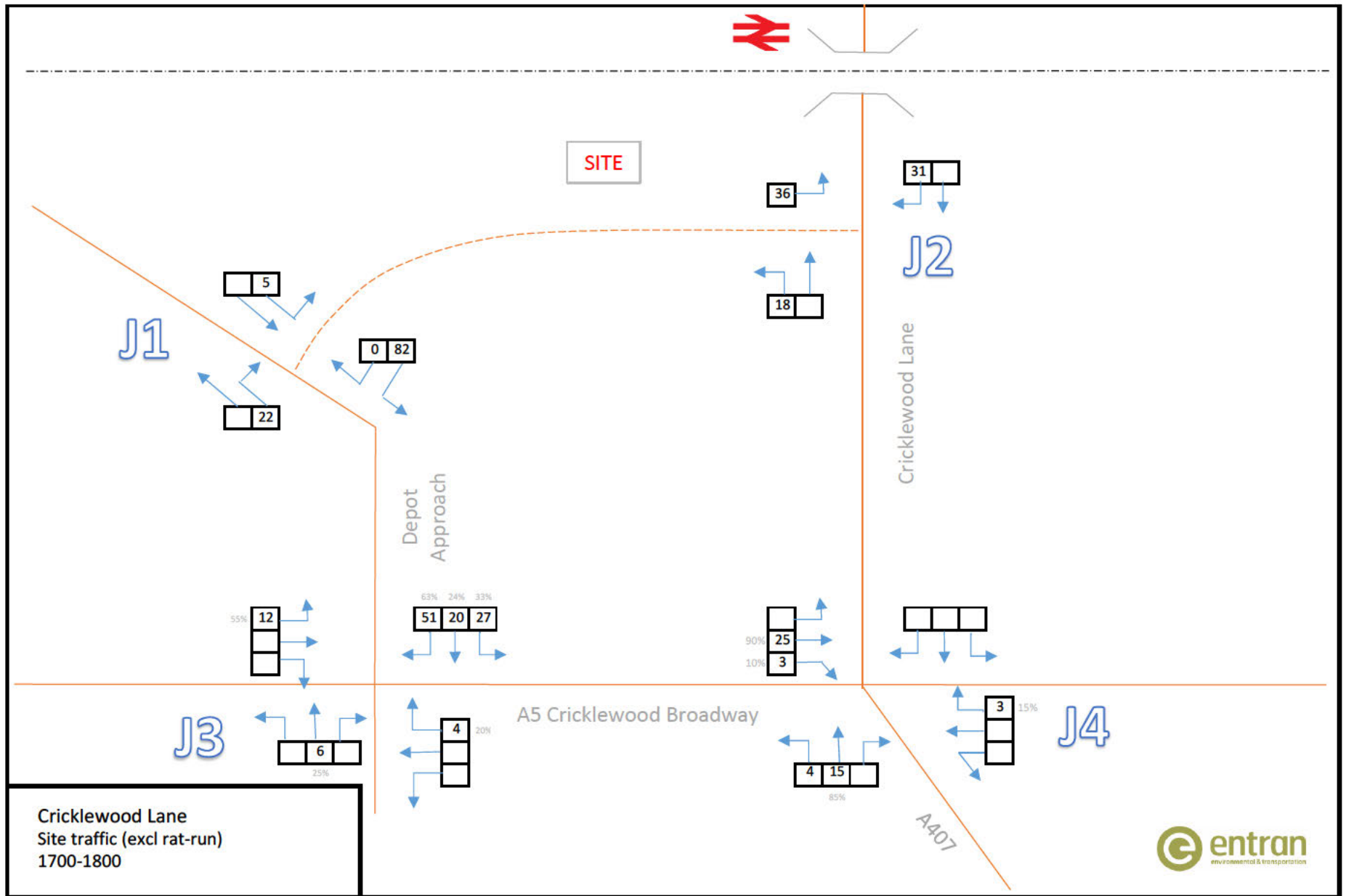
Link flow diagrams

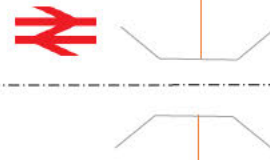






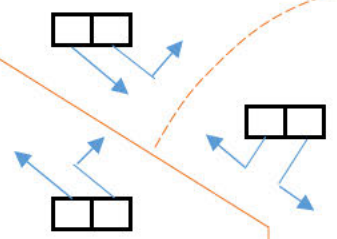




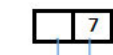


SITE

J1

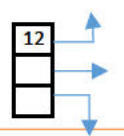
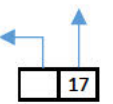


Depot Approach

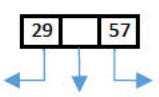


J2

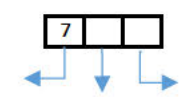
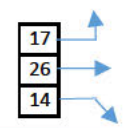
Cricklewood Lane



J3

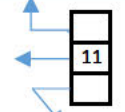
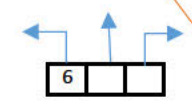


A5 Cricklewood Broadway



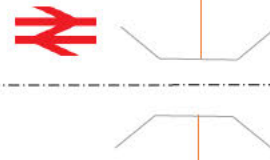
J4

A407



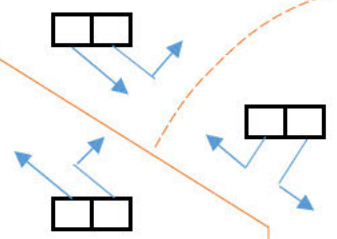
Cricklewood Lane
Development Traffic
0800-0900





SITE

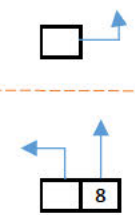
J1



Depot Approach

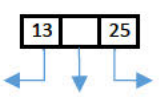
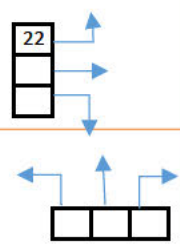


J2

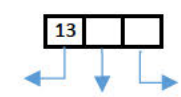
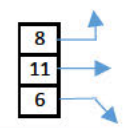


Cricklewood Lane

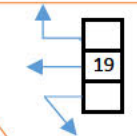
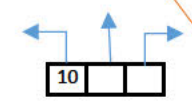
J3



A5 Cricklewood Broadway



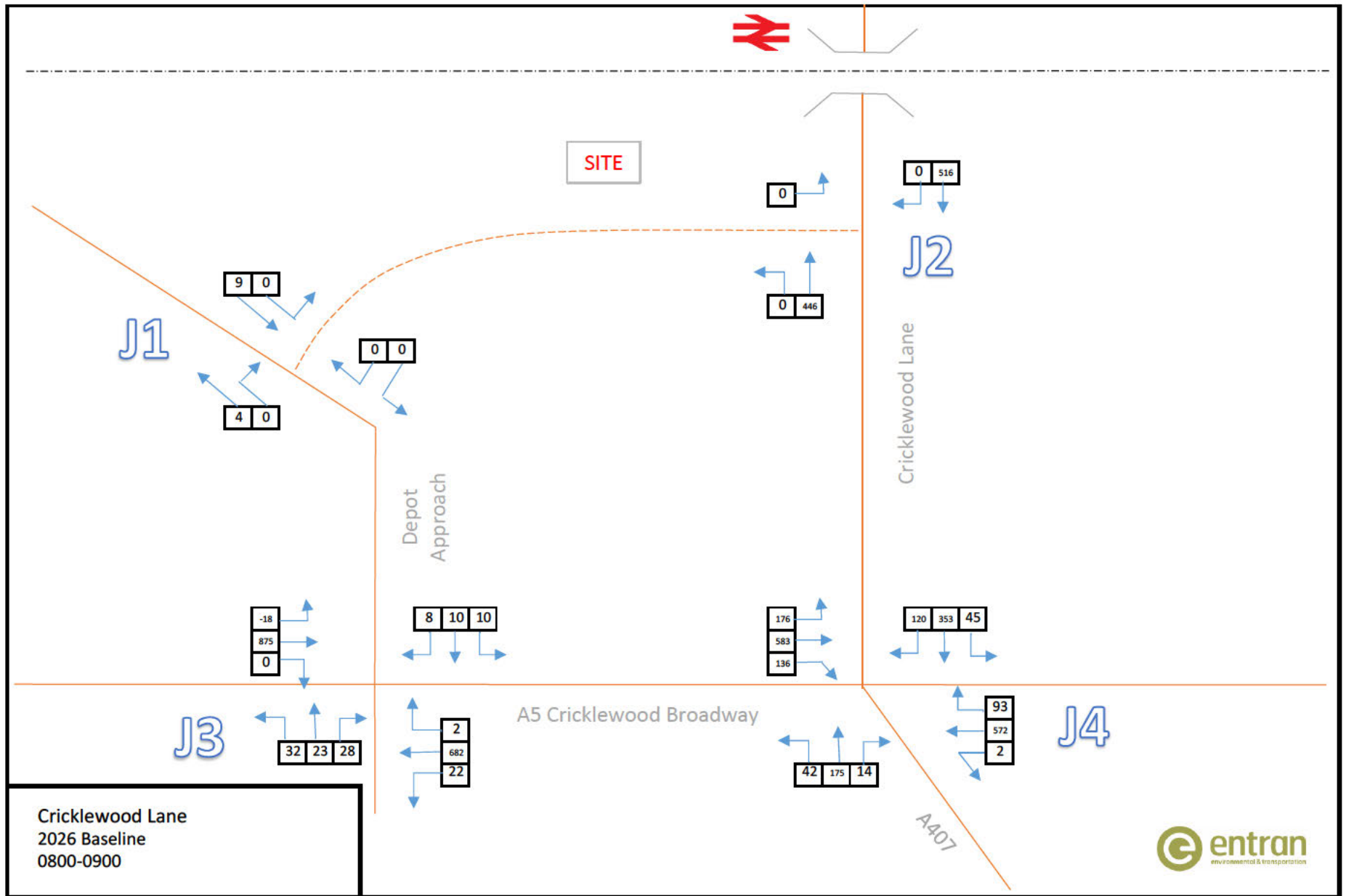
J4

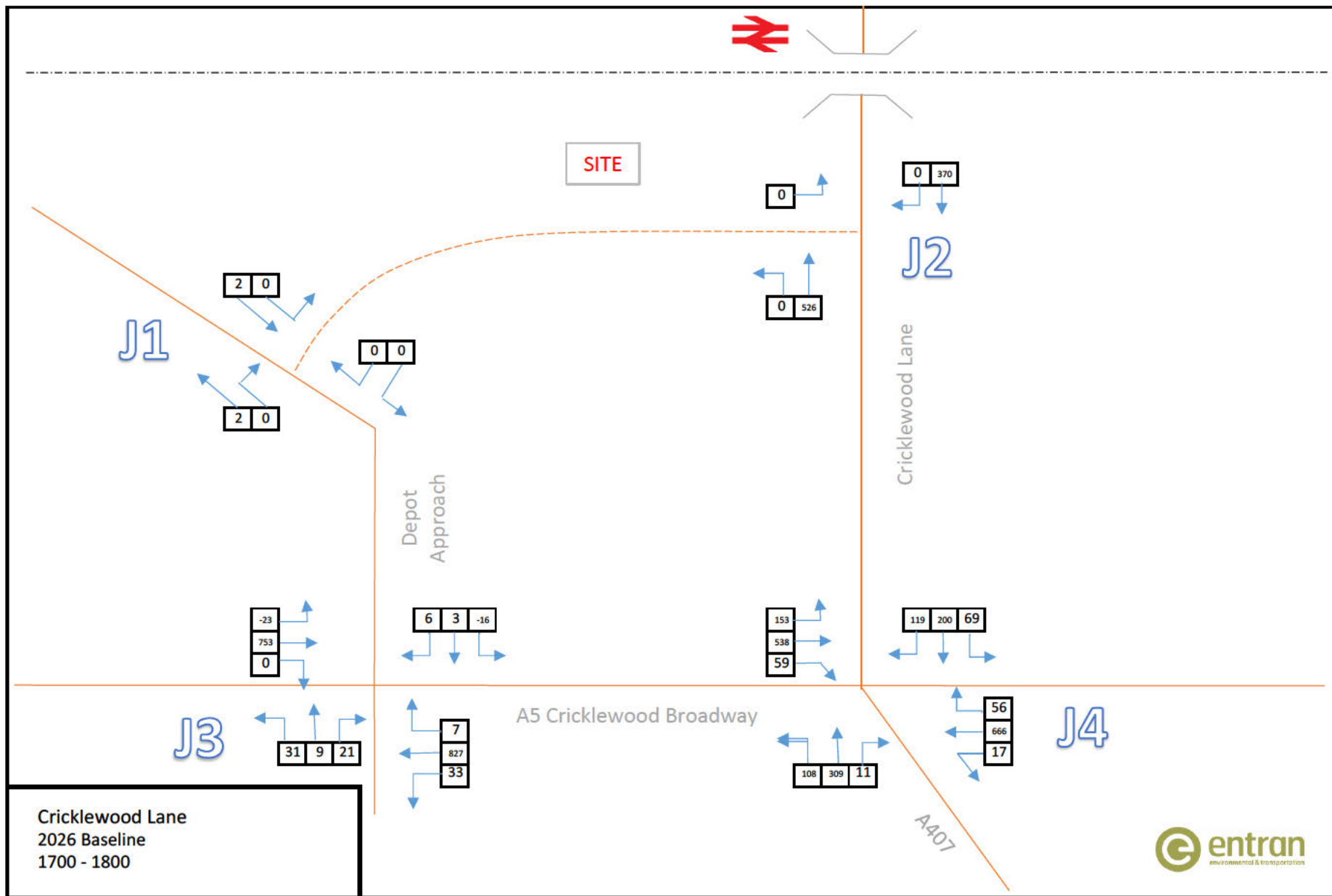


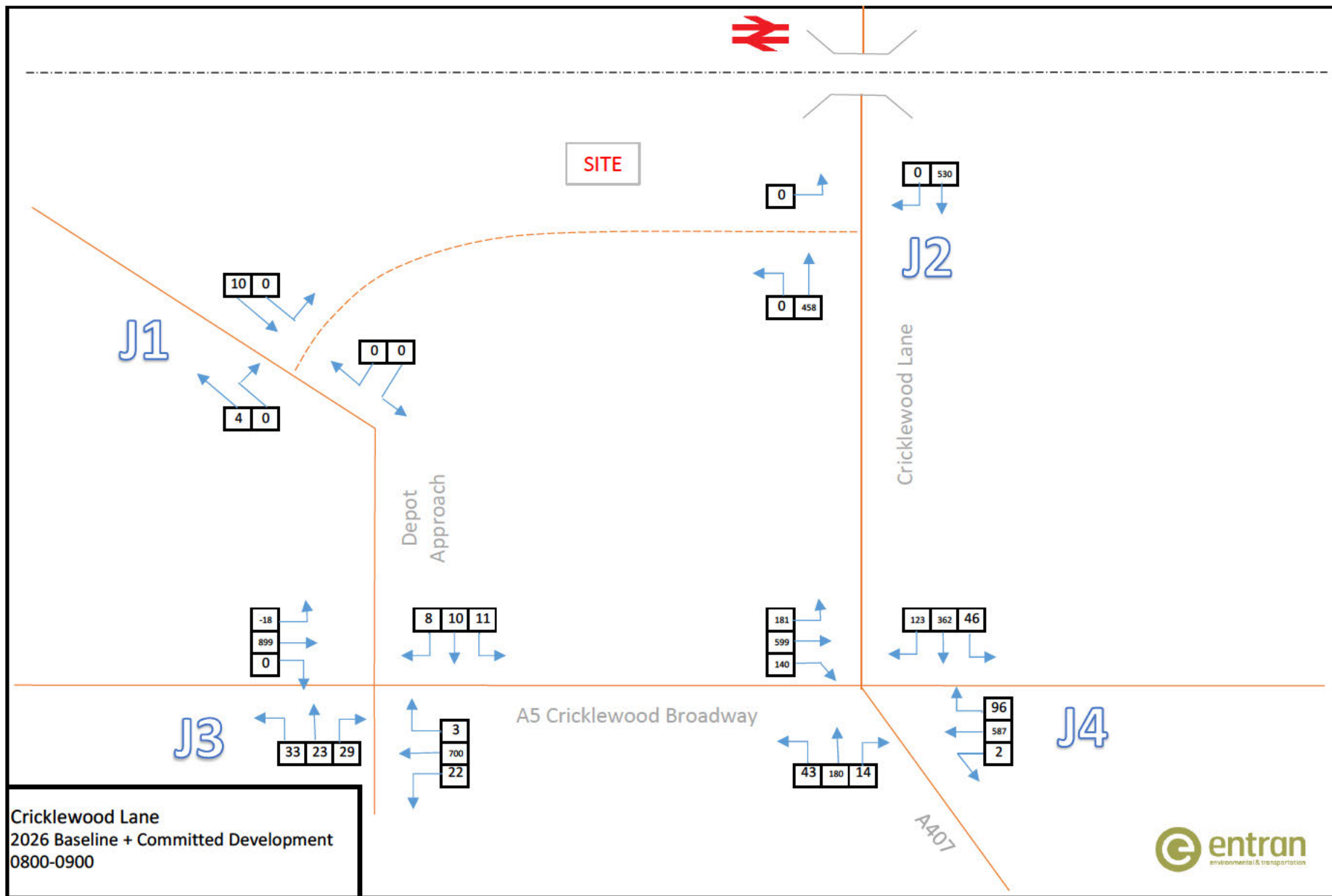
A407

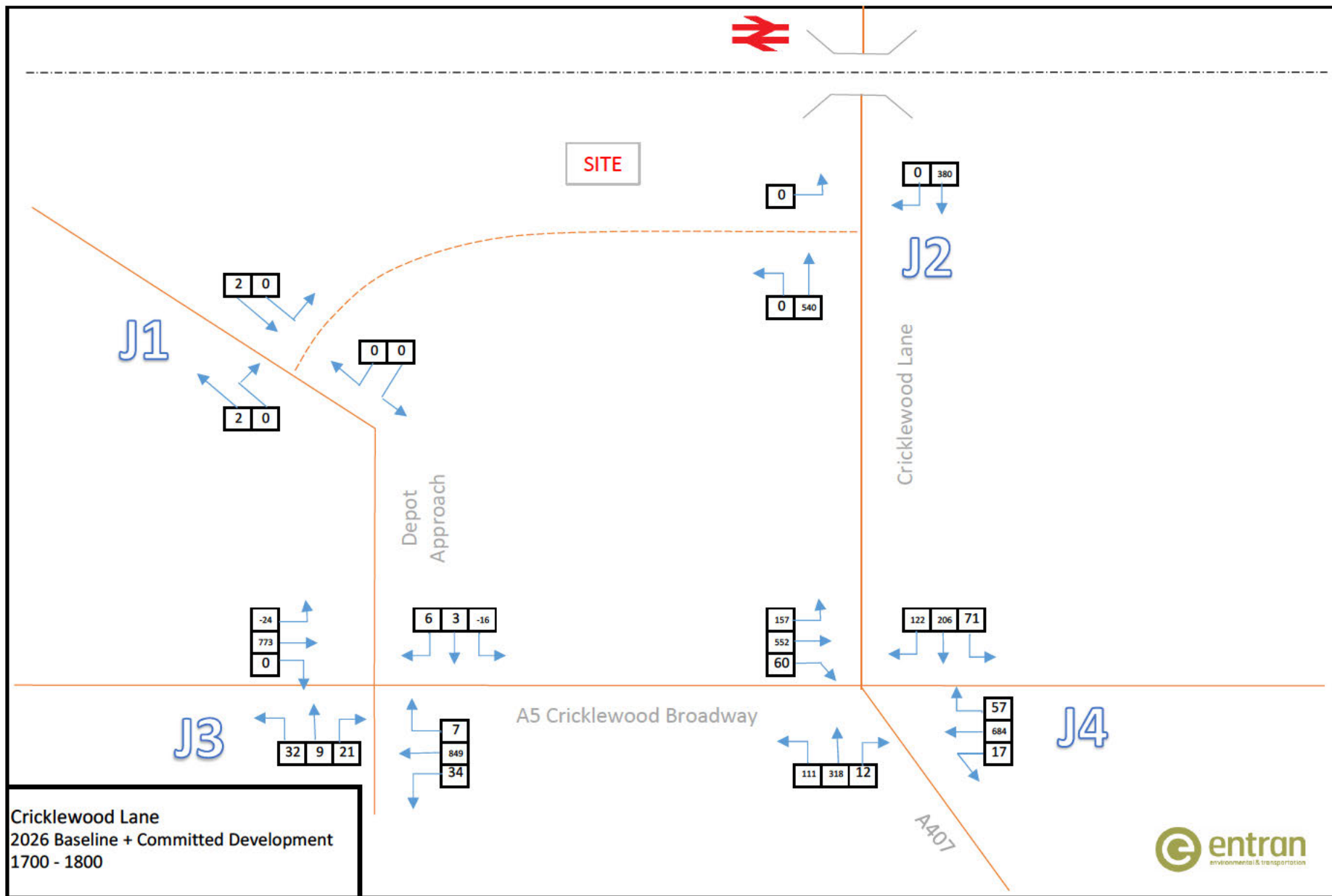
Cricklewood Lane
Development Traffic
1700-1800

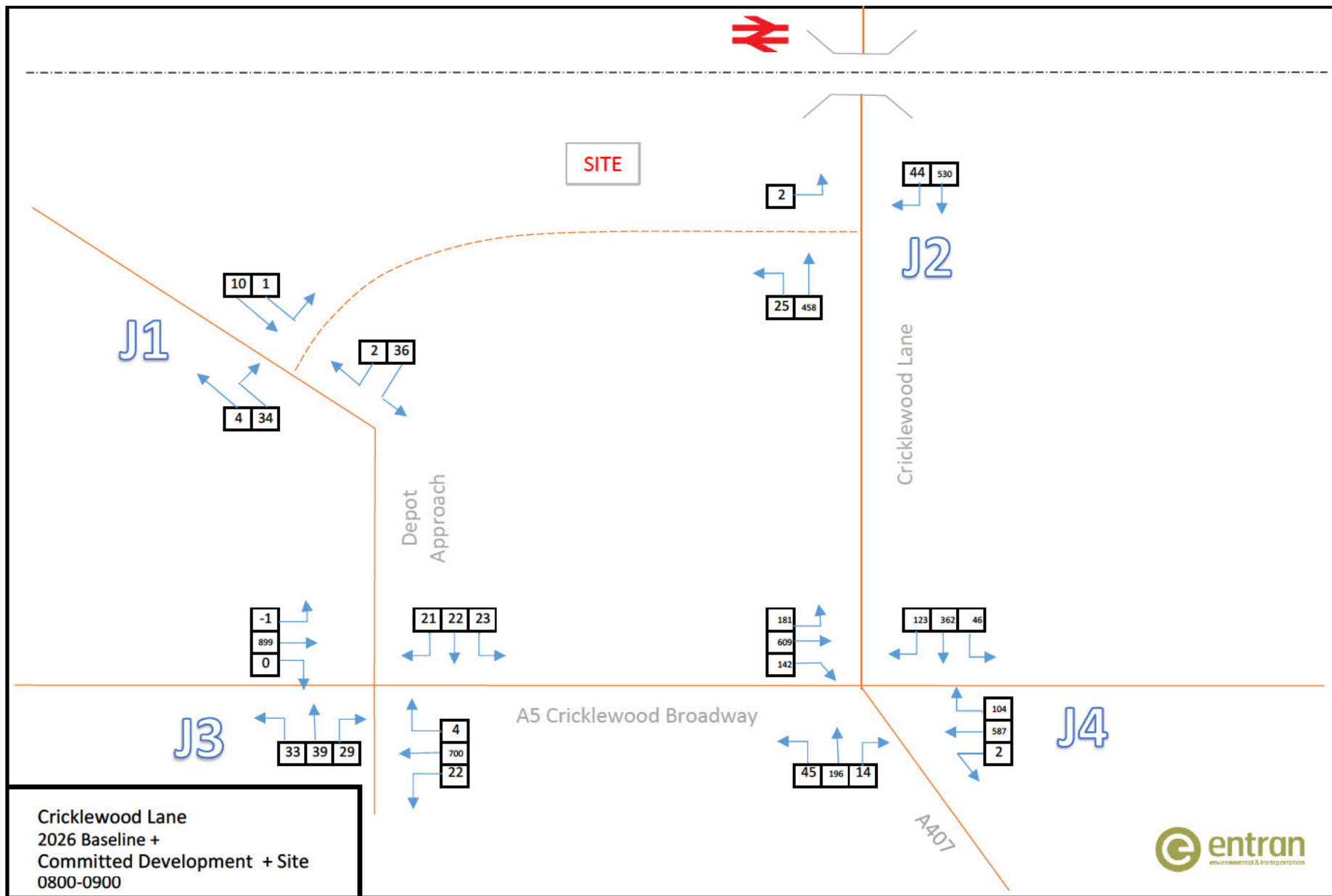


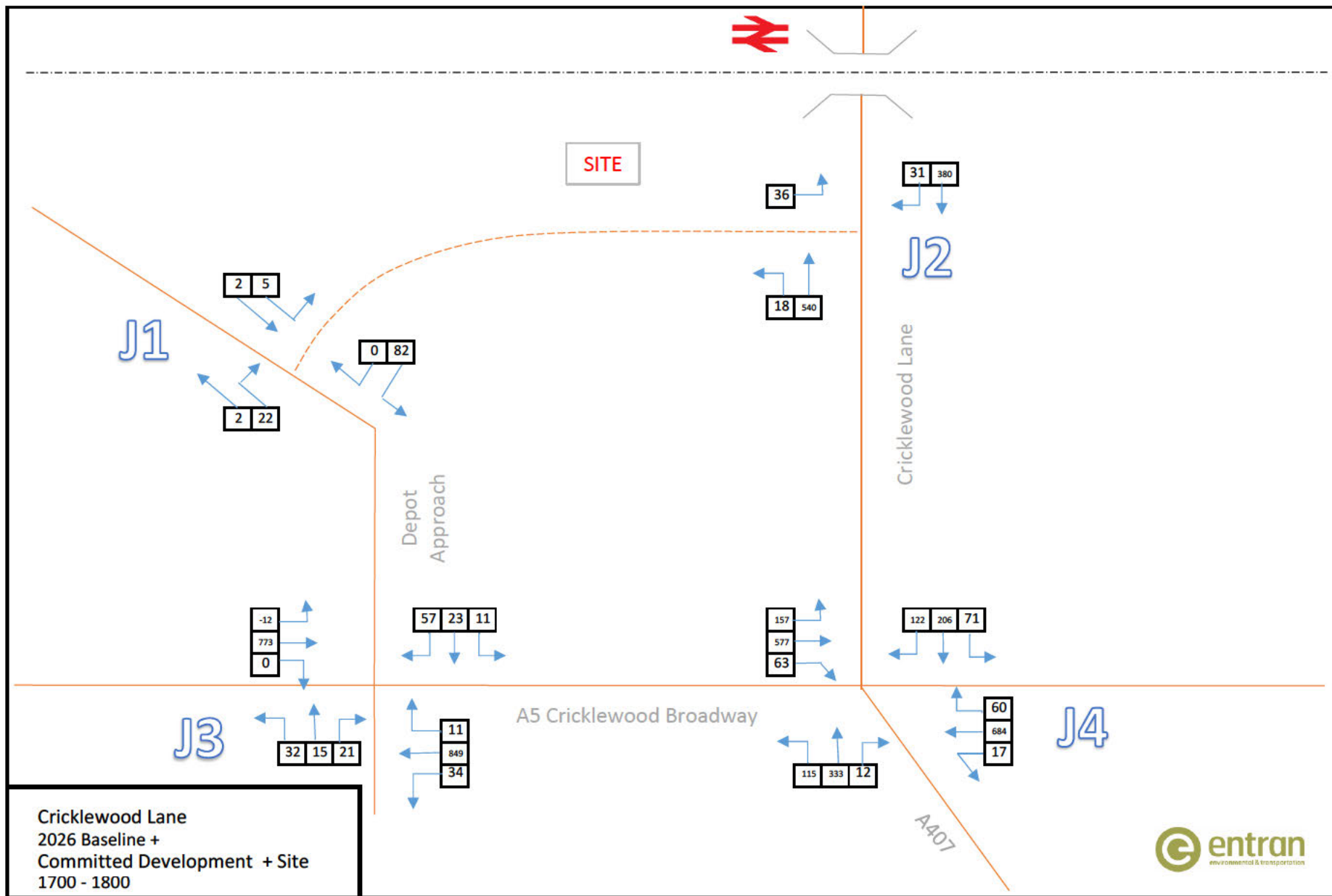


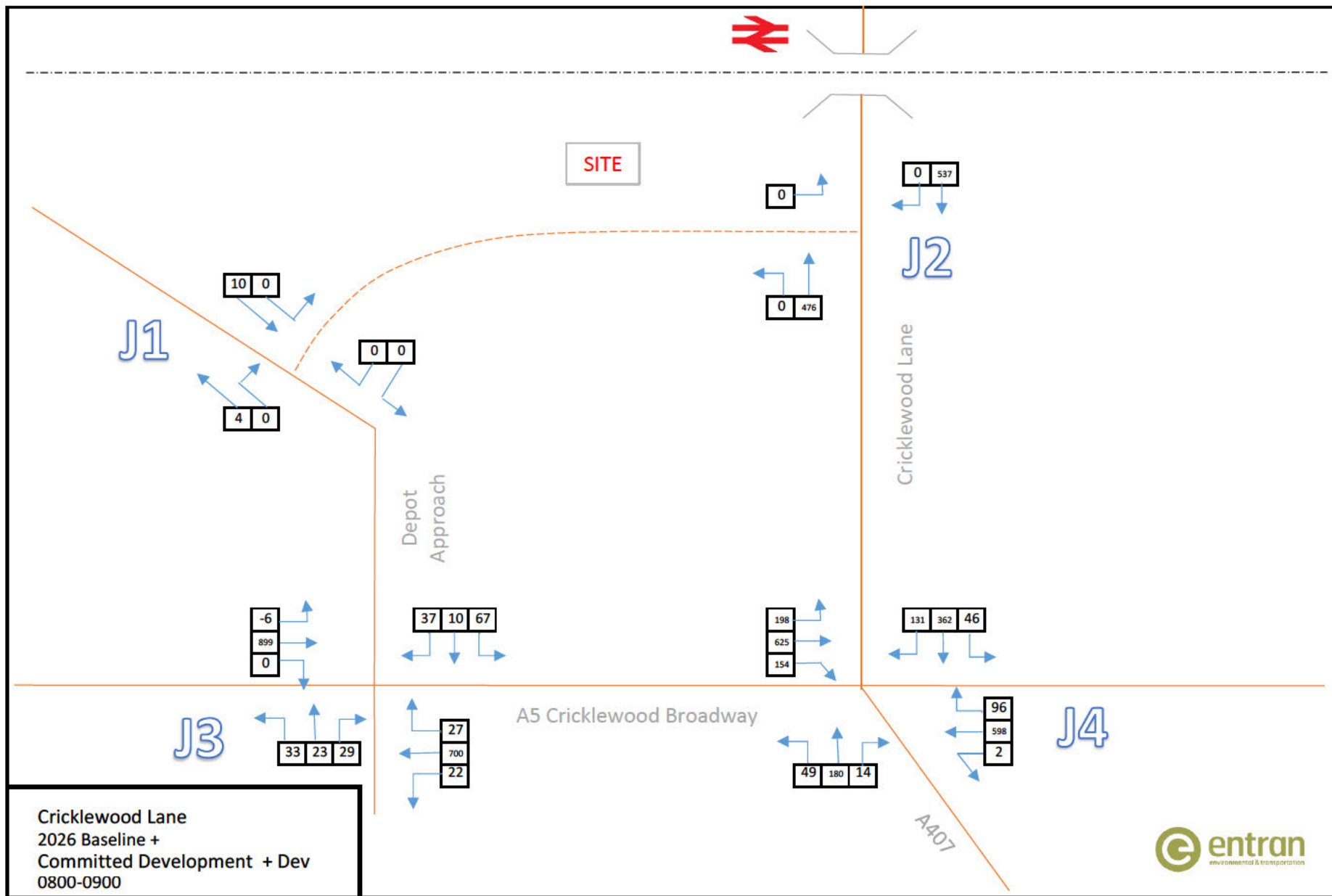


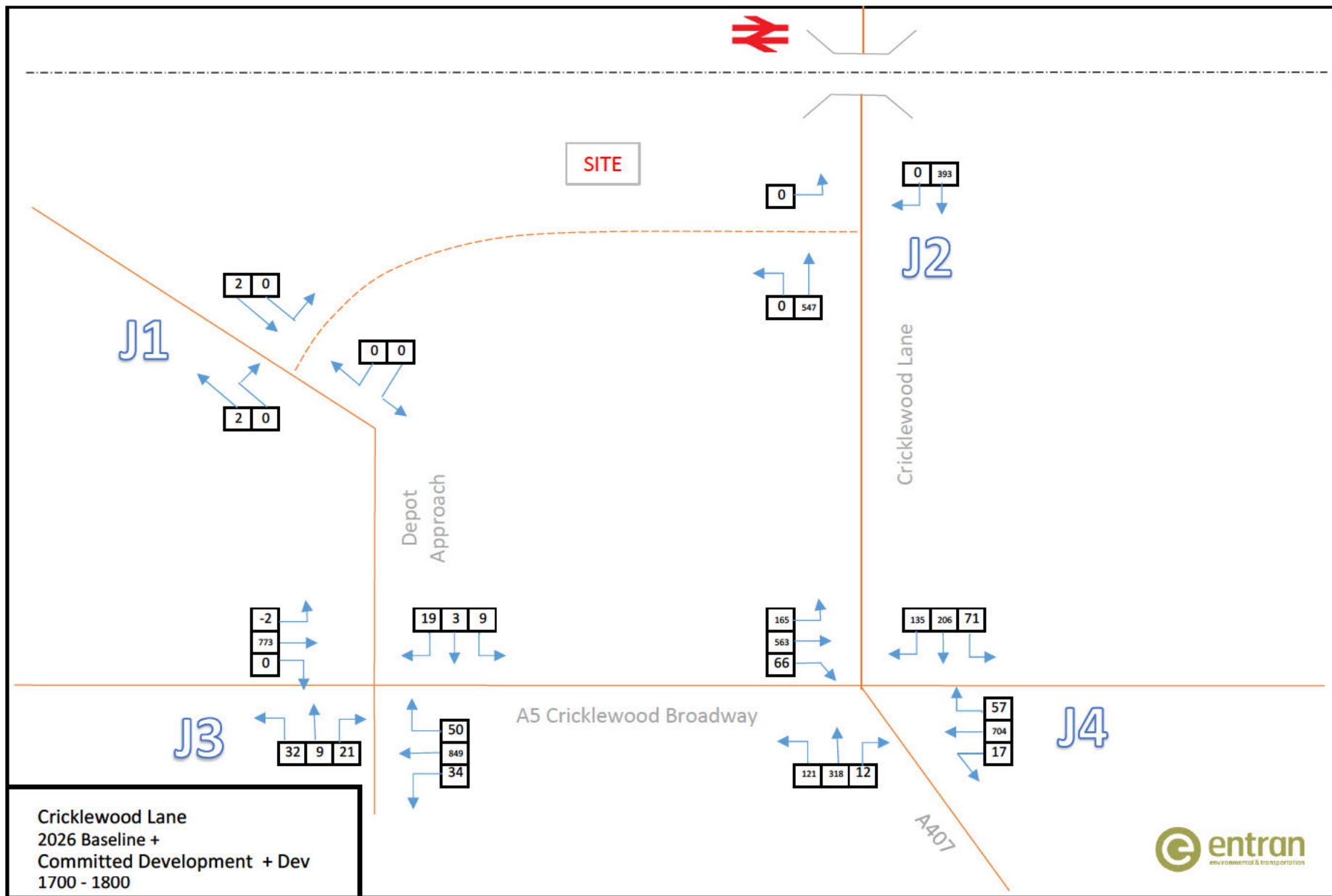












Carter, Richard

From: [REDACTED]@iceniprojects.com>
Sent: 15 April 2021 11:20
To: Griffiths, Carl
Cc: John Mumby; [REDACTED]
Subject: RE: Cricklewood - Tepbrook Response
Attachments: Town Legal - Response Letter.pdf; 2020-11-26_Response_Tepbrook_IS05_15075.pdf; 20210312 Cricklewood_L5_RF .pdf

Hi Carl,

I know we shared the transport response to the Tepbrook objection with you a couple of weeks ago, but we wanted to ensure that you also had the attached responses from GIA and Town Legal. The enclosed technical letters set out the applicants response to the key matters raised. These letters are for your internal review at this stage. But please do advise if the responses need to be uploaded to the statutory register.

Many thanks,
[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: RNicholas@iceniprojects.com



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From: [REDACTED]@iceniprojects.com>
Sent: 22 March 2021 16:42
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Cc: John Mumby <jmumby@iceniprojects.com> [REDACTED]@iceniprojects.com>
Subject: RE: Cricklewood - Transport Letters

Hi Carl,

Did you have any comments on the letters issued last week?

Critically, 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. We should be in a position to issue the revised TA shortly. We let me know you views in terms of consultation?

Many thanks,
[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: [REDACTED]@iceniprojects.com



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From: [REDACTED]@iceniprojects.com>
Sent: 16 March 2021 12:15
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Cc: John Mumby <jmumby@iceniprojects.com>; [REDACTED]@iceniprojects.com>
Subject: RE: Cricklewood - Transport Letters

Hi Carl,

Further to my email this morning I've updated TA cover letter (attached) for your review. I'll follow up with TA hopefully later today. Please could we catch up quickly on the re-consultation point at some point today?

Many thanks,
[REDACTED]

[REDACTED]
Planner, Planning

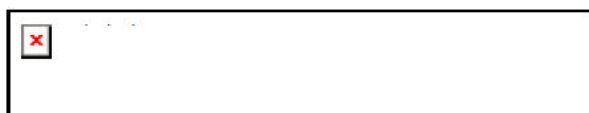
telephone: [REDACTED]
mobile: [REDACTED]
email: [REDACTED]@iceniprojects.com



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Iceni Projects will be supporting the LandAid SleepOut on 11 March.
Click here to offer your support in ending youth homelessness. Thank you.



From: [REDACTED] <[REDACTED]@iceniprojects.com>
Sent: 16 March 2021 08:16
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Cc: John Mumby <jmumby@iceniprojects.com>; [REDACTED] <[REDACTED]@iceniprojects.com>
Subject: Cricklewood - Transport Letters

Morning Carl,

As discussed briefly yesterday Entran have completed the revised TA and are just finalising the appendices. In the meantime, we wanted to share the accompanying letters for your review.

The first (L4) is a cover letter for the revised TA. This is necessary because the response to the LBB comments is a mixture of new work, further clarification and rebuttals. These are set out in the letter in order to keep the revised TA as 'clean' as possible. The second letter (L5) is a response to the Tepbrook letter, this isn't for public view, at this stage. We'll be issuing a combined response to Tepbrook this week.

Please could you advise on timescales for re-consultation once the TA is registered along with the updated parameter plan?

Many thanks,

[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: [REDACTED]@iceniprojects.com



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Iceni Projects will be supporting the LandAid SleepOut on 11 March.
Click here to offer your support in ending youth homelessness. Thank you.



Carter, Richard

From: John Georgoulas <john.georgoulas@thameswater.co.uk>
Sent: 20 April 2021 17:09
To: Griffiths, Carl
Subject: RE: 20/3564/OUT & 20/3906/FUL - DTS 64504 & 66114

Dear Carl,

Apologies,

For application 20/3906/FUL we have requested a foul water and surface water condition, not just surface water as I've outlined below.

Kind regards

John

John Georgoulas

Developer Services – Thames Valley Regional Development Planning Lead
Mobile 07747 645428 Landline 020 3577 9959
john.georgoulas@thameswater.co.uk

Maple Lodge Sewage Treatment Works, Denham Way, Rickmansworth, WD3 9SQ
Find us online at developers.thameswater.co.uk



New site? Need network capacity information?
Developers can make a pre-planning enquiry at
thameswater.co.uk/preplanning

From: John Georgoulas
Sent: 20 April 2021 16:59
To: carl.griffiths@barnet.gov.uk
Subject: 20/3564/OUT & 20/3906/FUL - DTS 64504 & 66114

Dear Carl,

I would like to draw your attention to our responses to planning application 20/3564/OUT & 20/3906/FUL which I believe is still pending a decision. Thames Water have requested conditions as we have concerns about the existing foul water & clean water capacity to serve the development for 20/3564/OUT & the existing surface water capacity for 20/3906/FUL.

Are you able to confirm when a decision is likely to be made for both these applications and given our response, are you minded to attach our requested conditions ahead of those concerns being addressed by the developer with Thames Water? We are keen to work with the developer so would be happy to liaise with the directly if you are able to provide details of the best point of contact.

I'd be happy to discuss this with you further.

Kind regards

John

John Georgoulas

Developer Services – Thames Valley Regional Development Planning Lead

Mobile 07747 645428 Landline 020 3577 9959

john.georgoulas@thameswater.co.uk

Maple Lodge Sewage Treatment Works, Denham Way, Rickmansworth, WD3 9SQ

Find us online at developers.thameswater.co.uk



New site? Need network capacity information?
Developers can make a pre-planning enquiry at
thameswater.co.uk/preplanning

Visit us online www.thameswater.co.uk , follow us on twitter www.twitter.com/thameswater or find us on www.facebook.com/thameswater. We're happy to help you 24/7.

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Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 21 April 2021 16:46
To: Griffiths, Carl
Subject: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Importance: High

Good afternoon Carl, hope you are well,

Following our discussions the affordable housing provision within the above referenced planning application and the associated viability testing, please see attached correspondence. Subject to a number of factors set out in the letter from Montagu Evans, the Applicant is willing to amend the affordable housing provision by changing the proposed Affordable Rent units to London Affordable Rent units. I would be grateful if you could please review the information as set out by Montagu Evans and provide your response, however should you have any queries please do not hesitate to contact me.

I ask if you could please confirm receipt of this mail.

I look forward to hearing back from you.

Many thanks
John

Carl Griffiths
London Borough of Barnet
2 Bristol Avenue
Colindale
London
NW9 4EW

15th April 2021

Dear Carl

BROADWAY RETAIL PARK, CRICKLEWOOD LANE – FURTHER RESPONSE TO BNP PARIBAS REAL ESTATE FINANCIAL VIABILITY ASSESSMENT REVIEW

Thank you for providing us with an updated version (draft report v1) of the independent viability review report (dated 29 March 2021) prepared by BNP Paribas Real Estate (BNPPRE) on behalf of the London Borough of Barnet (LBB). We would like to take this opportunity to thank BNPPRE for their further consideration of the proposals.

Following a review of the updated report, we have prepared this letter to provide some additional information regarding the remaining differences of opinion and inform you that the Applicant has agreed to make a change to the affordable housing offer on a without prejudice basis.

Although both parties agree with the majority of the assumptions adopted within the Financial Viability Assessment (FVA), there are a number of differences of opinion which we examine further below.

ILLUSTRATIVE SCHEME FLOOR AREA ASSUMPTIONS

As set out within the FVA, we have appraised the illustrative masterplan which demonstrates one way in which the parameter plans and design guidelines could be interpreted to deliver a high quality development. The Illustrative masterplan has been worked up in detail and represents the most accurate projection of how the development will come forward at the current time.

Throughout their report, BNPPRE have referred to additional value being created by the significantly increased net floor area shown in the maximum parameters area schedule. This is not realistic for a number of reasons explained in detail within separate correspondence.

LBB requested that Montagu Evans undertake some sensitivity testing on a hypothetical max parameter scheme which was provided within an email dated 12th March 2021. The sensitivity testing showed that a viability appraisal using the maximum parameter floor areas would reduce the residual land value of the site by approximately £45,505,468 to negative **-£32,059,734** showing a viability deficit of **-£52,500,984** when compared to a £20,441,250 Benchmark Land Value.

As discussed during our meeting on 15th March 2021, we expect this sensitivity testing to have resolved the queries on this topic and would request that BNPPRE remove any reference to potential additional value from the maximum parameters within their final report.

RESPONSE TO BNPPRE'S REVIEW OF THE FVA ASSUMPTIONS & INPUTS

Following a review of the updated BNPPRE report, we have summarised below the remaining differences of opinion and addressed each difference where necessary.

VIABILITY INPUT	MONTAGU EVANS (APPLICANT)	BNPPRE (LBB)	COMMENTS
Benchmark Land Value			
Total Benchmark Land Value	£20,441,250	£20,417,675	Applicant willing to proceed on this basis*
Gross Development Value Inputs			
BTR property operating costs	25%	22.5%	Not agreed – please see below.
Car parking values (per space)	Nil	£20,000	Not agreed – please see below.
Development Cost Inputs			
Construction cost (incl. contingency)	£288,272,609	£288,272,609	Agreed – please see below.
Marketing & sales – affordable	0.5% of GDV	£100,000	Not agreed – please see below.
Debt finance rate	7%	6.5%	Applicant willing to proceed on this basis*
Developer's return – private	20% GDV	17.5% GDV	Not agreed – please see below.
Developer's return – commercial	17.5% GDV	15% GDV	Not agreed – please see below.

*Although we do not agree with the BNPPRE assumption, the Applicant is willing to proceed on a without prejudice basis in order to reach agreement expeditiously.

We would respond further regarding a number of the assumptions adopted below.

BUILD TO RENT PROPERTY OPERATING COSTS (GROSS TO NET %)

The Applicant's FVA adopted a 25% allowance for management, repair and void costs. This was based on advice received from the Montagu Evans Capital Markets team that specialise in the acquisition, disposal and funding of residential investment projects including BTR.

BNP initially undertook their assessment based on a 20% assumption and have since increased this to 22.5% as a compromised position. BNPPRE have stated that we have only provided anecdotal evidence which is not true.

Montagu Evans provided the following two pieces of evidence:

Grainger plc 2020 Annual Report & Accounts

Grainger plc are the UK's largest listed residential landlord and a market leader in the UK build to rent and private rented sector currently managing over 8,500 homes. Their latest Annual Report discloses that they achieved 25.9% property operating costs. This is a factual position taken as an average across 8,500 properties so you would expect economies of scale to have been achieved.

This is very strong reliable evidence based on facts so is certainly not anecdotal.

Jones Lang LaSalle (JLL) research document entitled, 'Evaluating Build to Rent Performance, Analysis of Stabilised BTR Data' (September 2018)

Although this is a little historic now, JLL undertook research, analysing 7 BTR schemes. Again, this is a research document and so not anecdotal.

The evidence demonstrates that 25% is optimistic and the Applicant is therefore unwilling to adjust the assumption.

It should be noted that BNPPRE have not provided any evidence to support their position.

CAR PARKING VALUES

BNPPRE have included a receipt of £20,000 for the potential 110 car parking spaces. These car parking spaces will be wheelchair spaces and it is therefore unreasonable to assume that a receipt will be received for them.

BNP have sought confirmation from the Council that this position is acceptable and have tested the viability with and without receipts.

CONSTRUCTION COST ESTIMATE

The Applicant provided a construction cost estimate prepared by Ward Williams Associates (WWA) which was reviewed by CDM Project Services (CDM) on behalf of LBB.

All parties have continued discussions regarding the appropriate level of construction costs and have now reached agreement at £288,272,609 (including a 5% contingency). We attach a letter from WWA at **Appendix 1**, documenting the agreement reached.

MARKETING & SALES AGENCY FEES – AFFORDABLE

The Applicant's viability appraisal adopted an assumed 1% of GDV as a sales agent fee for the affordable housing. Most developers do not have the in-house expertise to tender, negotiate and agree terms with Registered Providers and will require a specialist agent to carry out this function for them.

The industry standard agency fee for undertaking this work is 1% of the package price. Based upon the viability appraisal submitted, this estimated fee totalled £1,054,219 based on the sale of 327 affordable housing units valued at £105,421,885. BNPPRE have reduced this agency fee to a fixed £100,000 or 0.095%. We do not think that this level of fee is realistic for a qualified and specialist affordable housing agent to undertake the work. A fee of 1% has been the industry standard for some time and Montagu Evans have agreed the majority of all viability submissions across London at this level. It should also be noted that the affordable housing is contained within a number of blocks over different phases so it is very unlikely that it will be sold in a single transaction.

the Applicant is willing to reduce the agency fee assumption to 0.5% based on current market conditions but is unable to agree a reduction to the fixed £100,000 fee being proposed by BNPPRE.

DEBT FINANCE RATE

The Applicant's appraisal adopts a debt finance rate of 7% and BNPPRE have reduced this rate to 6.5%. We have agreed that 7% is appropriate on developments across London with Councils' advisors and the GLA prior to the Covid-19 pandemic. Clearly, securing development funding has become more difficult and more expensive since the pandemic with some lenders temporarily withdrawing from the market.

Based on the Applicant's package of concessions and compromises set out above, there are various assumptions that we feel are extremely optimistic and there is a danger that if we flex every single input without giving consideration to the overall balance then the appraisal will start to look unrealistic.

However, the Applicant is willing to proceed on the basis of 6.5% on a without prejudice basis in order to reach agreement expeditiously.

DEVELOPER'S RETURN

The Applicant is unwilling to reduce the profit levels for the reasons set out in previous correspondence. The Applicant is taking a significant risk by over delivering affordable housing (in viability terms) up front. This level of risk and the reliance on significant value growth to improve viability should not be underestimated. It is crucial that profit levels are adopted at fundable levels to ensure that this much needed affordable housing can be delivered in the borough.

UPDATED AFFORDABLE HOUSING PROVISION

We are of the opinion that the Applicant's initial proposed affordable housing offer is the maximum viable level and has been robustly supported within the Financial Viability Assessment and subsequent correspondence.

However, there remains a number of differences of opinion and the Applicant wishes to progress matters expeditiously and move forwards towards the successful delivery of this important development.

The Applicant is willing to amend the affordable housing provision by changing the proposed Affordable Rent units to London Affordable Rent units. This is estimated to reduce the total Gross Development value by £11,541,280, having a significant impact on the viability of the scheme.

We summarise the updated affordable housing provision below:

TENURE	NO. OF HABITABLE ROOMS	% OVERALL	% AFFORDABLE
Private	1,752	65.0%	NA
Intermediate	662	24.5%	70%
London Affordable Rent	282	10.5%	30%
TOTAL	2,696	100%	100%

The proposed amendment is being made on a without prejudice basis, subject to the following:

- BNPPRE amending their final viability review report to reflect that the maximum parameter queries have been resolved.

- A late stage review mechanism not being required in the S106 agreement in accordance with the Fast Track route in accordance with the London Plan (2021).
- The viability deficit summarised below being incorporated into the early stage review formula through the use of a "Breakeven GDV" figure.

Based on the package of concessions and compromises, we have prepared an updated viability appraisal reflecting the change to London Affordable Rent and attach a summary as **Appendix 2**.

We summarise the Applicant's updated viability position below.

BENCHMARK LAND VALUE	RESIDUAL LAND VALUE	VIABILITY DEFICIT
£20,417,675	£11,462,081	-£8,955,594

We hope that the above is clear and concludes the viability discussions. If you have any further queries then please do not hesitate to contact us.

Yours sincerely,



[Redacted line]

Email: [Redacted]@montagu-evans.co.uk

APPENDIX 1

SUMMARY OF AGREED CONSTRUCTION COST ESTIMATE



B&Q Broadway Retail Park,
Cricklewood Lane, London NW2
Montreaux Cricklewood
Developments Limited
Financial Viability Costing Agreement

1.0 Executive Summary

- 1.1 CDM Project Services provided their Cost Plan Review report dated November 2020 as part of the BNP Paribas Review of 'Financial Viability Assessment' dated November 2020. CDM Project Services assessed the Ward Williams Associates (WWA) Feasibility Cost Plan Nr 1, dated 13th March 2020 which assessed the scheme costs to be lower than the WWA Feasibility Cost Plan by (£10,943,894) or (3.7%).
- 1.2 WWA produced a rebuttal report defending most of the cost reductions in February 2021.
- 1.3 CDM Project Services responded to the rebuttal and still challenged the following items: -
 - a. Overheads and Profit Allowance
 - b. Scaffolding & External Walls Rates
 - c. External Works Area
 - d. Archaeology
 - e. UXO Allowance
- 1.4 The above cost items and clarifications are detailed in the next section.
- 1.5 The negotiations reduced the saving to (£7 067 391) or (2.39%) on our original submission and concluded with an agreed construction cost of £288,272,609.

2.0 Variance Qualifications

2.1 Overheads and Profit Allowance

CDM Project Services defended their position on the reduced OHP percentage of 5% from our 6% by producing an RICS paper stating the range of OHP being reported. The RICS paper was based upon the national average and not specific to London which we have found to be at the higher end of the scale. To reach an agreement, the 5% rate was adopted.

2.2 Scaffolding & External Wall Rates

CDM Project Services provided examples of other schemes WWA have been involved with as evidence of the façade rates being used on other schemes. The schemes presented were not comparable schemes as one didn't use scaffolding as it was a panelised facade system and the other was a development by a national House Builder with very low Preliminaries due to the way they manage and build developments. It was agreed that scaffolding was an acceptable item but the rate was too high. An agreed deduction of (£2 961 256) was made to the WWA cost plan.

2.3 Acoustic Treatment Rate

The rate used for Phase 3 should be the same as Phase 1 and 2. We agree with the cost saving of (£122 500).

2.4 External Works Area

Within our overall site measurement, we had allowed works outside the redline drawing. It was agreed to remove this which reduced our costs by (£265 670).

2.5 Archaeology

The preconstruction reports conclude that there wasn't any need for further archaeological works. Although a risk, it would be a low risk so agreed to remove the (£50 000).

2.6 UXO Allowance

The site is unlikely to have any UXB issues given the information provided in the preconstruction reports. It was agreed to reduce the allowance by (£10,000) to cover any obstruction risk.

3.0 Conclusion

- 3.1 WWA and CDM Project Services concluded that the savings for the scaffolding, acoustics, external works, Archaeology & UXB obstructions reduced the net construction cost down by (£3,409,426). This is a movement of £2,736,793 from CDM Project Services original position.
- 3.2 The further reduction of the OHP concluded the gross development construction cost of £288,272,609.
- 3.5 The above construction cost equates to a (2.39%) reduction in the original WWA Feasibility Cost Plan which is within an acceptable range and has been agreed with CDM Project Services.



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Threemilestone,
Truro, Cornwall
TR4 9LD

T: 01872 272906

wwwa.uk.com



APPENDIX 2

UPDATED FINANCIAL VIABILITY APPRAISAL – LONDON AFFORDABLE RENT

Cricklewood Lane
Financial Viability Appraisal
Apr 2021 Update - London Affordable Rent

Development Appraisal
Montagu Evans LLP
15 April 2021

APPRAISAL SUMMARY**MONTAGU EVANS LLP**
Cricklewood Lane
Financial Viability Appraisal
Apr 2021 Update - London Affordable Rent

Appraisal Summary for Merged Phases 1 2 3 4 5 6 7 8 9

Currency in £

REVENUE

Sales Valuation	Units	ft²	Sales Rate ft²	Unit Price	Gross Sales
Block B - London Affordable Rent	86	72,133	185.00	155,170	13,344,605
Block B - Shared Ownership	84	57,903	500.00	344,661	28,951,500
Block C - Shared Ownership	157	103,169	500.00	328,564	51,584,500
Block C - Private Residential	172	122,048	704.00	499,545	85,921,792
Block D - Private Residential	<u>224</u>	<u>143,532</u>	704.00	451,101	<u>101,046,528</u>
Totals	723	498,785			280,848,925

Rental Area Summary

	Units	ft²	Rent Rate ft²	Initial MRV/Unit	Net Rent at Sale	Initial MRV	Net MRV at Sale
Block A - Build to Rent	377	248,281	33.52	22,076	6,241,860	8,322,480	6,241,860
Block A - Commercial	1	3,923	25.00	98,078	98,078	98,078	98,078
Block B - Commercial	1	5,406	25.00	135,158	135,158	135,158	135,158
Block D - Commercial	<u>1</u>	<u>707</u>	25.00	17,685	<u>17,685</u>	<u>17,685</u>	<u>17,685</u>
Totals	380	258,318			6,492,780	8,573,400	6,492,780

Investment Valuation**Block A - Build to Rent**

Current Rent	6,241,860	YP @	3.7500%	26.6667	166,449,600
--------------	-----------	------	---------	---------	-------------

Block A - Commercial

Market Rent	98,078	YP @	6.0000%	16.6667	
(6mths Rent Free)		PV 6mths @	6.0000%	0.9713	1,587,688

Block B - Commercial

Market Rent	135,158	YP @	6.0000%	16.6667	
(6mths Rent Free)		PV 6mths @	6.0000%	0.9713	2,187,943

Block D - Commercial

Market Rent	17,685	YP @	6.0000%	16.6667	
(6mths Rent Free)		PV 6mths @	6.0000%	0.9713	286,287

Total Investment Valuation**170,511,517****GROSS DEVELOPMENT VALUE****451,360,442**

Purchaser's Costs	(10,856,539)
Effective Purchaser's Costs Rate	6.80%
	(10,856,539)

NET DEVELOPMENT VALUE**440,503,904****NET REALISATION****440,503,904****OUTLAY****ACQUISITION COSTS**

Residualised Price	11,462,081	
Stamp Duty	563,104	11,462,081
Effective Stamp Duty Rate	4.91%	
Agent Fee	1.00%	114,621
Legal Fee	0.50%	57,310
		735,035

CONSTRUCTION COSTS

Construction	ft²	Build Rate ft²	Cost
Block A - Build to Rent	359,076	255.19	91,634,152
Block A - Commercial	4,359	255.20	1,112,417
Block B - Commercial	6,007	255.20	1,532,986
Block D - Commercial	786	255.20	200,587
Block B - London Affordable Rent	103,239	255.20	26,346,560
Block B - Shared Ownership	82,872	255.20	21,149,056

APPRAISAL SUMMARY**MONTAGU EVANS LLP****Cricklewood Lane****Financial Viability Appraisal****Apr 2021 Update - London Affordable Rent**

Block C - Shared Ownership	143,790	255.20	36,695,092	
Block C - Private Residential	170,102	255.20	43,409,965	
Block D - Private Residential	205,582	255.20	52,464,526	
Totals	1,075,813 ft²		274,545,342	
Contingency		5.00%	13,727,267	
CIL			17,667,315	
				305,939,924

PROFESSIONAL FEES

Professional Fees	10.00%	28,827,261	
			28,827,261

MARKETING & LETTING

Letting Agent Fee	10.00%	25,092	
Letting Legal Fee	5.00%	12,546	
			37,638

DISPOSAL FEES

Sales Agent Fee	0.25%	389,629	
Sales Agent Fee	1.00%	38,033	
Sales Agent Fee	0.50%	469,403	
Sales Agent Fee	3.00%	5,609,050	
Sales Legal Fee	0.10%	155,852	
Sales Legal Fee	0.50%	19,016	
Sales Legal Fee	0.25%	702,122	
			7,383,105

MISCELLANEOUS FEES

Developer's Return - BTR	15.00%	24,967,440	
Developer's Return - Commercial	17.50%	277,845	
Developer's Return - Affordable	6.00%	2,537,766	
Developer's Return - Commercial	17.50%	382,890	
Developer's Return - Affordable	6.00%	3,095,070	
Developer's Return - Private	20.00%	17,184,358	
Developer's Return - Private Sale	20.00%	20,209,306	
Developer's Return - Commercial	17.50%	50,100	
			68,704,776

FINANCE

Debit Rate 6.5000%, Credit Rate 0.0000% (Nominal)			
Total Finance Cost			17,414,083

TOTAL COSTS**440,503,904****PROFIT****0****Performance Measures**

Profit on Cost%	0.00%
Profit on GDV%	0.00%
Profit on NDV%	0.00%
Development Yield% (on Rent)	1.47%
Equivalent Yield% (Nominal)	3.81%
Equivalent Yield% (True)	3.90%
IRR% (without Interest)	7.28%
Profit Erosion (finance rate 6.500)	N/A

Carter, Richard

From: Griffiths, Carl
Sent: 21 April 2021 16:49
To: Dillon, Andrew
Subject: FW: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Importance: High

FYI

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

Barnet Online: www.barnet.gov.uk

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 21 April 2021 16:46

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Importance: High

Good afternoon Carl, hope you are well,

Following our discussions the affordable housing provision within the above referenced planning application and the associated viability testing, please see attached correspondence. Subject to a number of factors set out in the letter from Montagu Evans, the Applicant is willing to amend the affordable housing provision by changing the proposed Affordable Rent units to London Affordable Rent units. I would be grateful if you could please review the information as set out by Montagu Evans and provide your response, however should you have any queries please do not hesitate to contact me.

I ask if you could please confirm receipt of this mail.

I look forward to hearing back from you.

Many thanks

John

John Mumby BA (Hons)

Director, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: jmumby@iceniprojects.com



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Carter, Richard

From: Griffiths, Carl
Sent: 21 April 2021 16:50
To: John Mumby
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi John

Thanks for this, I can confirm receipt.

Kind Regards

Carl

Carl Griffiths
Principal Planner
Major Projects

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 21 April 2021 16:46

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Importance: High

Good afternoon Carl, hope you are well,

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I ask if you could please confirm receipt of this mail.

I look forward to hearing back from you.

Many thanks

John

John Mumby BA (Hons)

Director, Planning

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Carter, Richard

From: Griffiths, Carl
Sent: 08 June 2021 11:20
To: Members Enquiries; [REDACTED]
Cc: Re-MembersEnquiries; [REDACTED]
Subject: RE: 20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287

Dear [REDACTED]

I can confirm receipt of the objection from Mike Freer MP and can confirm that it will be taken into consideration in the determination of the application.

Kind Regards

Carl

Carl Griffiths
Principal Planner
Major Projects

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-----Original Message-----

From: Members Enquiries <members.enquiries@Barnet.gov.uk>
Sent: 01 June 2021 09:17
To: [REDACTED] <[REDACTED]@parliament.uk>
Cc: Re-MembersEnquiries <Re-MembersEnquiries@Barnet.gov.uk>; Mustafa, Seral <Seral.Mustafa@barnet.gov.uk>
Subject: 20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES - Your Ref: 101002188287

Dear [REDACTED]

Thank you for your email regarding 20/3564/OUT.

Your enquiry has been passed to the Planning department and the Link Officer for this service area is [REDACTED].

This has been logged under reference number 101002188287; which you will need to quote in any future correspondence. We will respond to your enquiry by 8th June at the latest.

Should you require any further assistance, please do not hesitate to contact us on [REDACTED].

Kind Regards,

[REDACTED]

Members Enquiries

Customer Support Group

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: [REDACTED] | Web: www.barnet.gov.uk How would you rate the service provided in this e-mail?

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From: [REDACTED]@parliament.uk>

Sent: 27 May 2021 17:04

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Cc: Members Enquiries <members.enquiries@Barnet.gov.uk>

Subject: From the Office of Mike Freer MP

Dear Mr Griffiths,

Re: 20/3564/OUT - B And Q Broadway Retail Park Cricklewood Lane London NW2 1ES

I am writing with regards to the above planning application. I would be grateful if Mike's comments could be included as part of the ongoing consultation:

As MP for Finchley & Golders Green, I have received many objections from residents regarding the proposals to redevelop the old B&Q site. I am writing to provide my personal objections based on the scope and scale of the proposed development that would push our local services to breaking point. The size of the proposed development is entirely out of keeping with the local area in design and scale, given that this area is predominantly low-density suburban housing. The visual impact will be detrimental to the local area. Adding 1100 residential units in buildings ranging from 3 to 25 storeys would add significantly to the congestion that already exists on Cricklewood Lane and surrounding road network. There is also insufficient parking which would place further pressure on parking capacity in the nearby residential roads. On that basis, I strongly encourage the Planning Committee to reject this proposal.

I would be grateful if you could confirm receipt of this email.

Best wishes,

[REDACTED]

Constituency Caseworker to Mike Freer MP Member of Parliament for Finchley & Golders Green

Tel: [REDACTED] | Email: [REDACTED]@parliament.uk www.mikefreer.com

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Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 21 April 2021 16:52
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Thank you Carl

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: jmumby@iceniprojects.com



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: Wednesday, April 21, 2021 4:50 PM
To: John Mumby <jmumby@iceniprojects.com>
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi John

Thanks for this, I can confirm receipt.

Kind Regards

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

Barnet Online: www.barnet.gov.uk

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 21 April 2021 16:46

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Importance: High

Good afternoon Carl, hope you are well,

Following our discussions the affordable housing provision within the above referenced planning application and the associated viability testing, please see attached correspondence. Subject to a number of factors set out in the letter from Montagu Evans, the Applicant is willing to amend the affordable housing provision by changing the proposed Affordable Rent units to London Affordable Rent units. I would be grateful if you could please review the information as set out by Montagu Evans and provide your response, however should you have any queries please do not hesitate to contact me.

I ask if you could please confirm receipt of this mail.

I look forward to hearing back from you.

Many thanks

John

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: jmumby@iceniprojects.com



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Carter, Richard

From: [REDACTED]@realestate.bnpparibas>
Sent: 22 April 2021 15:57
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi Carl, many thanks for sending this over. I will be able to take a look tomorrow – can we arrange a time to discuss in the afternoon?

Many thanks
[REDACTED]



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Senior Associate Director

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 21 April 2021 16:57
To: [REDACTED]@realestate.bnpparibas>
Subject: FW: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES
Importance: High

Hi [REDACTED]

Please see the attached response and email below from the applicant on this.

Once you've had a chance to review, could we perhaps have a catch up tomorrow or Friday please?

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 21 April 2021 16:46

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Importance: High

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information as set out by Montagu Evans and provide your response, however should you have any queries please do not hesitate to contact me.

I ask if you could please confirm receipt of this mail.

I look forward to hearing back from you.

Many thanks
John

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: jmumby@iceniprojects.com



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Carter, Richard

From: [REDACTED]@realestate.bnpparibas>
Sent: 23 April 2021 11:29
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi Carl – can we schedule a call on Monday morning instead?

Many thanks
[REDACTED]

From: [REDACTED]
Sent: 22 April 2021 15:57
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi Carl, many thanks for sending this over. I will be able to take a look tomorrow – can we arrange a time to discuss in the afternoon?

Many thanks
[REDACTED]



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Importance: High

Hi [REDACTED]

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Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
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2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 21 April 2021 16:46

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Importance: High

Good afternoon Carl, hope you are well,

Following our discussions the affordable housing provision within the above referenced planning application and the associated viability testing, please see attached correspondence. Subject to a number of factors set out in the letter from Montagu Evans, the Applicant is willing to amend the affordable housing provision by changing the proposed Affordable Rent units to London Affordable Rent units. I would be grateful if you could please review the information as set out by Montagu Evans and provide your response, however should you have any queries please do not hesitate to contact me.

I ask if you could please confirm receipt of this mail.

I look forward to hearing back from you.

Many thanks

John

John Mumby BA (Hons)

Director, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: jmumby@iceniprojects.com



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Carter, Richard

From: Kumarasinghe, Devinda
Sent: 27 April 2021 15:15
To: Daniel Chaney
Cc: Griffiths, Carl
Subject: B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station

Hello Daniel – Just following up on my email below and wondering if Network Rail have issued any comments on the above application? I note that the applicant submitted a revised Transport Assessment earlier this month but unsure if you had received this (if not I can forward the link to you). Thanks.

Regards

Devinda Kumarasinghe
Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: Daniel Chaney <Daniel.Chaney@networkrail.co.uk>
Sent: 18 March 2021 09:40
To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Bowker, Paul <Paul.Bowker@Barnet.gov.uk>
Subject: RE: London Borough of Barnet - Consultation of Planning Applications (Hendon and Cricklewood Rail Stations)

Hi Devinda,

Just to advise, I have forwarded this to our town planning team for review. The team have a process for responding to these applications including feedback from all teams in the business and they should be in touch soon. As part of this I will be asked for a response and this will be issued out (though I have begun looking at what data is held in readiness).

Thanks for consulting with us and if you do not hear anything from Town Planning please let me know.

Thanks,
Daniel

Daniel Chaney

Senior Station Capacity Planner | London Eversholt St

For urgent queries, please contact me via Microsoft Teams due to poor mobile coverage.

From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Sent: 09 March 2021 09:58
To: Daniel Chaney <Daniel.Chaney@networkrail.co.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Bowker, Paul <Paul.Bowker@Barnet.gov.uk>

Subject: London Borough of Barnet - Consultation of Planning Applications (Hendon and Cricklewood Rail Stations)

Hello Daniel,

I was given your contact details by my colleague Paul Bowker and was wanting to know if you are aware of the following planning applications that are listed below and which we are currently considering:



2. **B&Q Broadway Retail Park Cricklewood Lane, London NW2 1ES (Planning Ref: 20/3564/OUT) – Near Cricklewood Station**

Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works.

The above applications are both in vicinity of railway stations (Hendon and Cricklewood) and would potentially result in additional demands on services. Further information of the schemes can be obtained from the Council's Planning Portal if required, but please feel free to call me should you have any further queries.

I would appreciate if you could please let us know if you have any comments which we should take into consideration whilst assessing the applications. Please note that the Crown Honda site application is soon to be heard at our April Committee so a quick response would be much appreciated.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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Carter, Richard

From: Kumarasinghe, Devinda
Sent: 27 April 2021 16:26
To: [REDACTED]@iceniprojects.com
Cc: Griffiths, Carl; Dillon, Andrew
Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)
Attachments: B&Q Site Broadway Retail Park Cricklewood - LBB Transport Team Comments 270421.pdf

Hello [REDACTED]

As my colleague Carl is on leave this week, please find attached comments from the LB Barnet Transport team in relation to the above application.

Regards

Devinda Kumarasinghe
Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) – LB Barnet Transport Comment

The London Borough of Barnet Transport Team have reviewed the revised Transport Assessment (TA) submission supporting the above outline planning application.

A summary of the proposal is as follows:

“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.”

Our comments are set out below and should be read in conjunction with our previously issued comments dated 9 September 2020 and more recently 30 March 2021.

Proposed Development

It is understood that the development will be up to 1,100 new homes (35% affordable) and 1,200sqm of commercial / community use. The residential element shall consist of 148 studio flats, 413 x 1 bed flats, 434 x 2 bed flats and 105 x 3 bed flats. Vehicle access shall be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane.

As queried previously, what is the anticipated year of opening for Phases 1, 2 and 3? A detailed TA would need to be submitted to support each Phase (as part of the reserved matters applications).

The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and should include improvements to the pedestrian environment. The proposed new landscaped routes through Cricklewood Green are expected to be secured by means of a legal agreement (s278/s106).

The site / access layout plans should be fully dimensioned for review purposes if approval is sought as part of this application (e.g. access if it is not a reserved matter). This should also be supported by full swept path analysis showing two-way vehicle movement at the access points and internal roads (covering normal passenger vehicles and larger service / delivery / refuse vehicles). The swept path analysis provided only considers the one-way movement of a refuse vehicle larger than the large refuse vehicle. Is it anticipated that there shall be vehicles larger than a refuse vehicle permitted on site? Consideration should also be given to the provision of a pedestrian refuge at the main vehicular access points to improve safety (fully dimensioned plans have not been provided to support the case being put forward).

It is noted that the layout is a reserved matter and full details will be provided as part of any reserved matters application. All vehicles should enter and exit the site in a forward direction with collections made in accordance with standard trolleying distances. The swept path analysis provided does not show how a refuse vehicle turns around near the D1 collection point. As queried previously, it is not clear what P1, P2 and P3 represent in Figure 4.3.

A Delivery and Servicing Plan should be conditioned. This would include the dimensions of the largest vehicles permitted on site.

Parking

The TA states that as the layout is a reserved matter ‘the total number of car and cycle parking spaces are not defined as part of this application.’ We shall await the reserved matters applications for confirmation of numbers and design.

It is mentioned that there shall be a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay

cycle parking spaces. The phased provision / design / location of long and short term cycle parking should be detailed as part of the reserved matters submissions.

Cycle parking provision should be provided in line with the London Plan (not Intend to Publish London Plan) and the London Cycle Design Standard guidance (via planning condition).

The TA mentions that the illustrative masterplan has been tested to demonstrate that it can accommodate 110 car parking spaces (suitable for disabled persons), though it is not understood what proportion shall be allocated between the residential and non-residential land uses hence more detailed comments cannot be provided at this stage other than to say that parking should be provide in accordance with Barnet's Local Plan and the new London Plan (noting that accessible spaces are also required for non-residential uses and therefore more spaces than are currently proposed may be required).

In addition to the above, reduced levels of parking proposed would only be supported if there is to be improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures. Future residents of the development should not be eligible for on-street parking permits (s106).

More than just the 1 car club space should be provided. This facility should be provided on-site in a visible location.

It is suggested that car and cycle parking provision will be controlled and regulated by means of a Parking Design and Management Plan (PDMP). A PDMP would need to be conditioned.

There appears to be potential for overspill on-street parking on Depot Approach. As it is a private road, the TA suggests that the developer / owner will be able to implement private enforcements measures. **The suggested private enforcement measures should be proposed and detailed further to support the lower levels of parking proposed.**

There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity. Some roads such as Litchfield Road have no restrictions whilst others are protected from commuter parking with a weekday 1 hr restriction (Mon-Fri 10am-11am) which would not directly address residential overspill demand times. It is considered that the proposed development should help enable a review of the CPZ to address the above concerns.

The above issue has been discussed with the LB Barnet Parking Team who have confirmed that the surrounding area is under review and have noted that the control times may need to be revised to help manage parking stress as a result of the development. **The LB Barnet Parking Team have requested a financial contribution of £42,000 towards a CPZ review / upgrade (secured via s106 agreement).**

Transport Implementation Strategy

The Framework Travel Plan (FTP), Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be secured by a planning condition. A Construction Worker Travel Plan (CWTP) should also be conditioned.

We are awaiting comments from the LB Barnet Travel Planner.

Trip Generation

The reported vehicle trips generated by the existing site appears to be relatively high and are significantly higher than the average trips generated by the TRICS sites (694 versus 4591 daily trips) which raises queries on the analysis and sites used. Our comments issued dated end of March don't seem to have been taken fully on board.

Related to the above, it is not clear how the through site traffic for the existing site was established (approx. 40 and 41 during the AM and PM peak hour periods respectively). Please provide clarification as we need to understand the methodology to have confidence that site traffic and through traffic are correctly quantified.

The traffic flow diagrams do not appear to match the vehicle trips summarised within the tables in the main body of the report (e.g. Table 11.5 suggests 232 and 278 vehicles during the AM and PM peak hour periods for the existing site, whilst in the traffic flow diagrams the numbers are 144 and 194 during the AM and PM peak hour periods). **Please clarify the discrepancies and what represents the existing scenario. It is noted that the raw survey data was not included in Appendix B of the submission.**

Depending on the above and taking into account the closure of the Cricklewood Lane access (traffic re-assignment), **it is noted that there would be additional vehicles at the Depot Approach / A5 signalised junction (and to a lesser extent the Cricklewood Lane / A5 junction) which have not been considered in terms of impacts (particularly during the AM peak hour period e.g. right turn movements). This also needs to account for the newly diverted traffic which would have previously run through the site.**

The assumptions for committed development / cumulative impact have not been set out for review.

The reserved matters applications would need to detail the cumulative impact assessment relevant to each of the respective Phases.

The new submission provides an analysis which considered Census data. It is noted that Census data would normally only be used to inform public transport mode split from the overall percentages derived from TRICS as is considered relevant particularly for peak hour weekday trips. In any event, **the point in relation to rail travel is noted. However, there is a large discrepancy in terms of bus travel (assumed 17% versus 47% from Census for bus travel).**

We await TfL comments in relation to bus impacts.

We await Network Rail comments in relation to train impacts.

Transport Improvements

The following improvements / contributions are noted / required:

- New pedestrian/cycle route between Depot Approach and Cricklewood Lane (needs to be secured with further design detail provided at the reserved matters stage);
- Removal vehicle access from Cricklewood Lane (requires s278);
- New public realm including a new public square, open space and play areas (requires s106/s278 agreement);
- Improvements to existing public realm, including Cricklewood Green enhancements to be secured by s106/s278 agreement;
- New Car Club space to provide for new residents and the wider local community (may require more than 1 space on-site, should be included in layout plans and Travel Plan);
- Land safeguarded so as not to preclude future southern access into Cricklewood Station;
- Travel Plan monitoring contributions and Travel Plan incentives;
- s278 agreement for improvements to the pedestrian environment which includes controlled crossing facility on Cricklewood Lane and improvements to the pedestrian route beneath the rail bridge. This would require further work with Council's Highways Team and TfL;
- s106 contribution towards CPZ review (£42,000);
- Neighbourhood measures scheme for Cricklewood (proposed scheme)(s106 contribution – cost to be defined);
- School streets scheme at Childs Hill School (s106 contribution - cost to be defined); and
- Possible improvements following response to junction impact assessment queries.

Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 27 April 2021 17:11
To: Dillon, Andrew
Cc: Griffiths, Carl
Subject: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Good afternoon Andrew,

I understand that Carl is on leave this week and thus I wanted to get in touch about this one.

You'll see from the attached that a revised offer on the affordable housing has been made following discussions between all parties. Do you have any commentary on this as yet?

Also, it would be helpful if you could clarify whether you feel producing and sharing a Members Brochure is acceptable and appropriate, and if members are receiving paper copies of these documents at this time. We would also really appreciate being able to arrange an initial meeting with Councillor Ryde & Officers and potentially an opportunity to take committee members down onto site to discuss the proposals, prior to Committee. We are conscious of the rule of six, and if the entire committee were unable to attend we would be happy to take a smaller group, including the chair and vice chair.

Also, Carl previously informed me that there would be an additional Committee meeting on the 26th May to consider the application. Is this still the case as I note that it is not in the Committee calendar?

Look forward to hearing back from you.

Many thanks

John

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: jmumby@iceniprojects.com



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Carter, Richard

From: Dillon, Andrew
Sent: 27 April 2021 17:25
To: John Mumby
Cc: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES
Attachments: Change of date and location for meeting 12/05/2021, 19:00, Strategic Planning Committee

Hi John, the Planning Committee which was scheduled to be held on the 12th May has now been moved to the 1st June as is shown in the attached email from earlier today.

In terms of member engagement, we would be happy and would expect to arrange a meeting with Cllr Ryde prior to committee wither virtually or in person. I am not sure of the arrangements of site visits for the 1st June and whether this will be a physical site visit, however normally such site visits are undertaken by officers advising members about the scheme rather than developers. Sending an information brochure to members would however be acceptable and is done by many developers.

Kind Regards,

Andrew Dillon MRTPI

Planning Manager

Major Projects Team

Development and Regulatory Services

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4729

Barnet Online: www.barnet.gov.uk

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 27 April 2021 17:11

To: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

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Look forward to hearing back from you.

Many thanks

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Thanks Andrew – just to confirm, it is the intention to get the B&Q app to the Committee on the 1st June?

Many thanks. John

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Director, Planning

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Sent: 27 April 2021 17:11

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Director, Planning

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Carter, Richard

From: Dillon, Andrew
Sent: 27 April 2021 17:30
To: John Mumby
Cc: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi John,

Carl will need to advise next week what he considers is achievable. Obviously we will need to have all outstanding matters resolved to our satisfaction, and I saw that our highway officer sent comments earlier today asking for additional information.

Andrew Dillon MRTPI
Planning Manager
Major Projects Team
Development and Regulatory Services
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 4729
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A photograph of a young girl with brown hair in a ponytail, wearing an orange shirt, smiling and washing her hands in a white sink.

From: John Mumby <jmumby@iceniprojects.com>
Sent: 27 April 2021 17:26
To: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

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Many thanks. John

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: jmumby@iceniprojects.com



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From: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>
Sent: Tuesday, April 27, 2021 5:25 PM
To: John Mumby <jmumby@iceniprojects.com>
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Many thanks

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Carter, Richard

From: [REDACTED]@iceniprojects.com>
Sent: 30 April 2021 11:52
To: Kumarasinghe, Devinda
Cc: Griffiths, Carl; Dillon, Andrew; John Mumby [REDACTED]
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi Devinda,

Thanks again for sharing your comments with us directly this week. Entran have had an opportunity to consider this and have prepared the attached response for your review.

In many cases, Entran have provided further clarification or confirmed where the required information can be found in the TA. The additional swept paths are now appended to the document.

Please also find attached the survey data which comprises a set of automatic traffic counts (ATC), manual turning counts at four junctions; and a specific survey quantifying the unauthorised 'rat-runs' through the site.

I trust this information is helpful. Please let me know if you have any further queries.

Many thanks,
[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: [REDACTED]@iceniprojects.com



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From: [REDACTED]@iceniprojects.com>
Sent: 27 April 2021 17:48
To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Thanks Devinda,

I've shared your comments with Richard at Entran. We will come back with a response shortly.

Andrew – with Carl away this week please could you advise on a suitable date for a members briefing in May? We are keen to get this fixed with our team.

Many thanks,

Planner, Planning

telephone:

mobile:

email: @iceniprojects.com



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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 27 April 2021 16:26

To: @iceniprojects.com

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello ,

As my colleague Carl is on leave this week, please find attached comments from the LB Barnet Transport team in relation to the above application.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

2 Bristol Avenue, Colindale, London NW9 2EW

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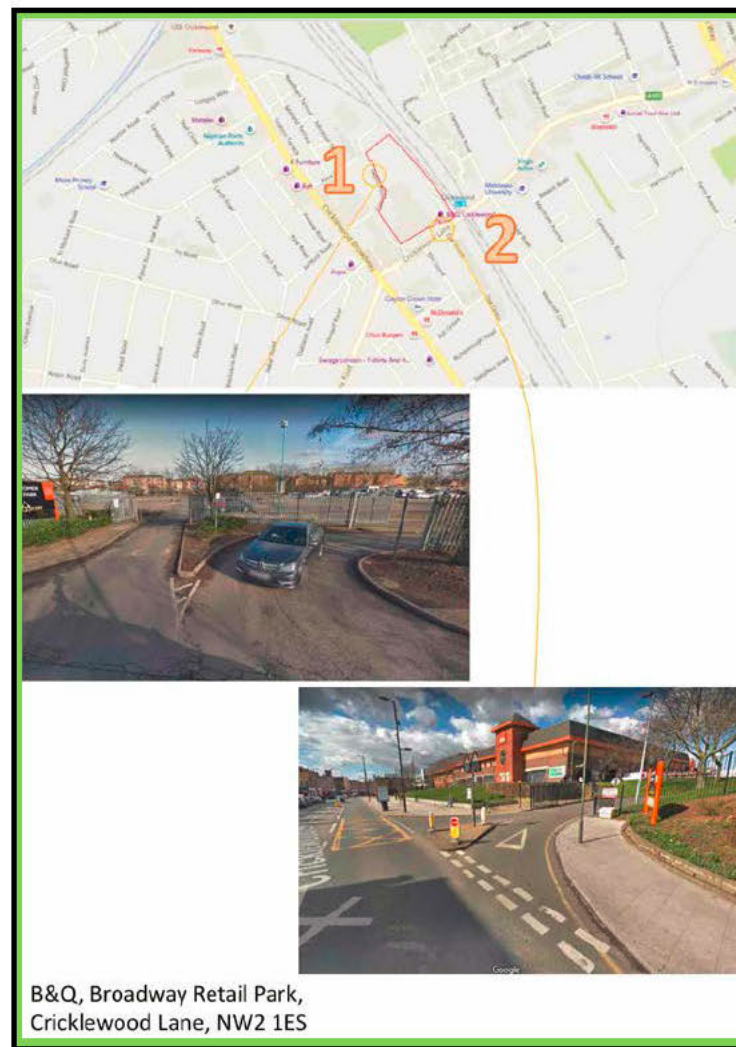
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Cricklewood - Wednesday 26th June 2019

B&Q Rat Runs

TIME	Location 1 - 2				Location 2 - 1			
	Right In - Left Out				Left/Right in to Left Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
0730 - 0745	9	0	0	9	1	0	0	1
0745 - 0800	11	0	0	11	0	0	0	0
Hourly Total	20	0	0	20	1	0	0	1
0800 - 0815	8	0	0	8	0	0	0	0
0815 - 0830	4	0	0	4	1	0	0	1
0830 - 0845	12	0	0	12	2	0	0	2
0845 - 0900	17	0	0	17	0	0	0	0
Hourly Total	41	0	0	41	3	0	0	3
0900 - 0915	15	0	0	15	0	0	0	0
0915 - 0930	10	0	0	10	1	0	0	1
Hourly Total	25	0	0	25	1	0	0	1
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	86	0	0	86	5	0	0	5

TIME	Right In - Left Out				Left/Right in to Left Out			
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1630 - 1645	8	0	0	8	0	0	0	0
1645 - 1700	7	0	0	7	0	0	0	0
Hourly Total	15	0	0	15	0	0	0	0
1700 - 1715	11	0	0	11	0	0	0	0
1715 - 1730	7	0	0	7	1	0	0	1
1730 - 1745	13	0	0	13	0	0	0	0
1745 - 1800	9	0	0	9	1	0	0	1
Hourly Total	40	0	0	40	2	0	0	2
1800 - 1815	12	0	0	12	0	0	0	0
1815 - 1830	9	0	0	9	1	0	0	1
Hourly Total	21	0	0	21	1	0	0	1
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	76	0	0	76	3	0	0	3



B&Q, Broadway Retail Park,
Cricklewood Lane, NW2 1ES

Cricklewood, Wednesday 26th June 2019

Junction: (1) Access Road / Car Park

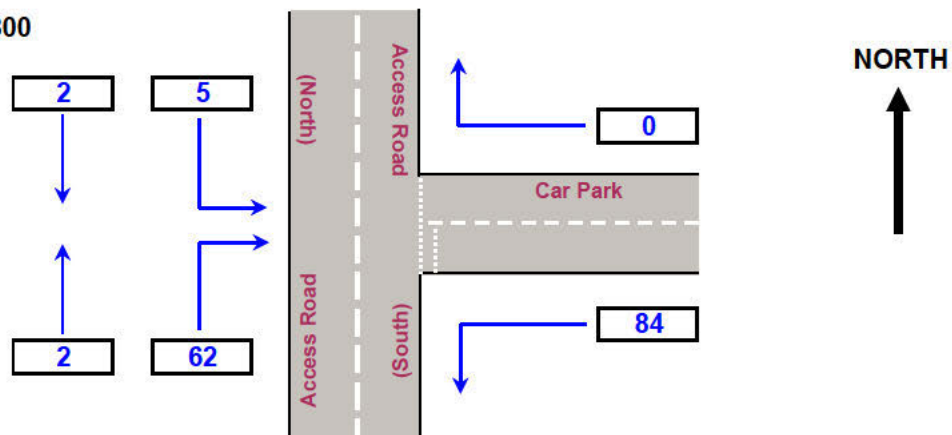
Vehicle Class: ALL CLASSES ▼

Start Time: 2) 1700 ▼

End Time: 2) 1800 ▼

☐ Peak Hour

1700 - 1800



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

Important This spreadsheet & Interactive Vehicle Flow Diagram was produced based on specific
Note: parameters. Consequently, alteration to the spreadsheet format or it's properties
may result in malfunction.

Cricklewood, Wednesday 26th June 2019

Junction: (2) Car Park / Cricklewood Lane

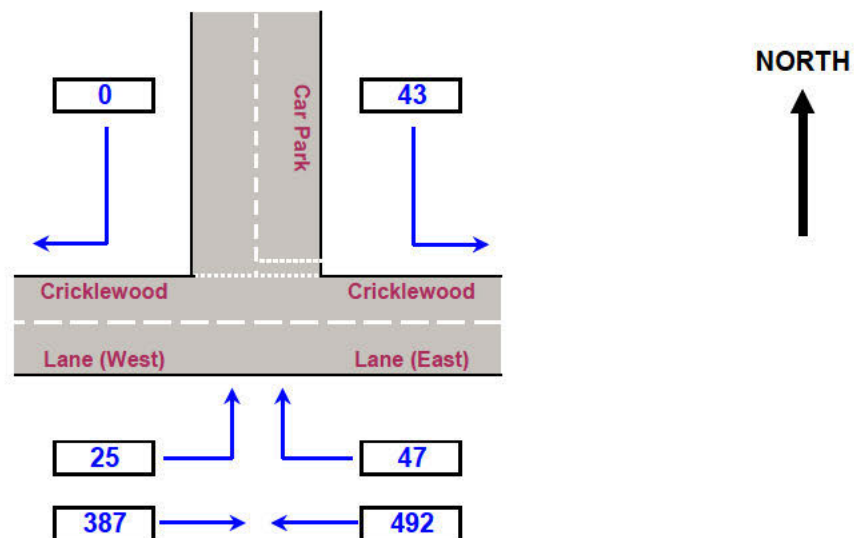
Vehicle Class: ALL CLASSES

Start Time: 1) 0800

End Time: 1) 0900

☒ Peak Hour

0800 - 0900



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

Important This spreadsheet & Interactive Vehicle Flow Diagram was produced based on specific Note: parameters. Consequently, alteration to the spreadsheet format or it's properties may result in malfunction.

Cricklewood, Wednesday 26th June 2019

Junction: (3) A5 / Depot Approach / Ashford Road

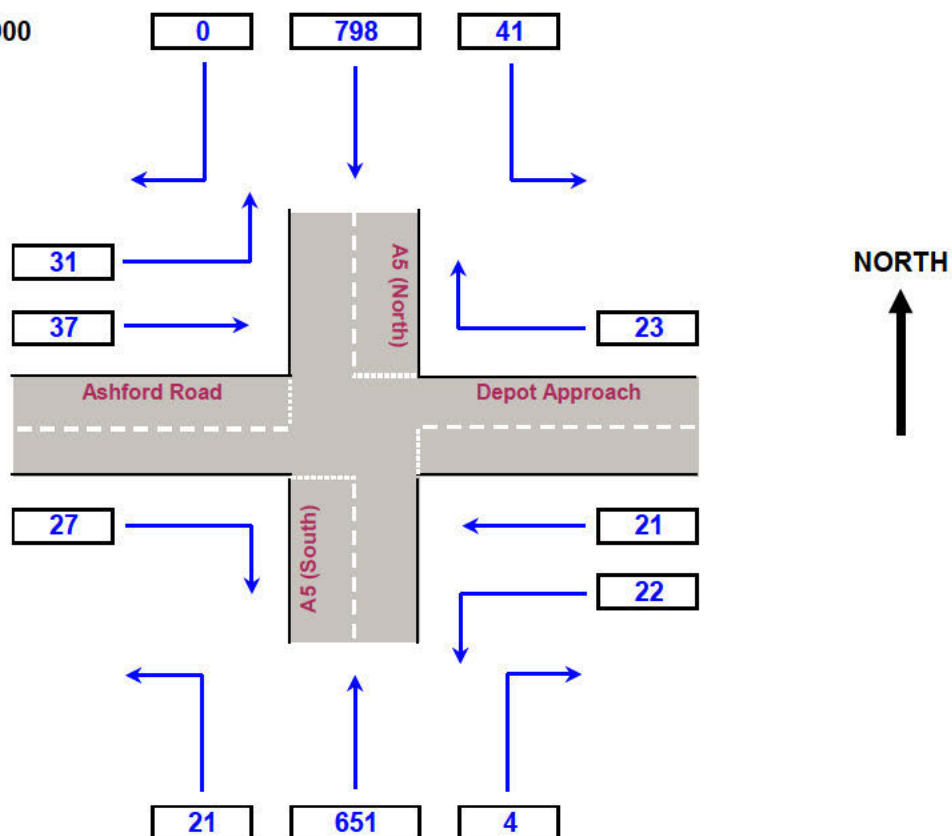
Vehicle Class: ALL CLASSES

Start Time: 1) 0800

End Time: 1) 0900

☒ Peak Hour

0800 - 0900



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

Important This spreadsheet & Interactive Vehicle Flow Diagram was produced based on specific Note: parameters. Consequently, alteration to the spreadsheet format or it's properties may result in malfunction.

Cricklewood, Wednesday 26th June 2019

Junction: (2) A5 / Cricklewood Lane / Chichele Road

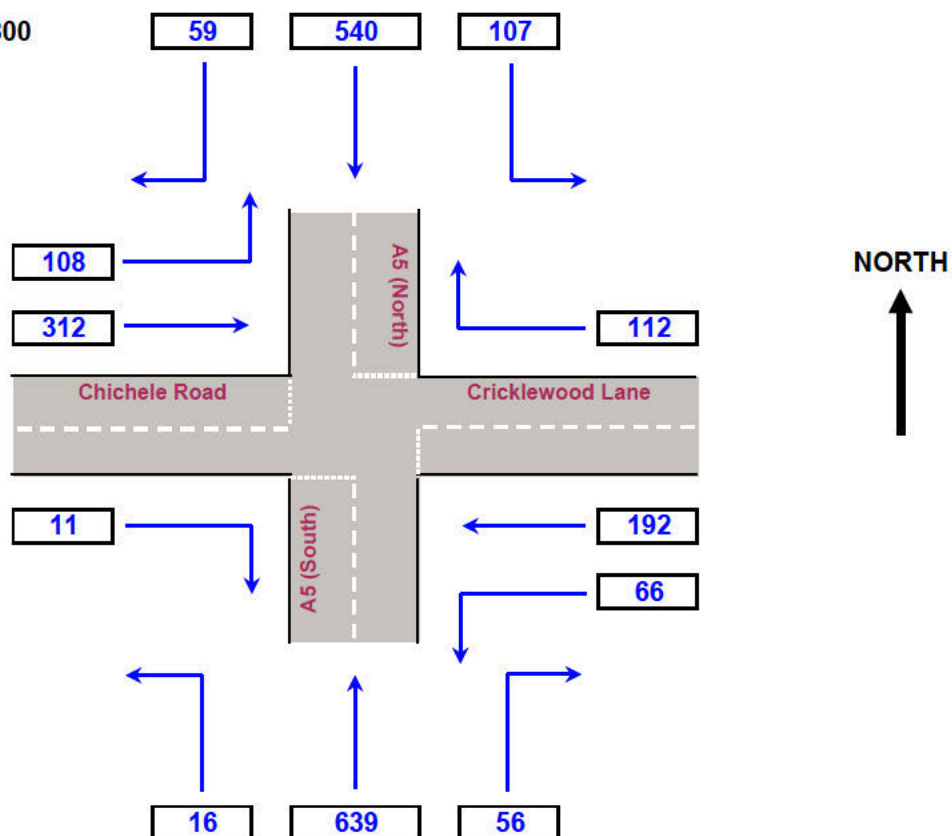
Vehicle Class: ALL CLASSES

Start Time: 2) 1700

End Time: 2) 1800

☒ Peak Hour

1700 - 1800



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

Important This spreadsheet & Interactive Vehicle Flow Diagram was produced based on specific Note: parameters. Consequently, alteration to the spreadsheet format or it's properties may result in malfunction.

Carter, Richard

From: [REDACTED]@realestate.bnpparibas>
Sent: 04 May 2021 14:25
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi Carl, yes that will be fine – am free from 10.30 onwards tomorrow
Kind regards



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Senior Associate Director

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 04 May 2021 13:55
To: [REDACTED]@realestate.bnpparibas>
Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi [REDACTED]

Sorry for the delay in coming back on this, I was unexpectedly on an external site visit on 22nd/23rd and was on leave last week. Do you have any scope tomorrow for a very quick call?

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects


Strategic Planning and Regeneration

Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

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From: [REDACTED] <[\[REDACTED\]@realestate.bnpparibas](mailto:[REDACTED]@realestate.bnpparibas)>

Sent: 23 April 2021 11:29

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi Carl – can we schedule a call on Monday morning instead?

Many thanks

[REDACTED]

From: [REDACTED]

Sent: 22 April 2021 15:57

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Hi Carl, many thanks for sending this over. I will be able to take a look tomorrow – can we arrange a time to discuss in the afternoon?


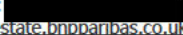
Many thanks



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: 21 April 2021 16:57

To:  <@realestate.bnpparibas>

Subject: FW: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Importance: High

Hi 

Please see the attached response and email below from the applicant on this.

Once you've had a chance to review, could we perhaps have a catch up tomorrow or Friday please?

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 21 April 2021 16:46

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: 20/3564/OUT - B&Q Broadway Retail Park Cricklewood Lane London NW2 1ES

Importance: High

Good afternoon Carl, hope you are well,

Following our discussions the affordable housing provision within the above referenced planning application and the associated viability testing, please see attached correspondence. Subject to a number of factors set out in the letter from Montagu Evans, the Applicant is willing to amend the affordable housing provision by changing the proposed Affordable Rent units to London Affordable Rent units. I would be grateful if you could please review the information as set out by Montagu Evans and provide your response, however should you have any queries please do not hesitate to contact me.

I ask if you could please confirm receipt of this mail.

I look forward to hearing back from you.

Many thanks
John

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: jmumby@iceniprojects.com



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Carter, Richard

From: Dillon, Andrew
Sent: 30 July 2021 14:58
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q, Broadway Retail Park

So ground plus 12 not 12, and no change to the other towers. Can't see this ever getting through.

Andrew Dillon MRTPI
Planning Manager
Major Projects Team
Development and Regulatory Services
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 30 July 2021 14:52
To: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>
Subject: FW: 20/3564/OUT - B&Q, Broadway Retail Park


Don't suppose Cllr Greenspan got back to you did she?

Carl Griffiths
Principal Planner
Major Projects

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From: John Mumby <jmumby@iceniprojects.com>

Sent: 30 July 2021 14:33

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Cc: [REDACTED] <[\[REDACTED\]@montreaux.co.uk](mailto:[REDACTED]@montreaux.co.uk)>

Subject: 20/3564/OUT - B&Q, Broadway Retail Park

Good afternoon Carl,

As promised, please see attached the following for formal submission for variations to the current planning application:

- Updated parameter plan concerning heights
- Updated Design Guidelines
- ES Statement of Conformity prepared by Aecom.

I would be grateful if you could please confirm i) receipt of the information and ii) when the 14 day re-consult has commenced.

Any questions, please let me know.

Many thanks. John

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: jmumby@iceniprojects.com



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Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 12 May 2021 22:14
To: Griffiths, Carl
Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Good evening Carl,

I write to submit further documentation to support Montreaux's proposal for the redevelopment of the B&Q Site in Cricklewood. Montreaux have instructed Citydesigner to produce an independent design assessment of townscape effects of the proposed development. The assessment is based upon the illustrative design framed by the submitted parameter plans and design guidelines and I trust it is helpful in the consideration of the planning application currently with you for determination.

Please see link below.

[REDACTED]

Any questions, let me know.

Many thanks. John

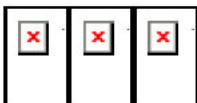
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Director, Planning

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Carter, Richard

From: John Mumby <jmumby@iceniprojects.com>
Sent: 13 May 2021 09:38
To: Griffiths, Carl; Kumarasinghe, Devinda
Cc: Richard Fitter; [REDACTED] Bowker, Paul
Subject: FW: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Importance: High

Good morning Carl,

Richard and I have reviewed the attached and think it would be beneficial for a short call to run through them. Preferably all on this e-mail but if its easier / quicker for Richard & Devinda to liaise direct them so be it.

Please let me know.

Many thanks. John

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: jmumby@iceniprojects.com



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: Wednesday, May 12, 2021 2:57 PM
To: [REDACTED]@iceniprojects.com>; John Mumby <jmumby@iceniprojects.com>; [REDACTED] <LHowes@iceniprojects.com>
Subject: FW: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

FYI see attached, comments in blue

Carl Griffiths
Principal Planner
Major Projects


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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 12 May 2021 14:36

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Cc: Bowker, Paul <Paul.Bowker@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Carl – Further to the email below, please find attached LB Barnet Transport team comments in relation to the above scheme (responses in blue).

Regards

Devinda Kumarasinghe
Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

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From: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 30 April 2021 11:52

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; John Mumby <jmumby@iceniprojects.com>; [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi Devinda,

Thanks again for sharing your comments with us directly this week. Entran have had an opportunity to consider this and have prepared the attached response for your review.

In many cases, Entran have provided further clarification or confirmed where the required information can be found in the TA. The additional swept paths are now appended to the document.

Please also find attached the survey data which comprises a set of automatic traffic counts (ATC), manual turning counts at four junctions; and a specific survey quantifying the unauthorised 'rat-runs' through the site.

I trust this information is helpful. Please let me know if you have any further queries.

Many thanks,

[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>



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From: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Sent: 27 April 2021 17:48

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Thanks Devinda,

I've shared your comments with Richard at Entran. We will come back with a response shortly.

Andrew – with Carl away this week please could you advise on a suitable date for a members briefing in May? We are keen to get this fixed with our team.

Many thanks,

Planner, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: [REDACTED]@iceniprojects.com



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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 27 April 2021 16:26

To: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello [REDACTED]

As my colleague Carl is on leave this week, please find attached comments from the LB Barnet Transport team in relation to the above application.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

2 Bristol Avenue, Colindale, London NW9 2EW

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B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) – LB Barnet Transport Comment

The London Borough of Barnet Transport Team have reviewed the revised Transport Assessment (TA) submission supporting the above outline planning application.

A summary of the proposal is as follows:

“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.”

Our comments are set out below and should be read in conjunction with our previously issued comments dated 9 September 2020 and more recently 30 March 2021.

Proposed Development

It is understood that the development will be up to 1,100 new homes (35% affordable) and 1,200sqm of commercial / community use. The residential element shall consist of 148 studio flats, 413 x 1 bed flats, 434 x 2 bed flats and 105 x 3 bed flats. Vehicle access shall be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane.

As queried previously, what is the anticipated year of opening for Phases 1, 2 and 3? A detailed TA would need to be submitted to support each Phase (as part of the reserved matters applications). This is addressed in the Entran cover letter dated 12th March 2021. The submitted TA assesses the completed development in an assumed year of completion of 2026. If detailed TAs are required for individual phases, these can be secured by condition and delivered as part of any full or reserved matters applications.

We have looked at the Entran cover letter (dated 12th March 2021) and cannot find the information as suggested in relation to the anticipated year of opening for Phases 1, 2 and 3. Please provide clarification where this is contained in the letter.

The assumed 2026 full completion year assumed in the TA is noted. It is agreed that applications for individual phases should be supported by detailed Transport Assessments and that this should be secured by planning condition.

The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and should include improvements to the pedestrian environment. Agreed The proposed new landscaped routes through Cricklewood Green are expected to be secured by means of a legal agreement (s278/s106). Agreed, although more likely to be S106 as any works within the public highway will be covered in the S278 mentioned above.

The site / access layout plans should be fully dimensioned for review purposes if approval is sought as part of this application (e.g., access if it is not a reserved matter). The description of development is clear that means of access is to be determined but layout is a reserved matter. Accordingly, the internal roads are illustrative only. The access junctions have been designed around the swept paths of the largest vehicles expected to enter the site (11.3m 4-axle refuse vehicle) and visibility splays included at Appendix D. New plans are attached showing the access junction dimensions (SK305).

Is tactile paving / dropped kerbs to be provided at the main vehicle access points? This is not shown on plan and the access arrangement for the second most southern access is also queried (no kerb radii, no dropped kerbs / tactile paving, what is the larger pedestrian crossing distance and would this require a refuge, is there a raised threshold).

This should also be supported by full swept path analysis showing two-way vehicle movement at the access points and internal roads (covering normal passenger vehicles and larger service / delivery / refuse vehicles). We have attached further swept path analyses showing two cars passing at the site accesses. These also show a car passing a van, however, in order to keep the junction geometry to a minimum (for the benefit of pedestrians) a large refuse vehicle will use both sides of the carriageway when manoeuvring. This accords with the principles of Manual for Streets. The swept path analysis provided only considers the one-way movement of a refuse vehicle larger than the large refuse vehicle. Is it anticipated that there shall be vehicles larger than a refuse vehicle permitted on site? No. The vehicle used is an 11.3m long 4-axle refuse vehicle. This is larger than currently used by LBB in Cricklewood and less manoeuvrable than most rigid pantechicons such as removal lorries. This is a worst-case assessment. A Service and Delivery Management Plan would need to be conditioned (with the maximum size of vehicles specified).

Consideration should also be given to the provision of a pedestrian refuge at the main vehicular access points to improve safety (fully dimensioned plans have not been provided to support the case being put forward). This is addressed in the Entran cover letter dated 12th March 2021 (p2) and the revised TA para 4.10. A pedestrian refuge would require the junctions to be wider with larger radii, encouraging higher vehicle speeds.

Manual for Streets and TfL guidance advocates minimum junction radii and in-line pedestrian crossings wherever practical. If required, a side road entry treatment (SRET) could be included here to further reduce speeds. Means of access is to be determined but detailed design matters such as the inclusion of a SRET can be secured by condition and included in any detailed layout and landscape design to be determined as part of a reserved matters application.

Please refer to above comments in relation to the second most southern access. Detail access design to be conditioned (reserved matters application).

It is noted that the layout is a reserved matter and full details will be provided as part of any reserved matters application. All vehicles should enter and exit the site in a forward direction with collections made in accordance with standard trolleying distances. Agreed The swept path analysis provided does not show how a refuse vehicle turns around near the D1 collection point. Drawing SK201A at Appendix G shows the refuse vehicle reversing to a point <10m from collection point D1. NB, internal layout is a reserved matter.

We have reviewed Appendix G of the TA and cannot see a reversing movement to the D1 collection point. A reversing movement of a large vehicle along the internal road and across a junction would be queried in terms of safety and operation. In any event, it is noted that the internal layout is a reserved matter.

As queried previously, it is not clear what P1, P2 and P3 represent in Figure 4.3. These are bin presentation areas as described in paragraph 8.4, 8.6 and 8.7 of the TA.

The need for a Manage Waste Strategy is noted.

A Delivery and Servicing Plan should be conditioned. This would include the dimensions of the largest vehicles permitted on site. Agreed, as set out in Section 8.

Parking

The TA states that as the layout is a reserved matter *'the total number of car and cycle parking spaces are not defined as part of this application.'* We shall await the reserved matters applications for confirmation of numbers and design. Agreed

It is mentioned that there shall be a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay cycle parking spaces. The phased provision / design / location of long and short term cycle parking should be detailed as part of the reserved matters submissions. Agreed

Cycle parking provision should be provided in line with the London Plan (not Intend to Publish London Plan) and the London Cycle Design Standard guidance (via planning condition). Agreed

The TA mentions that the illustrative masterplan has been tested to demonstrate that it can accommodate 110 car parking spaces (suitable for disabled persons), though it is not understood what proportion shall be allocated between the residential and non-residential land uses This is explained in paragraph 5.8 of the TA hence more detailed comments cannot be provided at this stage other than to say that parking should be provide in accordance with Barnet's Local Plan and the new London Plan (noting that accessible spaces are also required for non-residential uses and therefore more spaces than are currently proposed may be required).

It is reiterated that parking should be provided in accordance with Barnet's Local Plan and the new London Plan (noting that accessible spaces are also required for non-residential uses and therefore more spaces than the 110 currently proposed may be required). Reserved matter.

In addition to the above, reduced levels of parking proposed would only be supported if there is to be improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures. The proposed development will deliver a suite of improved accessibility measures as set out in full in the TA Future residents of the development should not be eligible for on-street parking permits (s106). Agreed, although S106 cannot legally be used for this purpose; need to use S16 of the GLCGPA 1974. More than just the 1 car club space should be provided. The principle of a Car Club will be secured by condition (or S106); the number of spaces will be determined at the reserved matters stage in consultation with LBB and potential commercial operators. The uptake of Car Club membership will be monitored as part of the Travel Plan; this will inform the number of spaces in successive phases. This facility should be provided on-site in a visible location. Agreed

It is suggested that car and cycle parking provision will be controlled and regulated by means of a Parking Design and Management Plan (PDMP). A PDMP would need to be conditioned. Agreed, as stated in paragraph 5.27.

There appears to be potential for overspill on-street parking on Depot Approach. As it is a private road, the TA suggests that the developer / owner will be able to implement private enforcements measures. **The suggested private enforcement measures should be proposed and detailed further to support the lower levels of parking proposed. These measures will form part of the PDMP, secured by condition.**

There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Figure 3.6 demonstrates that all roads within a 200m walking distance of the site are subject to private enforcement, or public highway covered by waiting restrictions or a CPZ. This is stated in paragraph 3.36. A small number of roads further afield allow unrestricted parking, but these are beyond a reasonable walking distance for residential parking. The figure of 200m is taking from the Lambeth Parking Stress methodology which is widely accepted as best practice across all London Boroughs. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity. Some roads such as Litchfield Road have no restrictions whilst others are protected from commuter parking with a weekday 1 hr restriction (Mon-Fri 10am-11am) which would not directly address residential overspill demand times. It is considered that the proposed development should help enable a review of the CPZ to address the above concerns. **The development is not expected to have any effect on parking stress within a reasonable distance of the site. Any financial contribution towards a review of the CPZ should be commensurate with the anticipated effects, not simply a pro-rata contribution based on unit numbers.**

We disagree with the statement that ‘the development is not expected to have any effect on parking stress within a reasonable distance of the site.’ Therefore, our previous comments in relation to CPZ are reiterated.

The above issue has been discussed with the LB Barnet Parking Team who have confirmed that the surrounding area is under review and have noted that the control times may need to be revised to help manage parking stress as a result of the development. **The LB Barnet Parking Team have requested a financial contribution of £42,000 towards a CPZ review / upgrade (secured via s106 agreement). A breakdown of this sum is requested, including clarification of contributions requested from recently approved developments in the area.**

I have requested further information from the Council’s Parking team and will forward this once received. However, please note that with no reinforcement of the CPZ there is a potential negative impact on the local amenity as a direct result of the application and we would therefore not be in a position to support the application.

Transport Implementation Strategy

The Framework Travel Plan (FTP), Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be secured by a planning condition. A Construction Worker Travel Plan (CWTP) should also be conditioned. Agreed

We are awaiting comments from the LB Barnet Travel Planner. **The Framework Travel Plan (FTP) was included in the original TA (March 2020). As stated in the FTP, individual TPs will be prepared for the residential and commercial elements of the development, based on the principles set out in the submitted FTP. These will be secured by appropriate condition.**

We are still awaiting comment from the LB Barnet Travel Planner.

Trip Generation

The reported vehicle trips generated by the existing site appears to be relatively high and are significantly higher than the average trips generated by the TRICS sites (694 versus 4591 daily trips) which raises queries on the analysis and sites used. All analysis of the proposed development is based on the observed vehicle trips. The TRICS assessment of retail uses was carried out as a comparison. The sites selected were the best available data in the TRICS® database and the most comparable to the application site. This is explained in Section 11 of the TA. Our comments issued dated end of March don’t seem to have been taken fully on board. All LBB comments have been given careful consideration and addressed in full in the revised TA and explained further in the submitted cover letter.

Please refer to our comments March comments (attached for ease of reference). It is not clear how these comments have been taken into account (for example under the title ‘Trip Generation’). A review of the TRICS database suggests that more comparable trip rate could potentially have been achieved. However, it is noted that existing vehicle generation of the site is based on surveyed flows.

Related to the above, it is not clear how the through site traffic for the existing site was established (approx. 40 and 41 during the AM and PM peak hour periods respectively). Please provide clarification as we need to understand the methodology to have confidence that site traffic and through traffic are correctly quantified.

The 'rat-run' was brought to our attention by LBB highway officers in pre-app discussions, prior to any survey work being conducted. During the traffic surveys an enumerator stood in the car park so that they could see both accesses, specifically to count those drivers that used the car park as a through-route. This was included in the survey data, provided to LBB in Excel format.

The survey data has now been provided for review and it is noted that 44 and 42 vehicles were observed to rat run during the weekday AM and PM peak hour periods.

The traffic flow diagrams do not appear to match the vehicle trips summarised within the tables in the main body of the report (e.g., Table 11.5 suggests 232 and 278 vehicles during the AM and PM peak hour periods for the existing site, whilst in the traffic flow diagrams the numbers are 144 and 194 during the AM and PM peak hour periods). The link flow diagram titles state 'excl rat-run'. In the AM there are 44 vehicles rat-running, each representing one arrival and one departure from site, making 88 trips. This is the noted difference between 232 and 144. The same principle applies to the PM there are 42 rat-running vehicles, making 84 trips the difference between 278 and 194. This is not a discrepancy; the 'existing' situation includes the through vehicles, but the effects of development should be judged against a baseline where those vehicles are using the public highway as intended.

There are queries in relation to the robustness of the net impact assessment. The comparison for the net impact assessment (Table 12.1) should consider the extant planning permission. That is the proposed development versus the existing development (excluding rat-running traffic i.e. 144 and 194 vehicles in the weekday AM and PM peak hour period respectively).

Please clarify the discrepancies and what represents the existing scenario See above. It is noted that the raw survey data was not included in Appendix B of the submission. Apologies, this was an omission. Please can we have an email address for the highway officer so that we can issue the extensive survey data (or a data-share link) directly.

Thank you, data has now been provided.

Depending on the above and taking into account the closure of the Cricklewood Lane access (traffic re-assignment), it is noted that there would be additional vehicles at the Depot Approach / A5 signalised junction (and to a lesser extent the Cricklewood Lane / A5 junction) which have not been considered in terms of impacts (particularly during the AM peak hour period e.g., right turn movements). This also needs to account for the newly diverted traffic which would have previously run through the site. The re-directed through-traffic is already taken into account; however, this is not a result of the development. This traffic should already be using the public highway and could be prevented from rat-running through B&Q's car park today without the need for planning permission. As stated in the TA, vehicle trip assumptions are very robust (i.e., assuming 100% private housing etc). Even taking account of this robust assessment, the net change in vehicle movements through any junction is negligible, there are minor increases on some arms and decreases on others. These are not expected to have any material effect on the operation of those junctions. The overall development will result in a reduction in vehicle trips in the peak hours and across the day as a whole, and will therefore have a positive effect on the on the local highway network throughout Cricklewood and beyond.

As noted previously, taking into account site traffic re-assignment due to the closure of the Cricklewood Lane access, it is noted that there would be additional vehicles at the already congested Depot Approach / A5 and the Cricklewood Lane / A5 signalised junctions. For example, the right turn movement from the A5 at its signalised junction with Depot Approach experiences an increase in traffic which may impact the operation at that arm where there are available lane width / length constraints, the A5 / Cricklewood Lane junction would also experience increases in traffic which may impact its performance. We are not sure of how or what assessment has been done in order to conclude that the development is 'not expected to have any material effect on the operation of those junctions.'

The assumptions for committed development / cumulative impact have not been set out for review.
[No response has been provided](#)

The reserved matters applications would need to detail the cumulative impact assessment relevant to each of the respective Phases. [Agreed](#)

The new submission provides an analysis which considered Census data. It is noted that Census data would normally only be used to inform public transport mode split from the overall percentages derived from TRICS as is considered relevant particularly for peak hour weekday trips. In any event, **the point in relation to rail travel is noted. [Noted, it was LBB who suggested the use of Census data.](#)**

However, there is a large discrepancy in term of bus travel (assumed 17% versus 47% from Census for bus travel). [This is explained in paragraph 11.31; the Census data is Journey to Work whereas the TRICS data is all journeys. There are inevitable differences.](#)

We await TfL comments in relation to bus impacts.

We await Network Rail comments in relation to train impacts.

Transport Improvements

The following improvements / contributions are noted / required:

1. New pedestrian/cycle route between Depot Approach and Cricklewood Lane (needs to be secured with further design detail provided at the reserved matters stage); [Agreed](#)
2. Removal vehicle access from Cricklewood Lane (requires s278); [Agreed](#)
3. New public realm including a new public square, open space and play areas (requires s106/s278 agreement); [S106, not S278 as no work within the public highway](#)
4. Improvements to existing public realm, including Cricklewood Green enhancements to be secured by s106/s278 agreement; [Agreed but probably S106 as any S278 matters will be addressed by item 2.](#)
5. New Car Club space to provide for new residents and the wider local community (may require more than 1 space on-site, should be included in layout plans and Travel Plan); [Agreed](#)
6. Land safeguarded so as not to preclude future southern access into Cricklewood Station; [Agreed](#)
7. Travel Plan monitoring contributions and Travel Plan incentives; [Agreed](#)
8. s278 agreement for improvements to the pedestrian environment which [comprises](#) controlled crossing facility on Cricklewood Lane and improvements to the pedestrian route beneath the rail bridge. This would require further work with Council's Highways Team and TfL; [Agreed](#)
9. s106 contribution towards CPZ review (£42,000); [Breakdown of sum to be provided by LBB. \[See comments above.\]\(#\)](#)

10. Neighbourhood measures scheme for Cricklewood (proposed scheme)(s106 contribution – cost to be defined); **Details required from LBB**

A design for the scheme is to be developed (refer to study area below). Estimates of costs are in the region of £200,000 - £250,000.



11. School streets scheme at Childs Hill School (s106 contribution - cost to be defined); **Details required from LBB** and
We will forward information at a later date.
12. Possible improvements following response to junction impact assessment queries **Not required**
Still queried, refer to comments above.

Carter, Richard

From: Planning Vetting
Sent: 14 May 2021 13:00
To: Griffiths, Carl
Subject: RE: 20/3564/OUT - B&Q Cricklewood

Hi Carl,

Hope you are well.

Will get this done this afternoon and will send a confirmation to you once completed.

Just wanted to check if the re-consultation is only for the neighbours or do you want it for the consultees as well?

Kind Regards,

[REDACTED]
Technician – Planning

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: [REDACTED] | Web: barnet.gov.uk



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From [REDACTED]@Barnet.gov.uk>
Sent: 14 May 2021 08:19
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Cc: Planning Vetting <planning.vetting@barnet.gov.uk>
Subject: RE: 20/3564/OUT - B&Q Cricklewood

Good Morning Carl

I have copied in planning vetting as they will deal with this

Regards

Technical Officer
Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: [REDACTED] | Mobile: | Web: barnet.gov.uk

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: 14 May 2021 08:18

To: [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>

Subject: 20/3564/OUT - B&Q Cricklewood

Morning [REDACTED]

I hope you are well.

We have received additional information on this one which requires a reconsultation. If possible, please could we do a 14 day reconsultation? (sorry I know it's a big one).

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

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Carter, Richard

From: Kumarasinghe, Devinda
Sent: 14 May 2021 14:10
To: Griffiths, Carl
Cc: Bowker, Paul
Subject: FW: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

fyi

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

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From: Richard Fitter <richardfitter@entranltd.co.uk>
Sent: 14 May 2021 12:57
To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Thanks for your time earlier Devinda.

We will send over the updated access layout plans and a revised Traffic Impact Assessment note ASAP next week; however, in the meantime please find attached the construction chapter from the ES which includes the phasing programme on page 4. This shows the completion dates for Phases 1 to 3 as discussed.

Kind regards,

Richard Fitter
Director

Tel: 0203 949 9922

Mob [REDACTED]

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78 York Street | London | W1H 1DP | 0203 949 9922
2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG | 0117 937 4077

From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Sent: 13 May 2021 14:54
To: Richard Fitter <richardfitter@entranltd.co.uk>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Richard – Is tmrw 10am ok?

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: Richard Fitter <richardfitter@entranltd.co.uk>

Sent: 13 May 2021 14:02

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi Devinda,

Following Carl's email, could you let me know your availability tomorrow or early next week for a short call or Teams meeting to run through your latest comments?

Many thanks,

Richard Fitter

Director

Tel: 0203 949 9922

Mob: [REDACTED]

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78 York Street | London | W1H 1DP | 0203 949 9922

2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG | 0117 937 4077

From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: 13 May 2021 13:12

To: John Mumby <jmumby@iceniprojects.com>; Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Cc: Richard Fitter <richardfitter@entranltd.co.uk>; [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>; Bowker, Paul <Paul.Bowker@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi All

I am happy for Richard and Devinda to liaise directly but please let me know if you arrange a call and I will make myself available.

Kind Regards

Carl

Carl Griffiths
Principal Planner
Major Projects

**Strategic Planning and Regeneration
Regional Enterprise**

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

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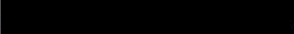


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From: John Mumby <jmumby@iceniprjects.com>

Sent: 13 May 2021 09:38

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Cc: Richard Fitter <richardfitter@entrantltd.co.uk>;  <@iceniprjects.com>; Bowker, Paul

<Paul.Bowker@Barnet.gov.uk>

Subject: FW: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Importance: High

Good morning Carl,

Richard and I have reviewed the attached and think it would be beneficial for a short call to run through them. Preferably all on this e-mail but if its easier / quicker for Richard & Devinda to liaise direct them so be it.

Please let me know.

Many thanks. John

John Mumby BA (Hons)
Director, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: jmumby@iceniprojects.com



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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: Wednesday, May 12, 2021 2:57 PM

To: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>; John Mumby <jmumby@iceniprojects.com>; [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Subject: FW: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

FYI see attached, comments in blue

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 12 May 2021 14:36

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Cc: Bowker, Paul <Paul.Bowker@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Carl – Further to the email below, please find attached LB Barnet Transport team comments in relation to the above scheme (responses in blue).

Regards

Devinda Kumarasinghe
Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: [REDACTED] <@iceniprojects.com>

Sent: 30 April 2021 11:52

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; John Mumby

<jmumby@iceniprojects.com>; [REDACTED]@iceniprojects.com>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hi Devinda,

Thanks again for sharing your comments with us directly this week. Entran have had an opportunity to consider this and have prepared the attached response for your review.

In many cases, Entran have provided further clarification or confirmed where the required information can be found in the TA. The additional swept paths are now appended to the document.

Please also find attached the survey data which comprises a set of automatic traffic counts (ATC), manual turning counts at four junctions; and a specific survey quantifying the unauthorised 'rat-runs' through the site.

I trust this information is helpful. Please let me know if you have any further queries.

Many thanks,

[REDACTED]

[REDACTED]
Planner, Planning

telephone: [REDACTED]

mobile: [REDACTED]

email: [REDACTED]@iceniprojects.com



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From [REDACTED]@iceniprojects.com>

Sent: 27 April 2021 17:48

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Thanks Devinda,

I've shared your comments with Richard at Entran. We will come back with a response shortly.

Andrew – with Carl away this week please could you advise on a suitable date for a members briefing in May? We are keen to get this fixed with our team.

Many thanks,

[REDACTED]

[REDACTED]

Planner, Planning

telephone: [REDACTED]
mobile: [REDACTED]
email: [REDACTED]@iceniprojects.com



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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 27 April 2021 16:26

To: [REDACTED] <[\[REDACTED\]@iceniprojects.com](mailto:[REDACTED]@iceniprojects.com)>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello [REDACTED]

As my colleague Carl is on leave this week, please find attached comments from the LB Barnet Transport team in relation to the above application.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

2 Bristol Avenue, Colindale, London NW9 2EW

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B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) – LB Barnet Transport Comment

The London Borough of Barnet Transport Team have reviewed the Technical Note 5 submission supporting the above outline planning application. Our comments are set out below and should be read in conjunction with our previously issued comments.

Proposed Development

It is understood that the development will be up to 1,100 new homes (35% affordable) and 1,200sqm of commercial / community use. The residential element shall consist of 148 studio flats, 413 x 1 bed flats, 434 x 2 bed flats and 105 x 3 bed flats. Vehicle access shall be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane.

As queried previously, what is the anticipated year of opening for Phases 1, 2 and 3? A detailed TA would need to be submitted to support each Phase (as part of the reserved matters applications). This is addressed in the Entran cover letter dated 12th March 2021. The submitted TA assesses the completed development in an assumed year of completion of 2026. If detailed TAs are required for individual phases, these can be secured by condition and delivered as part of any full or reserved matters applications.

We have looked at the Entran cover letter (dated 12th March 2021) and cannot find the information as suggested in relation to the anticipated year of opening for Phases 1, 2 and 3. Please provide clarification where this is contained in the letter.

The assumed 2026 full completion year assumed in the TA is noted. It is agreed that applications for individual phases should be supported by detailed Transport Assessments and that this should be secured by planning condition.

The draft construction programme has been provided indicating the following:

- Phase 1: Block A shall be completed on March 2025 and Block B shall be completed on September 2024
- Phase 2: Block C shall be completed on December 2025
- Phase 3: Block D shall be completed on July 2026.

As noted previously a detailed TA would need to be submitted to support each of the above Phases (as part of the reserved matters applications).

The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and should include improvements to the pedestrian environment. Agreed The proposed new landscaped routes through Cricklewood Green are expected to be secured by means of a legal agreement (s278/s106). Agreed, although more likely to be S106 as any works within the public highway will be covered in the S278 mentioned above.

The site / access layout plans should be fully dimensioned for review purposes if approval is sought as part of this application (e.g., access if it is not a reserved matter). The description of development is clear that means of access is to be determined but layout is a reserved matter. Accordingly, the internal roads are illustrative only. The access junctions have been designed around the swept paths of the largest vehicles expected to enter the site (11.3m 4-axle refuse vehicle) and visibility splays included at Appendix D. New plans are attached showing the access junction dimensions (SK305).

Is tactile paving / dropped kerbs to be provided at the main vehicle access points? This is not shown on plan and the access arrangement for the second most southern access is also queried (no kerb radii, no dropped kerbs / tactile paving, what is the larger pedestrian crossing distance and would this require a refuge, is there a raised threshold).

The revised drawings of the two vehicle access points are now noted (Dwg. No. SK305 Rev A). Detail access design to be conditioned (reserved matters application).

This should also be supported by full swept path analysis showing two-way vehicle movement at the access points and internal roads (covering normal passenger vehicles and larger service / delivery / refuse vehicles). We have attached further swept path analyses showing two cars passing at the site accesses. These also show a car passing a van, however, in order to keep the junction geometry to a minimum (for the benefit of pedestrians) a large refuse vehicle will use both sides of the carriageway when manoeuvring. This accords with the principles of Manual for Streets. The swept path analysis provided only considers the one-way movement of a refuse vehicle larger than the large refuse vehicle. Is it anticipated that there shall be vehicles larger than a refuse vehicle permitted on site? No. The vehicle used is an 11.3m long 4-axle refuse vehicle. This is larger than currently used by LBB in Cricklewood and

less manoeuvrable than most rigid pantechnicons such as removal lorries. This is a worst-case assessment. A Service and Delivery Management Plan would need to be conditioned (with the maximum size of vehicles specified).

Consideration should also be given to the provision of a pedestrian refuge at the main vehicular access points to improve safety (fully dimensioned plans have not been provided to support the case being put forward). This is addressed in the Entran cover letter dated 12th March 2021 (p2) and the revised TA para 4.10. A pedestrian refuge would require the junctions to be wider with larger radii, encouraging higher vehicle speeds.

Manual for Streets and TfL guidance advocates minimum junction radii and in-line pedestrian crossings wherever practical. If required, a side road entry treatment (SRET) could be included here to further reduce speeds. Means of access is to be determined but detailed design matters such as the inclusion of a SRET can be secured by condition and included in any detailed layout and landscape design to be determined as part of a reserved matters application.

Please refer to above comments in relation to the second most southern access. Detail access design to be conditioned (reserved matters application).

It is noted that the layout is a reserved matter and full details will be provided as part of any reserved matters application. All vehicles should enter and exit the site in a forward direction with collections made in accordance with standard trolleying distances. Agreed The swept path analysis provided does not show how a refuse vehicle turns around near the D1 collection point. Drawing SK201A at Appendix G shows the refuse vehicle reversing to a point <10m from collection point D1. NB, internal layout is a reserved matter.

We have reviewed Appendix G of the TA and cannot see a reversing movement to the D1 collection point. A reversing movement of a large vehicle along the internal road and across a junction would be queried in terms of safety and operation. In any event, it is noted that the internal layout is a reserved matter.

As queried previously, it is not clear what P1, P2 and P3 represent in Figure 4.3. These are bin presentation areas as described in paragraph 8.4, 8.6 and 8.7 of the TA.

The need for a Manage Waste Strategy is noted.

A Delivery and Servicing Plan should be conditioned. This would include the dimensions of the largest vehicles permitted on site. Agreed, as set out in Section 8.

Parking

The TA states that as the layout is a reserved matter *'the total number of car and cycle parking spaces are not defined as part of this application.'* We shall await the reserved matters applications for confirmation of numbers and design. Agreed

It is mentioned that there shall be a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay cycle parking spaces. The phased provision / design / location of long and short term cycle parking should be detailed as part of the reserved matters submissions. Agreed

Cycle parking provision should be provided in line with the London Plan (not Intend to Publish London Plan) and the London Cycle Design Standard guidance (via planning condition). Agreed

The TA mentions that the illustrative masterplan has been tested to demonstrate that it can accommodate 110 car parking spaces (suitable for disabled persons), though it is not understood what proportion shall be allocated between the residential and non-residential land uses This is explained in paragraph 5.8 of the TA hence more detailed comments cannot be provided at this stage other than to say that parking should be provide in accordance with Barnet's Local Plan and the new London Plan (noting that accessible spaces are also required for non-residential uses and therefore more spaces than are currently proposed may be required).

It is reiterated that parking should be provided in accordance with Barnet's Local Plan and the new London Plan (noting that accessible spaces are also required for non-residential uses and therefore more spaces than the 110 currently proposed may be required). Reserved matter.

In addition to the above, reduced levels of parking proposed would only be supported if there is to be improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures. The proposed development will deliver a suite of improved accessibility measures as set out in full in the TA Future residents of the development should not be eligible for on-street parking permits (s106). Agreed, although S106 cannot legally be used for this purpose; need to use S16 of the GLCGPA 1974. More than just the 1 car club space should be provided. The principle of a Car Club will be secured by condition (or S106); the number of spaces will be determined at the reserved matters stage in consultation with LBB and potential commercial

operators. The uptake of Car Club membership will be monitored as part of the Travel Plan; this will inform the number of spaces in successive phases. **This facility should be provided on-site in a visible location. Agreed**

It is suggested that car and cycle parking provision will be controlled and regulated by means of a Parking Design and Management Plan (PDMP). A PDMP would need to be conditioned. Agreed, as stated in paragraph 5.27.

There appears to be potential for overspill on-street parking on Depot Approach. As it is a private road, the TA suggests that the developer / owner will be able to implement private enforcements measures. **The suggested private enforcement measures should be proposed and detailed further to support the lower levels of parking proposed. These measures will form part of the PDMP, secured by condition.**

There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Figure 3.6 demonstrates that all roads within a 200m walking distance of the site are subject to private enforcement, or public highway covered by waiting restrictions or a CPZ. This is stated in paragraph 3.36. A small number of roads further afield allow unrestricted parking, but these are beyond a reasonable walking distance for residential parking. The figure of 200m is taking from the Lambeth Parking Stress methodology which is widely accepted as best practice across all London Boroughs. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity. Some roads such as Litchfield Road have no restrictions whilst others are protected from commuter parking with a weekday 1 hr restriction (Mon-Fri 10am-11am) which would not directly address residential overspill demand times. It is considered that the proposed development should help enable a review of the CPZ to address the above concerns. **The development is not expected to have any effect on parking stress within a reasonable distance of the site. Any financial contribution towards a review of the CPZ should be commensurate with the anticipated effects, not simply a pro-rata contribution based on unit numbers.**

We disagree with the statement that ‘the development is not expected to have any effect on parking stress within a reasonable distance of the site.’ Therefore, our previous comments in relation to CPZ are reiterated.

The above issue has been discussed with the LB Barnet Parking Team who have confirmed that the surrounding area is under review and have noted that the control times may need to be revised to help manage parking stress as a result of the development. **The LB Barnet Parking Team have requested a financial contribution of £42,000 towards a CPZ review / upgrade (secured via s106 agreement). A breakdown of this sum is requested, including clarification of contributions requested from recently approved developments in the area.**

I have requested further information from the Council’s Parking team and will forward this once received. However, please note that with no reinforcement of the CPZ there is a potential negative impact on the local amenity as a direct result of the application and we would therefore not be in a position to support the application.

The environment committee approved the development of a programme to create new and review existing controlled parking zones in January of this year. We have identified that the Cricklewood CPZ requires a review following an assessment of recent complaints, petitions, historical parking issues and forthcoming planned developments. Our programme will also take into account housing growth in the area, modal shift, new stations and the Ultra-Low Emission Zone.

Cricklewood CPZ area review - the zone was first introduced in July 2001 and this CPZ has had no wider review since that time. There was a small extension to the zone in May 2016, although there was no review of the surrounding area. The review will be an opportunity to ask residents and businesses if the CPZ is working well and if any amendments will help with their parking needs.

The vast majority of the CPZ operates Mon - Fri 10am - 11am, however there are a number of roads within the zone that has a mix of operational times. We will look to align the operational times and days where possible as this provides an opportunity to declutter the CPZ by removing unnecessary signage.

There are a number of roads in proximity to the development that do not have controls and we will consult residents and business to ascertain if there is support to extend the CPZ. As a result of this redevelopment, other adjoining CPZs may require reviews in the future.

Some of the keys drivers in terms of complaints is that the area experiences high parking occupancy due to the proximity to local shops. We have identified that there are weekend parking issues due to lack of controls.

- In terms of transport issues, we have Cricklewood Station which is a trip attractor, limiting parking opportunities outside of the controlled times.
- And we have a new rail station, ‘Brent Cross West’ planned to open in 2022. It is expected that two million passengers will use the station in the first year.

There is lots of development taking place in the area, such as the Brent Cross redevelopment. And this area likely requires a review due to associated commuter parking and construction site workers.

- Some of the other developments in the Cricklewood area are the Beacon Bingo, Broadway Retail Park and Granville Road Estate. So the area in all is expected to see significant housing growth for the next 2-3 years
- In this area we have 7 Primary and 1 prep school, and as we all know schools are the cause of some of the parking traffic congestion issues during school pick up and drop off.

And some of the shopping areas is that we have the Brent Cross and the new Brent Cross Town nearby and Finchley Road & Cricklewood Lane.

Due to all of the reasons above and as previously expressed, a CPZ contribution, from this proposed development, towards the review and/or implementation of CPZ infrastructure is sought as follows:

- Scheme design = 8k
- Informal consultation = 8k
- TROs - stat consultation = 8K
- Implementation (infrastructure, signs, lines & stats) = 18K

Total = 42k

Transport Implementation Strategy

The Framework Travel Plan (FTP), Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be secured by a planning condition. A Construction Worker Travel Plan (CWTP) should also be conditioned.

Agreed

We are awaiting comments from the LB Barnet Travel Planner. **The Framework Travel Plan (FTP) was included in the original TA (March 2020). As stated in the FTP, individual TPs will be prepared for the residential and commercial elements of the development, based on the principles set out in the submitted FTP. These will be secured by appropriate condition.**

We are still awaiting comment from the LB Barnet Travel Planner.

Trip Generation

The reported vehicle trips generated by the existing site appears to be relatively high and are significantly higher than the average trips generated by the TRICS sites (694 versus 4591 daily trips) which raises queries on the analysis and sites used. All analysis of the proposed development is based on the observed vehicle trips. The TRICS assessment of retail uses was carried out as a comparison. The sites selected were the best available data in the TRICS® database and the most comparable to the application site. This is explained in Section 11 of the TA. Our comments issued dated end of March don't seem to have been taken fully on board. All LBB comments have been given careful consideration and addressed in full in the revised TA and explained further in the submitted cover letter.

Please refer to our comments March comments (attached for ease of reference). It is not clear how these comments have been taken into account (for example under the title 'Trip Generation'). A review of the TRICS database suggests that more comparable trip rate could potentially have been achieved. However, it is noted that existing vehicle generation of the site is based on surveyed flows.

Related to the above, it is not clear how the through site traffic for the existing site was established (approx. 40 and 41 during the AM and PM peak hour periods respectively). Please provide clarification as we need to understand the methodology to have confidence that site traffic and through traffic are correctly quantified.

The 'rat-run' was brought to our attention by LBB highway officers in pre-app discussions, prior to any survey work being conducted. During the traffic surveys an enumerator stood in the car park so that they could see both accesses, specifically to count those drivers that used the car park as a through-route. This was included in the survey data, provided to LBB in Excel format.

The survey data has now been provided for review and it is noted that 44 and 42 vehicles were observed to rat run during the weekday AM and PM peak hour periods.

The traffic flow diagrams do not appear to match the vehicle trips summarised within the tables in the main body of the report (e.g., Table 11.5 suggests 232 and 278 vehicles during the AM and PM peak hour periods for the existing site, whilst in the traffic flow diagrams the numbers are 144 and 194 during the AM and PM peak hour periods). **The link flow diagram titles state 'excl rat-run'. In the AM there are 44 vehicles rat-running, each representing one arrival and one departure from site, making 88 trips. This is the noted difference between 232 and 144. The same principle applies to the PM there are 42 rat-running vehicles, making 84 trips the difference between 278 and 194. This is not a discrepancy; the 'existing' situation includes the through vehicles, but the effects of development**

should be judged against a baseline where those vehicles are using the public highway as intended.

There are queries in relation to the robustness of the net impact assessment. The comparison for the net impact assessment (Table 12.1) should consider the extant planning permission. That is the proposed development versus the existing development (excluding rat-running traffic i.e. 144 and 194 vehicles in the weekday AM and PM peak hour period respectively).

Please clarify the discrepancies and what represents the existing scenario See above. It is noted that the raw survey data was not included in Appendix B of the submission. Apologies, this was an omission. Please can we have an email address for the highway officer so that we can issue the extensive survey data (or a data-share link) directly.

Thank you, data has now been provided.

Depending on the above and taking into account the closure of the Cricklewood Lane access (traffic re-assignment), it is noted that there would be additional vehicles at the Depot Approach / A5 signalised junction (and to a lesser extent the Cricklewood Lane / A5 junction) which have not been considered in terms of impacts (particularly during the AM peak hour period e.g., right turn movements). This also need to account for the newly diverted traffic which would have previously run through the site. The re-directed through-traffic is already taken into account; however, this is not a result of the development. This traffic should already be using the public highway and could be prevented from rat-running through B&Q's car park today without the need for planning permission. As stated in the TA, vehicle trip assumptions are very robust (i.e., assuming 100% private housing etc). Even taking account of this robust assessment, the net change in vehicle movements through any junction is negligible, there are minor increases on some arms and decreases on others. These are not expected to have any material effect on the operation of those junctions. The overall development will result in a reduction in vehicle trips in the peak hours and across the day as a whole, and will therefore have a positive effect on the on the local highway network throughout Cricklewood and beyond.

As noted previously, taking into account site traffic re-assignment due to the closure of the Cricklewood Lane access, it is noted that there would be additional vehicles at the already congested Depot Approach / A5 and the Cricklewood Lane / A5 signalised junctions. For example, the right turn movement from the A5 at its signalised junction with Depot Approach experiences an increase in traffic which may impact the operation at that arm where there are available lane width / length constraints, the A5 / Cricklewood Lane junction would also experience increases in traffic which may impact its performance. We are not sure of how or what assessment has been done in order to conclude that the development is *'not expected to have any material effect on the operation of those junctions.'*

Technical Note 5 suggests that the forecast residential vehicle trips for the proposed development shall be 35 and 24 two-way trips in the AM and PM peak hour periods respectively (with a daily total of 265 vehicle trips). This compares with the original Transport Assessment that forecasted 118 and 85 two-way vehicle trips in the AM and PM peak hour respectively (with a daily total of 898 vehicle trips). The new assessment now suggests forecasted vehicle trips that are approximately 30% of the original forecasts.

The methodology set out within Technical Note 5 is not a standard process. It is not clear why the combined 'Residential M - Mixed private / Affordable housing' land use was not selected as per the proposed development, but instead private and affordable were calculated individually. The reason given for calculating residential vehicle trip rates per parking space are noted. However, this is not standard practice when using the TRICS database. It is advised that *'trip rate calculations per parking space are only available for land uses where it can be considered with good confidence that the vast majority of parking takes place on-site and where it is also considered most relevant.'* The TRICS trip rate parameters for residential land consist of site area, dwellings, housing density and bedrooms. It is also noted that the standard TRICS methodology uses weighted averages for the standard parameters and that the calculations undertaken within Technical Note 5 do not.

However, the LB Barnet Transport team have undertaken an initial assessment for comparison purposes and have concluded that the forecast vehicle trips are acceptable.

The existing retail use peak hour traffic generation reported in Table 5.1 includes 'rat-run' traffic and is therefore not suitable to use when undertaking a net comparison review of land use generation. Therefore, the net reduction in peak hour vehicle trips shown in Table 5.3 and stated in Paragraph 5.2 is queried.

The traffic generation numbers shown in Tables 5.1 and 5.2 is not reflective in the traffic flow diagrams. It is also not understood why there are negative numbers shown on the traffic flow diagrams. Clarification on the development distribution assumptions is sought (it is noted that in the TA one distribution diagram is provided however we are not sure of the assumptions behind this and to what peak hour period it relates to). Perhaps a direct discussion with the Transport consultant would help address / clarify this issue.

The assumptions for committed development / cumulative impact have not been set out for review.
[No response has been provided](#)

[No response received as yet.](#)

The reserved matters applications would need to detail the cumulative impact assessment relevant to each of the respective Phases. [Agreed](#)

The new submission provides an analysis which considered Census data. It is noted that Census data would normally only be used to inform public transport mode split from the overall percentages derived from TRICS as is considered relevant particularly for peak hour weekday trips. In any event, **the point in relation to rail travel is noted. [Noted, it was LBB who suggested the use of Census data.](#)**

However, there is a large discrepancy in term of bus travel (assumed 17% versus 47% from Census for bus travel). [This is explained in paragraph 11.31; the Census data is Journey to Work whereas the TRICS data is all journeys. There are inevitable differences.](#)

We await TfL comments in relation to bus impacts.

We await Network Rail comments in relation to train impacts.

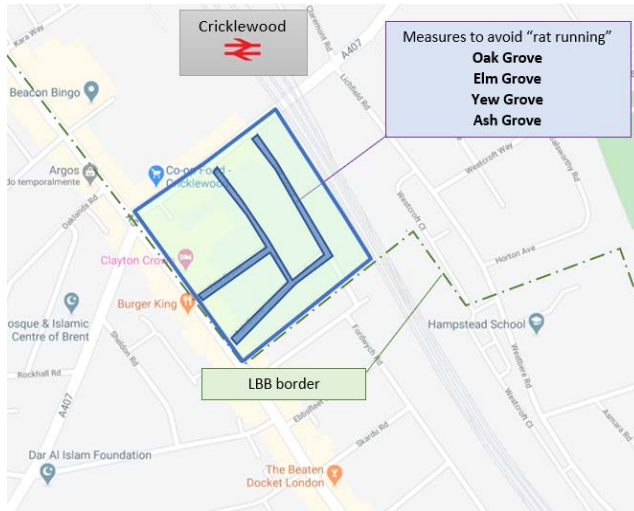
Transport Improvements

The following improvements / contributions are noted / required:

1. New pedestrian/cycle route between Depot Approach and Cricklewood Lane (needs to be secured with further design detail provided at the reserved matters stage); [Agreed](#)
2. Removal vehicle access from Cricklewood Lane (requires s278); [Agreed](#)
3. New public realm including a new public square, open space and play areas (requires s106/s278 agreement); [S106, not S278 as no work within the public highway](#)
4. Improvements to existing public realm, including Cricklewood Green enhancements to be secured by s106/s278 agreement; [Agreed but probably S106 as any S278 matters will be addressed by item 2.](#)
5. New Car Club space to provide for new residents and the wider local community (may require more than 1 space on-site, should be included in layout plans and Travel Plan); [Agreed](#)
6. Land safeguarded so as not to preclude future southern access into Cricklewood Station; [Agreed](#)
7. Travel Plan monitoring contributions and Travel Plan incentives; [Agreed](#)
8. s278 agreement for improvements to the pedestrian environment which [comprises](#) controlled crossing facility on Cricklewood Lane and improvements to the pedestrian route beneath the rail bridge. This would require further work with Council's Highways Team and TfL; [Agreed](#)
9. s106 contribution towards CPZ review (£42,000); [Breakdown of sum to be provided by LBB. See comments above. Refer to comments above.](#)

10. Neighbourhood measures scheme for Cricklewood (proposed scheme)(s106 contribution – cost to be defined); **Details required from LBB**

A design for the scheme is to be developed (refer to study area below). Estimates of costs are in the region of £200,000 - £250,000.



11. School streets scheme at Childs Hill School (s106 contribution - cost to be defined); **Details required from LBB and**
We will forward information at a later date.
12. Possible improvements following response to junction impact assessment queries **Not required**
Still queried, refer to comments above.

B&Q Cricklewood ES Volume I

Chapter 6: Demolition and Construction

Montreaux Cricklewood Developments Ltd

July 2020

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6. Demolition and Construction

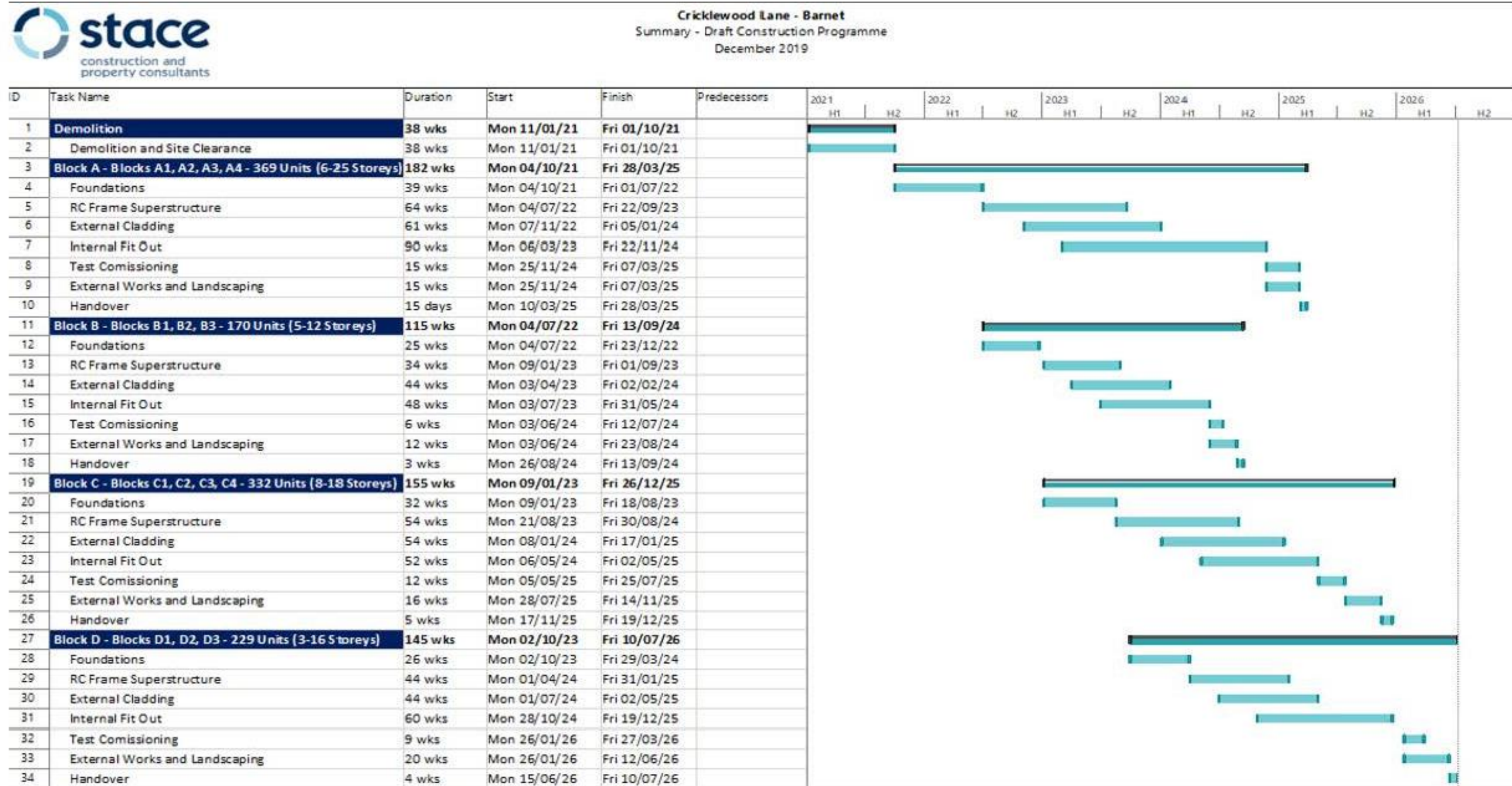
6.1 Introduction

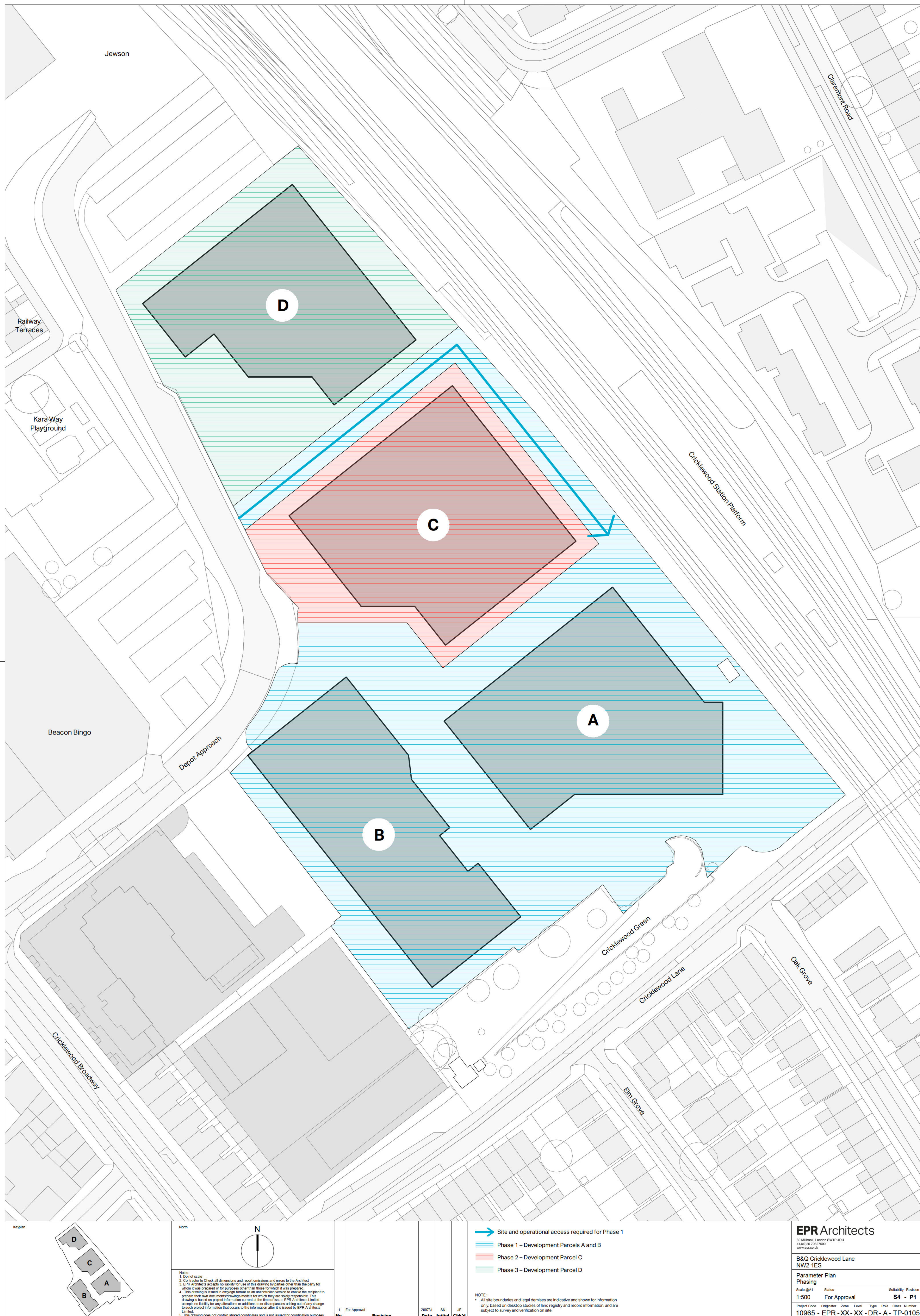
- 6.1.1 This chapter of the ES describes the demolition and construction works to be undertaken for the Proposed Development and outlines the environmental management measures committed to by the Applicant to manage the potential environmental effects associated with the construction and demolition activities (collectively referred to as 'demolition and construction phase' effects).
- 6.1.2 AECOM Infrastructure & Environment UK Limited (AECOM) has prepared this chapter in conjunction with the Applicant and members of the wider design team including Stace LLP, WWA Cost Consultants and Entran Ltd. (refer to Table 1-1 within *Chapter 1: Introduction*). The methodology for construction is necessarily broad at this stage and will be subject to modification during future detailed construction planning and Reserved Matters Applications. However, it is considered that the assessment of the demolition and construction phase effects set out in this ES are based on reasonable assumptions related to the construction programme and the collective experience of the Applicant and wider design team from working on similar projects of this scale and nature.
- 6.1.3 This chapter and the ES outline mitigation measures for the management of potential demolition and construction phase effects which will need to be included within a Construction Environmental Management Plan (CEMP) (or equivalent) that will be prepared by the demolition and construction contractors with further Reserved Matters Applications for the Proposed Development prior to the start of works.
- 6.1.1 The assessment of potential environmental effects arising from the demolition and construction works identified within this chapter is presented in each of the technical chapters of this ES (i.e. *Chapters 8 – 16* and *ES Volume II: TVBHIA*). Where required, the environmental management and mitigation measures applicable to the demolition and construction phase are further discussed within the respective technical chapters (i.e. *Chapters 8 – 16* and *ES Volume II: TVBHIA*). A summary of all mitigation measures is provided in *Chapter 17: Summary of Mitigation*.

6.2 Programme of Works

- 6.2.1 An indicative development programme has been prepared in order to enable assessment of the likely environmental effects during the demolition and construction phase of the Proposed Development. The indicative programme is based on a number of assumptions, including the likely phasing of the demolition and construction works technical considerations and professional experience.
- 6.2.2 The Proposed Development has been divided into 3 Phases with Development Parcels A and B located in Phase 1, Development Parcels C in Phase 2, and Development Parcel D in Phase 3, which will be built out separately, as shown in Figure 6-1. It is noted that prior to the start of construction, the phasing of individual Development Parcels and areas of public realm to be delivered with each Parcel will be confirmed.
- 6.2.3 For the purpose of the EIA, and as detailed in Figure 6-2, it has been assumed that the demolition and construction works will be undertaken from January 2021 to July 2026, each phase taking two to three years to complete. For the purposes of this Environmental Statement it has been considered that early phases of the Proposed Development may be occupied during the construction of latter phases and therefore a qualitative assessment has been undertaken and included within the technical chapters. Whilst the phasing of the Proposed Development is indicative the effects on early occupants would not change if the order of phasing varied.

Figure 6-1 Indicative Construction Programme





6.3 Description of Works

- 6.3.1 The following sections provide a description of the works involved in the demolition and construction phase of the Proposed Development.

Demolition/Site Clearance

- 6.3.2 Prior to the start of demolition, the enabling works on Site are likely to comprise:
- Installation of hoarding around the entire Site Boundary;
 - Installation of an access gate;
 - Welfare set up;
 - Wheel wash installation;
 - Additional site investigations, if necessary; and
 - Installation of environmental monitoring equipment.
- 6.3.3 The Site clearance will include removal of all but one of the existing structures on-site within the Site boundary. The structures to be removed are shown Figure 6-4. Vegetation clearance will be undertaken outside the bird nesting season (February to August), if possible, or vegetation will be checked for nesting birds by a suitably qualified ecologist prior to removal, if clearance is required during the bird nesting season.
- 6.3.4 Before demolition commences, protective screens and scaffolding will be installed, as required. Following the installation of these measures, long reach 360' excavators will progressively remove the superstructures of existing buildings on site. Measures to minimise dust during this period are likely to include the following:
- Excavators mounted with concrete pulveriser tools and hydraulic hammers, sized appropriately to the task; and
 - Water suppression applied at source by high powered hoses. A further mist creating water cannon will maintain a blanket of mist over the entire demolition area, as an additional precautionary measure.
- 6.3.5 Demolition arisings will be processed on-site to maximise recycling and reuse and to minimise the need to take material off site, thus reducing the number of Heavy Goods Vehicles (HGV) trips entering and departing the Site. Any waste steel will be extracted for recycling off-site and a crusher will be used to process bulk material, foundations and hard standing for re-use on-site, where possible, for use as back fill and piling mats, reducing the amount of new materials needed for construction.
- 6.3.6 Following the removal demolition works, existing utilities will be diverted, and the Site will be remediated to bring the existing brownfield areas to an acceptable standard for new development (refer to Chapter 12: Ground Conditions and Contamination). Whilst further investigation will be required to develop a detailed method statement, it is anticipated that the existing foundations will be removed, this material will be crushed on site for re use a piling mat and laid following the completion of the formation level excavation.
- 6.3.7 Site Access & Site Construction Roadways. As the site is mainly covered by Car parking Areas and roads to access and egress the site, it would be prudent for the Main Contractor to retain sections of these roads to the configurations/areas as noted on the Site Logistics Plans for use a temporary construction roadway. This would significantly reduce the amount of dust arising from construction traffic on the site during construction operations.

Piling and Substructure

- 6.3.8 Following remediation and the removal of any existing foundations and utilities, a piling mat will be installed. The bearing piles will be installed with a suitably sized Continuous Flight Auger (CFA) piling

rig, or equipment of a similar scale. This will be serviced by a 360' excavator and a crane to lower reinforcement cages and place concrete via a concrete skip.

- 6.3.9 Pile caps will be formed, and all underground drainage will be installed prior to casting the ground level slab.

Super Structure

- 6.3.10 Following completion of all substructures, tower crane bases will be installed, and tower cranes will be erected. (See Appendix 6.5 Crane Logistics Plan). Static concrete pumps will be positioned to service all superstructure concrete pours. These will be appropriately positioned and acoustically housed to minimise adverse noise impacts to local residential receptors, with dedicated washout facilities.
- 6.3.11 The main cores will be built up, followed by horizontal slabs and vertical elements, formed using proprietary false work systems, and serviced by a tower crane. A concrete placing boom will assist the tower crane, pumping concrete from a static pump position.
- 6.3.12 At height, a full protective screen is likely to be erected to totally enclose the buildings' structural formation – this will encompass three full levels and will move up the building as it is constructed. All Building Parcels will have full screens.
- 6.3.13 Slab edge protection will be installed progressively as the building rises and will be left in place until removed by façade contractor. Reinforcement will be delivered in flat bed lorries and off loaded using the tower cranes. Materials will be lifted into position directly to reduce on-site storage.

Envelope

- 6.3.14 The façades will be constructed with a light weight steel metsec frames to support the windows for the earliest watertight envelope, followed by brick and cladding. Installation of the façade elements will be via temporary scaffold with elements distributed to the required level via hoists and cantilever loading platforms, where they will be craned out and installed on to the façade.
- 6.3.15 Balconies will be installed on to preformed spigots attached to the structure following the completion of the façade and removal of the scaffold.
- 6.3.16 Roof finishes will be applied to a water proofed slab, with final façade capping to close the façade system. Ground level commercial glazing will follow the main façade works to seal the building completely. Roof landscaping will be installed following completion of all façade installations.

Fit-Out

- 6.3.17 The fit-out stage will include the installation of floors and suspended ceilings, the fitting of mechanical and electrical services and the finishing of internal surfaces.

Public Realm

- 6.3.18 The public realm works will include the landscaping of the Site, as set out in the Design and Access Statement and the indicative Landscape Strategy. This will incorporate planting of trees and other vegetation, as well as the installation of hard landscaping, roads and street furniture.

Figure 6-3 Master Logistics Plan



Figure 6-4 Demolition Plan

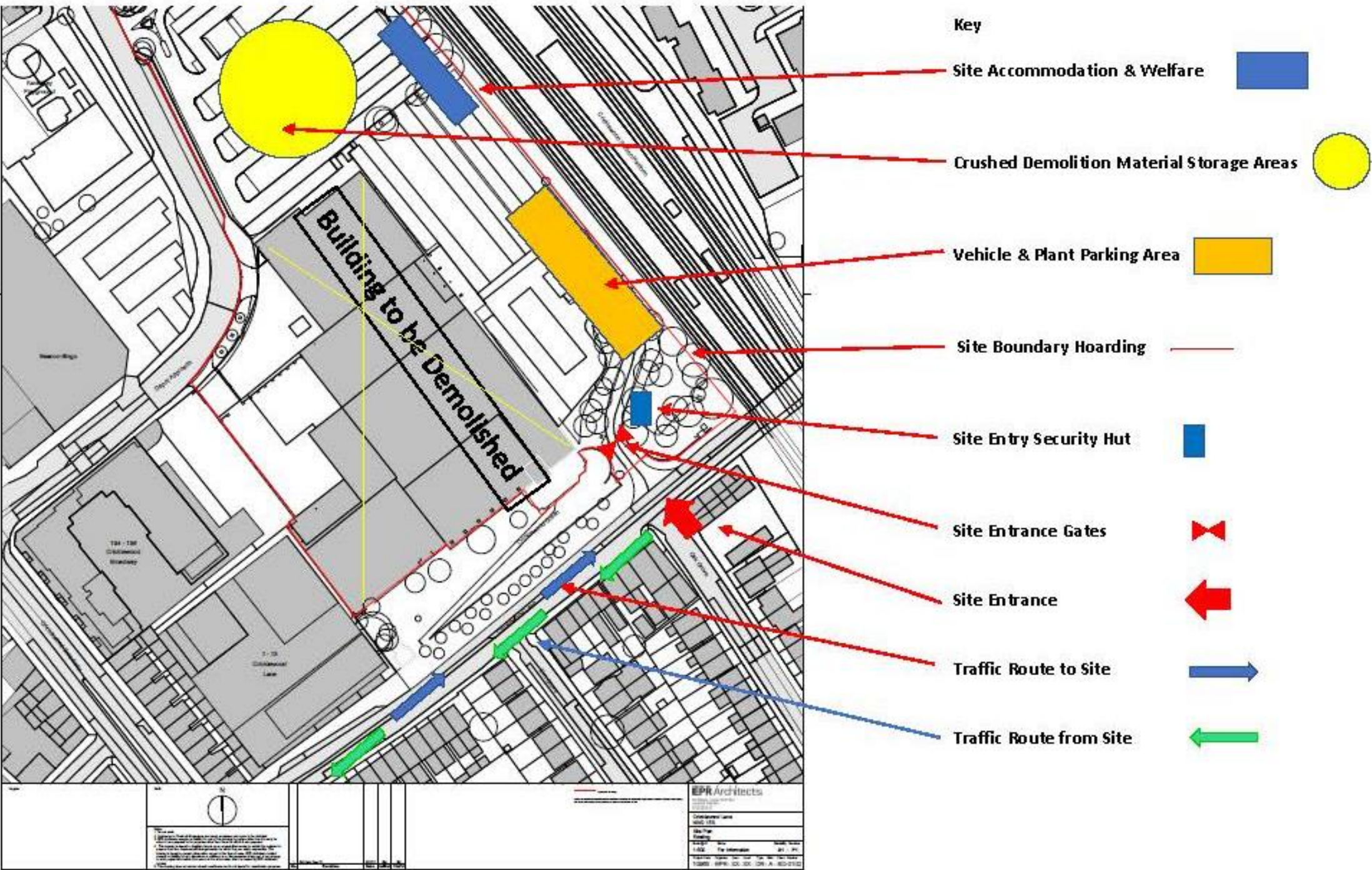


Figure 6-5 Site Accommodation and Materials Storage Logistics Plan

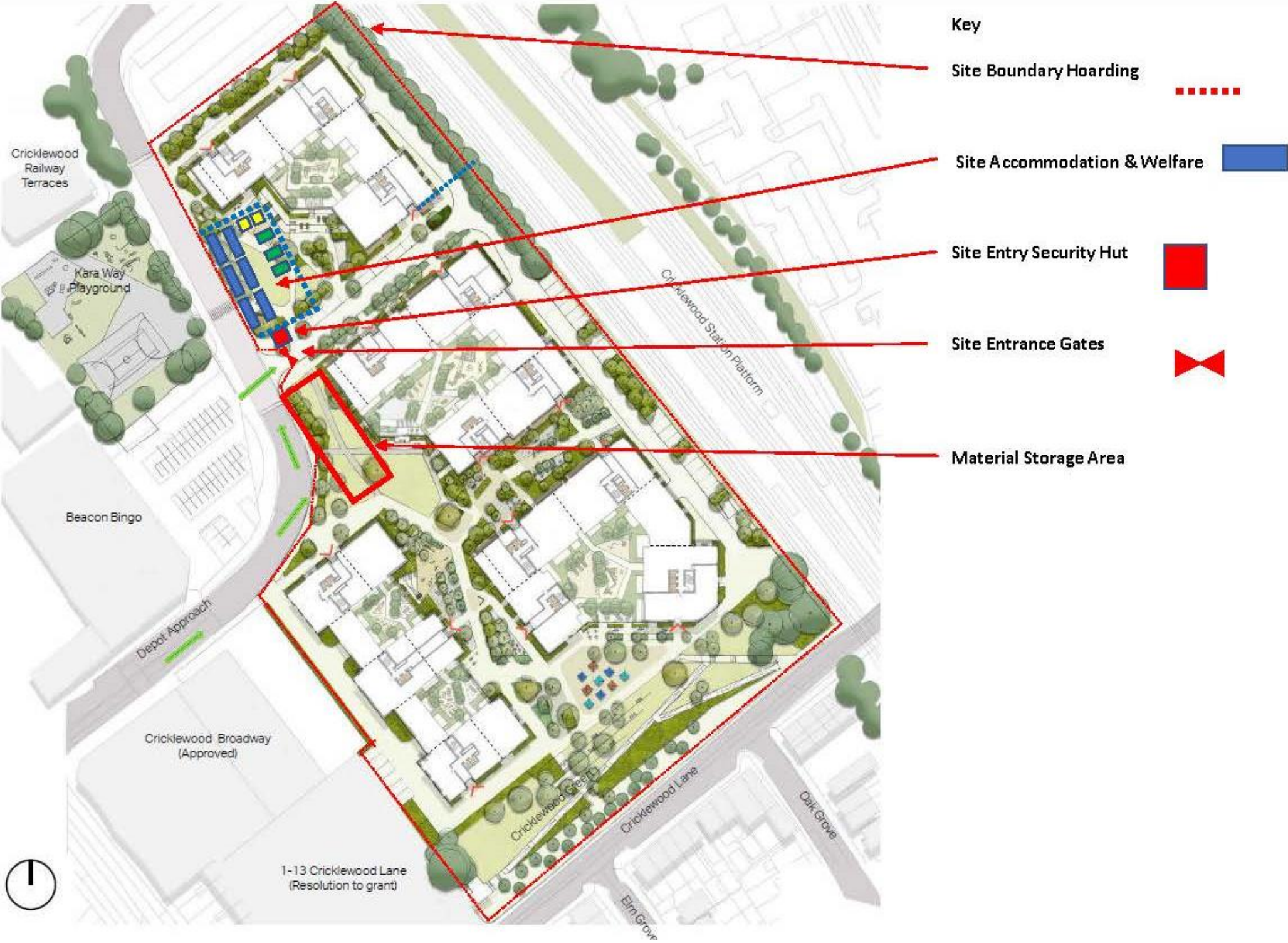


Figure 6-6 Crane Logistics Plan

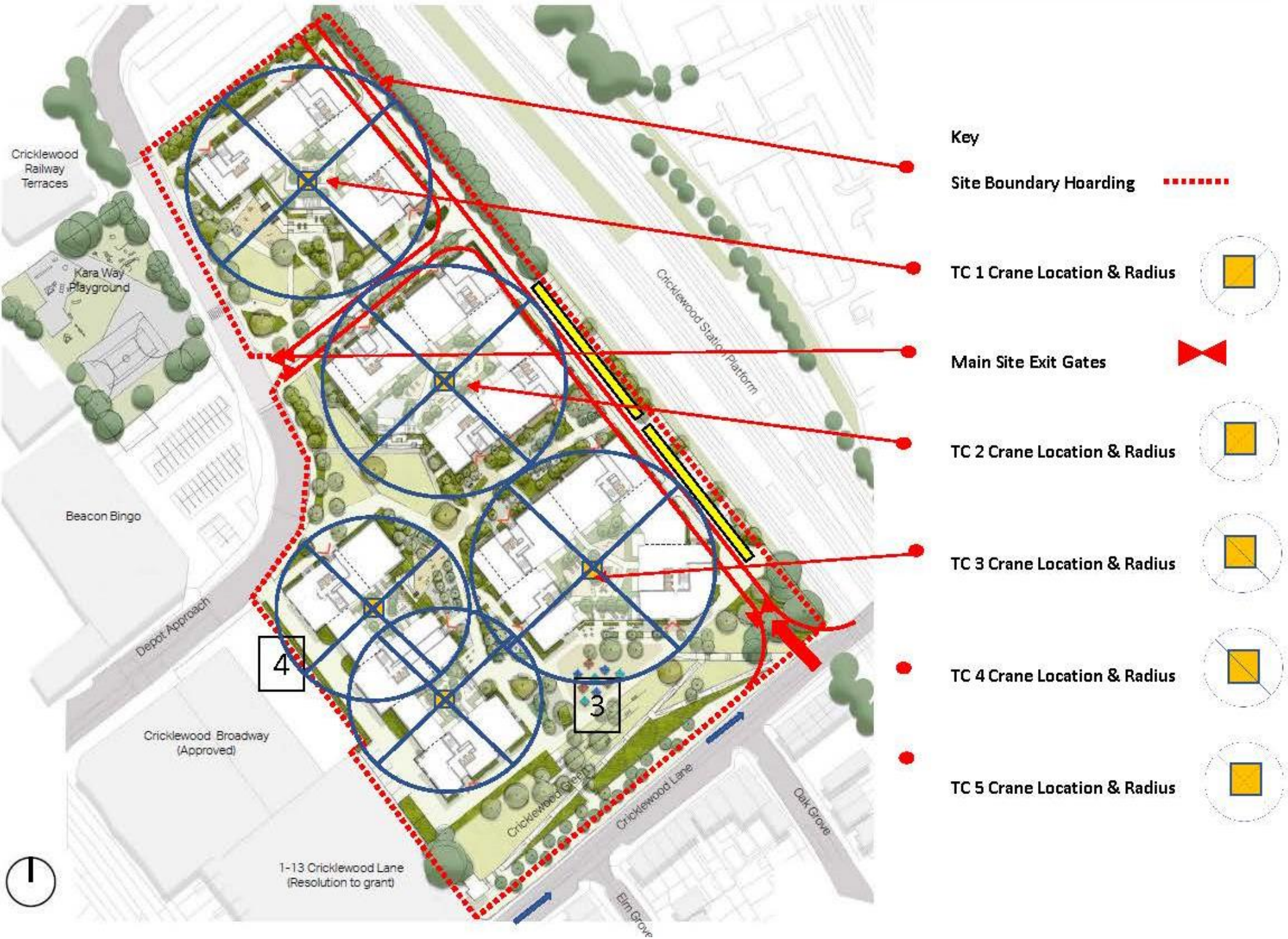
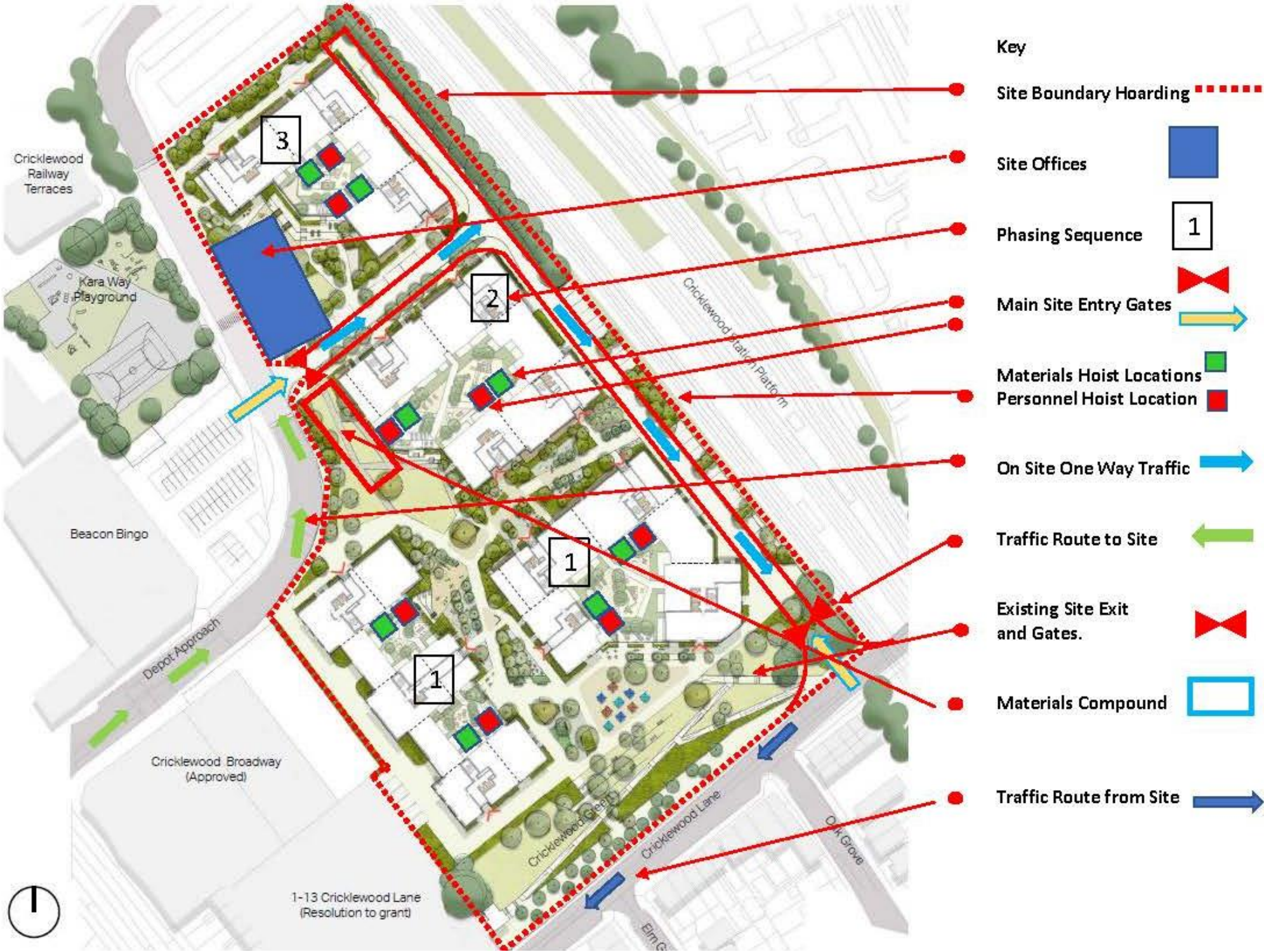


Figure 6-7 Hoist Logistics Plan



6.4 Construction, Excavation and Demolition Waste

- 6.4.1 Waste arising from Site clearance, earthworks and installation of foundations is expected to comprise of demolition rubble, vegetation, topsoil, and arisings from piling activities.
- 6.4.2 Any clean excavated material that cannot be reused on-site will be removed by licensed waste carriers and sent for reuse at another development site or for disposal at appropriately licensed facilities (these are expected to be inert waste landfill sites).
- 6.4.3 Waste expected to be generated during construction includes packaging (including wooden pallets, cable drums etc), plasterboard, timber, cement and plaster, insulation, metal, dry concrete products (blocks, slabs etc), plastic products, ceramic material and landscape materials. Other waste types including doors, frames, partitioning, fixtures and fittings etc. may also be generated. All relevant contractors will be required to investigate opportunities to minimise and reduce waste generation in line with WRAP's 'Halving Waste to Landfill' initiative by:
- Agreeing with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme;
 - Implementing a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
 - Using standard size components in design detailing to eliminate risk at source where possible to do so;
 - Paying attention to material quantity requirements to avoid over-ordering and generation of waste materials;
 - Re-using materials wherever feasible, e.g. re-use of excavated soil for landscaping (the Government has set broad targets of the use of reclaimed aggregate, and in keeping with best practice, contractors will be required to maximise the proportion of materials recycled);
 - Segregating waste at source where practical;
 - Re-using and recycling materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or re-processing);
 - Colour coding and signposting skips to reduce risk of cross contamination and covered to prevent dust and debris blowing around the site, these will be cleared on a regular basis; and
 - Not burning waste or unwanted materials on-site.
- 6.4.4 Anticipated volumes of demolition waste at the Site are shown in Table 6-1, and equate to a total 2,295 tonnes.

Table 6-1 Estimated Enabling Works and Demolition Works Waste

Waste Stream	Estimated Quantity (Tonnes)
Concrete	1500
Steel	100
General Waste	500
Bricks	100
Electrical	5

Waste Stream	Estimated Quantity (Tonnes)
Hazardous	TBC
Plasterboard	50
Timber	40
Total	2,295 - Approx.

6.4.5 The relevant contractors will be required to carry out works in such a way that, as far as is reasonably practicable, the amount of spoil and waste to be disposed of by landfill is minimised and that any waste arisings from the Site are transported and disposed of in accordance with relevant legislation including the following:

- The Environmental Permitting (England and Wales) Regulations 2018 (as amended);
- The Waste (England and Wales) Regulations 2011 (as amended);
- The Waste Management (England and Wales) Regulations 2006; and
- Clean Neighbourhoods and Environment Act 2005.

6.4.6 In addition, the contractors, in consultation with the LBB, and the Environment Agency, will identify disposal sites and routes. When assessing the most suitable option for landfill disposal, the mode of waste transportation and alternatives to reduce adverse environmental effects, transport times and landfill capacity will be considered.

6.4.7 Due to the fact that waste generated during construction will be minimised and reused wherever feasible, there is not predicted to be any significant effect upon landfill capacity as a result of the construction waste volumes.

6.4.8 The Principal Contractor will be required to prepare a Construction Resource Management Plan (CRMP) (or equivalent) in line with the Building Research Establishment Environmental Assessment Methodology (BREEAM) UK New Construction Technical Manual (2014) (refer to BREEAM Pre-Assessment submitted with the planning application). The CRMP will aim to promote the reuse, recycling and recovery of waste rather than disposal, thereby improving efficiency and profitability; reduce fly-tipping; and increase environmental awareness.

6.4.9 The CRMP will set out the principles for construction waste management, identify measures to minimise waste by design, estimate construction waste quantities, set targets for waste minimisation and a framework for construction waste monitoring that the Principal Contractor will be required to implement on Site. Furthermore, the CRMP will set out measures required for compliance with waste legislation and relevant planning policies.

Table 6-2 Estimated Construction Works Waste

Estimated Construction Waste Arisings Waste Stream	Estimated Quantity (tonnes)
Packaging	500
Plaster / Cement	1250
Miscellaneous	2500
Timber	700
Concrete	14,000

Estimated Construction Waste Arisings Waste Stream	Estimated Quantity (tonnes)
--	-----------------------------

Insulation	3000
Metal	2500
Plastics	1750
Total	26,200

Plant and Equipment

6.4.10 The assumed plant and equipment associated with each key phase of the demolition and construction process are set out in Table 6-3 as follows.

Table 6-3 Indicative Plant and Equipment

Plant and Equipment	Enabling Works	Demolition and Site Clearance	Earth works and Substructure	Super Structure	Roofing and Cladding	Fit-out & Lift Install
Tower cranes				✓	✓	
Passenger/goods hoists				✓	✓	✓
Excavators and breakers	✓	✓	✓			
Cutters, drills and small tools	✓	✓	✓	✓	✓	✓
Crushers		✓	✓			
Floodlights		✓	✓	✓	✓	
Fork lift truck			✓	✓	✓	✓
Hydraulic benders and cutters			✓	✓		
Lorries and Vans	✓	✓	✓	✓	✓	✓
Mobile Cranes			✓	✓	✓	✓
Mobile Lorry mounted concrete pump			✓	✓		
Poker v brator			✓	✓		
Ready mixed concrete lorry			✓	✓		

Plant and Equipment	Enabling Works	Demolition and Site Clearance	Earth works and Substructure	Super Structure	Roofing and Cladding	Fit-out & Lift Install
Concrete splitters/concrete saws		✓	✓	✓		

6.5 Hours of Works

6.5.1 It is anticipated that the core working hours for both the demolition and construction phases would be as follows, with no working normally undertaken on Sundays or Bank Holidays:

- 08:00 – 18:00 weekdays; and
- 08:00 – 13:00 Saturday.

6.5.2 Further to this it is noted that there may be the requirement for some out of hours works (e.g. for pouring piles) that will continue to 23:00, in exceptional circumstances only, subject to prior approval from the LBB. All works will be within the agreed hours, unless or in the event of exceptional circumstances such as;

- An emergency or health and safety issue demands continuation of works (e.g. if safety hoarding is dislodged and needs to be replaced);
- Works are being carried out within the containment of the building envelope;
- Completion of an operation that would otherwise cause greater interference with the environment / general public if left unfinished;
- A requirement to complete concrete pours due to unforeseen overruns caused by, for example, offsite batching plant issues and traffic delays; and/or
- Weekend periods when partial road closures may be required for works, such as tower crane installation and decommissioning, and craning plant onto roof spaces, so not as to disrupt traffic during a weekday when the area will be busier.

6.5.3 Although night-time working will not normally be undertaken, it is possible that some deliveries may be required at night and that certain works may be undertaken during this period. Any night-time work activities would be discussed and agreed with the LBB and carried out subject to reasonable notice.

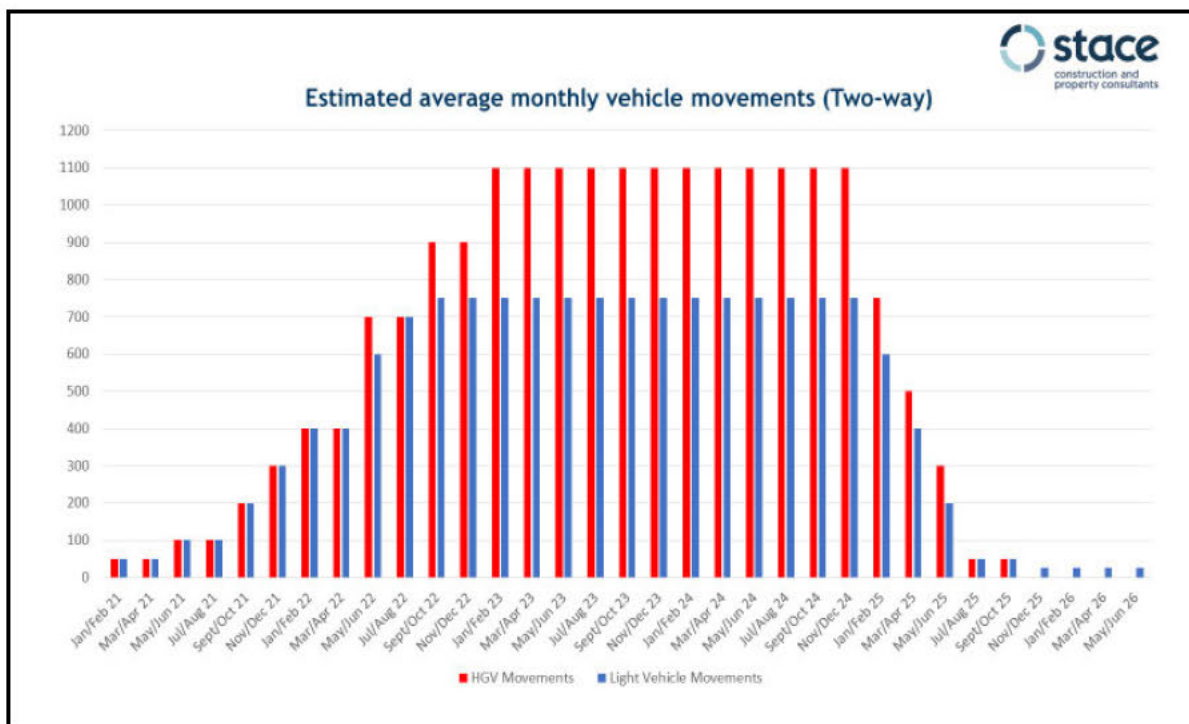
6.5.4 It is recognised that approval from the LBB will be required for any works that need to be undertaken outside of these permitted hours, and that the LBB might vary these hours (by agreement) where the works are in close proximity to sensitive businesses and/or residential properties.

6.6 Traffic Management

6.6.1 It is anticipated that the largest vehicle accessing the Site will be an articulated lorry. As the Site and surrounding road network is capable of receiving deliveries from large vehicles, it is not deemed necessary for large loads to be broken down into smaller delivery vehicles prior to being delivered to Site. This will reduce the overall volume and impact of deliveries upon the road network and neighbours. It may be necessary to limit the use of large vehicles during peak commuting times.

6.6.2 Figure 6-8 shows the Estimated Monthly Vehicle Movements (EMVM) associated with each phase of works at the Site.

Figure 6-8 Estimated Monthly Vehicle Movements (EMVM)



- 6.6.3 The estimates of the construction material quantities, together with the outline construction programme, have been used to estimate the peak vehicle movements over the 66 months demolition and construction period. Construction knowledge and historic data have been applied to the anticipated programme and construction methodology (as summarised within this ES chapter) to develop the estimates below. During the peak months, there will be approximately 1,100 construction HGV vehicles accessing the site per month and approximately 750 LGV vehicles per month. On this basis, the average number of vehicles in a peak month is approximately 40 HGV (two way) vehicles per day and approximately 30 LGV (two way) vehicles based on a 5.5 day working week.
- 6.6.4 A Construction Traffic Management Plan (CTMP), will be conditioned as part of the planning permission to ensure that construction traffic is appropriately managed. This will be agreed with the LB Barnet Highways Department and the Local Police Traffic Section. Oversize vehicles will be transported to site at the hours agreed with the local Traffic Police Department. These will normally be transported in the early hours of the morning to avoid traffic delays and disruption.
- 6.6.5 Access routes to and from the Site which will be utilised by HGVs will be agreed with the LBB prior to the start of the demolition and construction works. At this stage, it is anticipated that the strategic road network will be used as far as possible by construction traffic, with vehicles assumed to access the site from the east and west along the A406 and into Barnet via the A5 and avoiding the most congested areas of Barnet.
- 6.6.6 The exact location of site accesses for demolition/construction vehicles is yet to be determined. Any local traffic management measures will be agreed with LBB and TFL prior to the start of the demolition and construction works. At this stage it is anticipated that the strategic road network will be used as far as possible by construction traffic, with vehicles assumed to access the Site from east and west along the A406 and into Cricklewood Lane via the A5. (refer to *ES Volume I Chapter 15 Traffic and Transport* for further details).

Figure 6-9 Local Traffic Logistics Plan

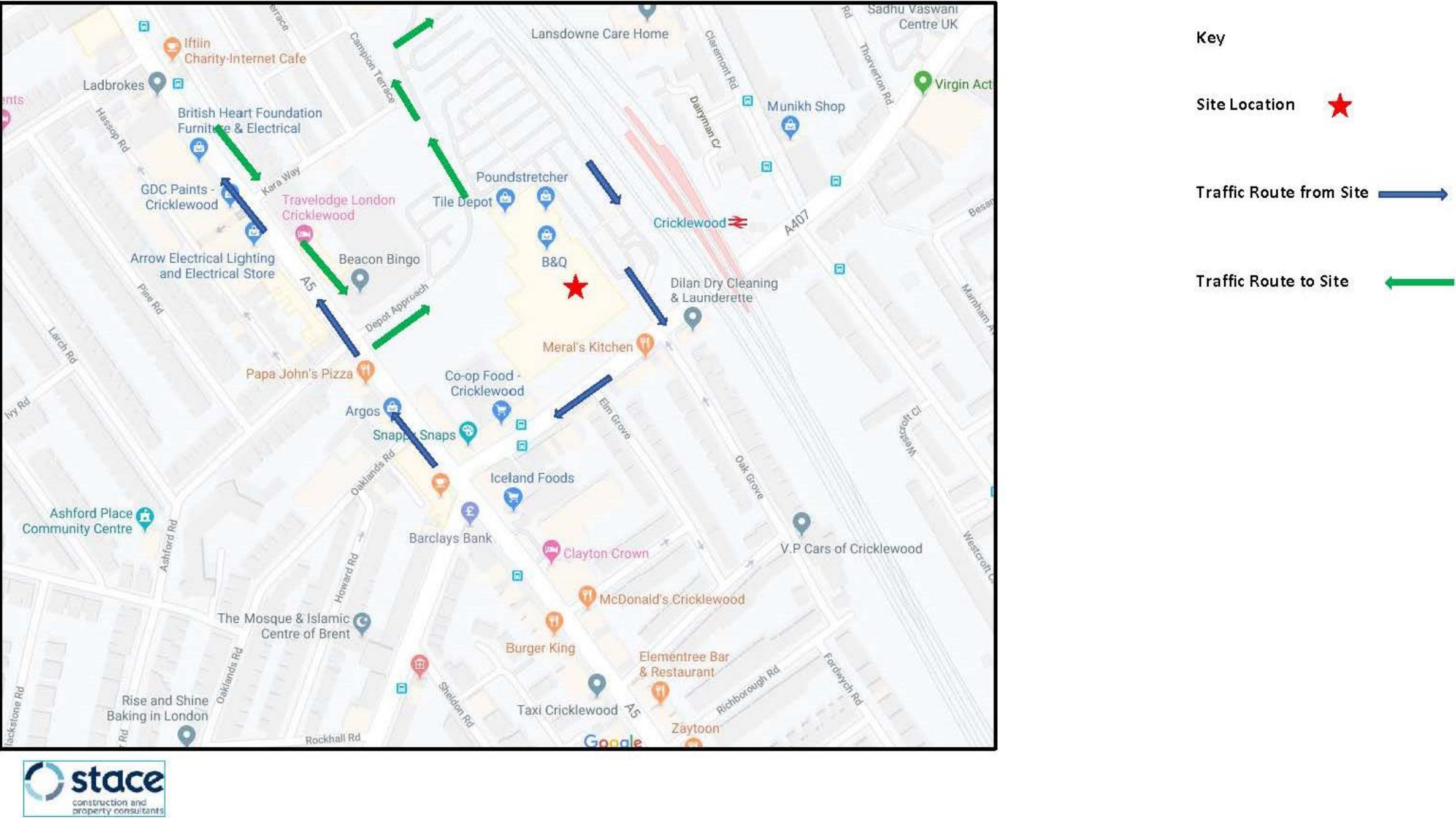
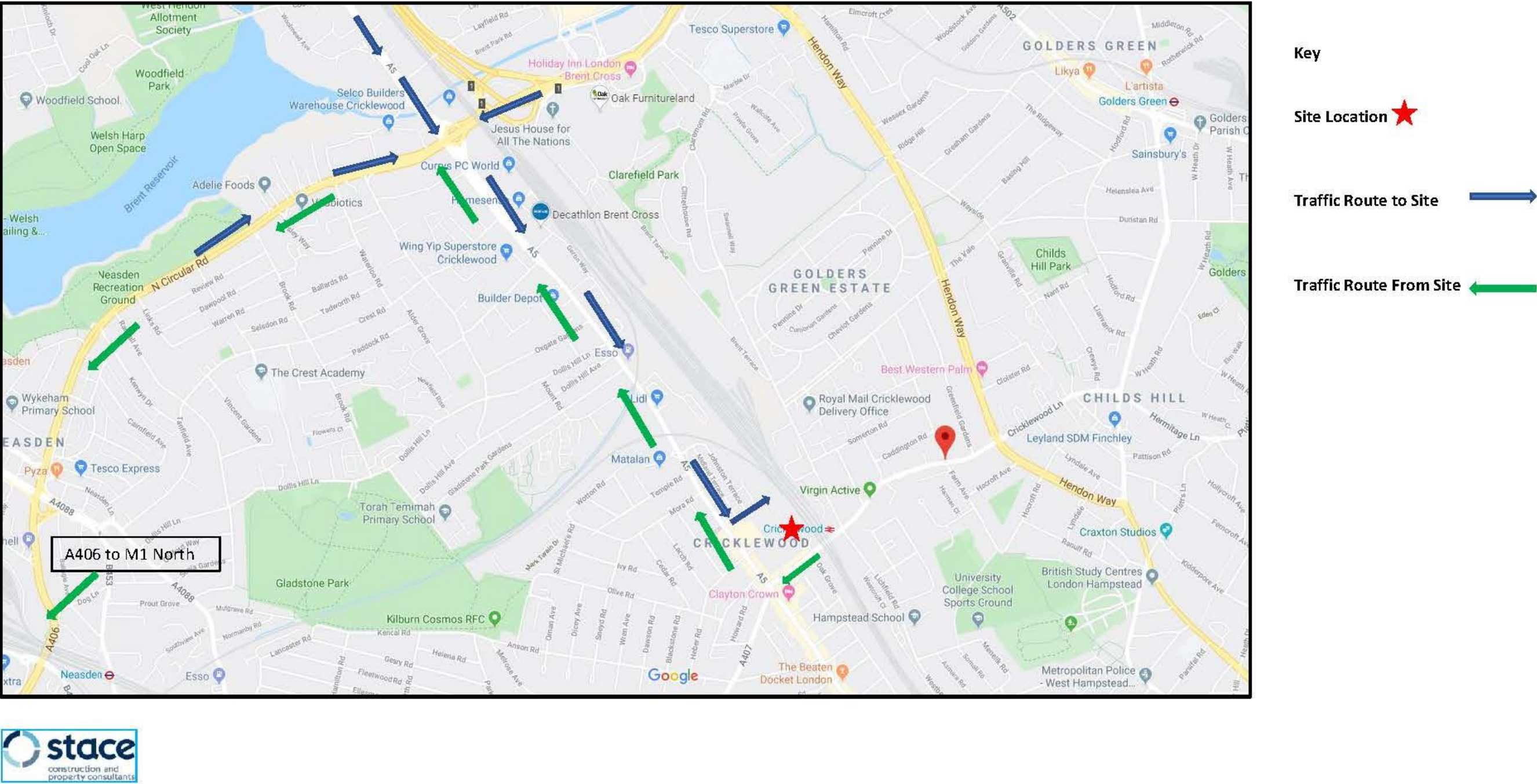


Figure 6-10 Remote Logistics Plan



Construction Logistics Plan

- 6.6.7 A Construction Logistics Plan (CLP) will be produced and submitted alongside the Reserved Matters Applications, which will provide a framework for the management of construction vehicle movements to and from the Site. The CLP will set out measures so that construction materials can be delivered, and demolition and construction waste can be removed in a safe, efficient and sustainable manner.
- 6.6.8 The CLP will implement a series of measures to reduce the impact of construction vehicle traffic upon the highway network, these include;
- The provision of clear signed and uncongested routes for construction vehicles, and providing drivers with access route maps;
 - Encouraging construction workers to travel to the Site using alternative modes of travel to cars;
 - Encouraging contractors to use local materials, reducing the number of deliveries and distance of vehicles travelled;
 - Publish details of construction facilities and procedures to workers and contractors to indicate the most suitable times for deliveries, delivery locations, and preferred suppliers and couriers.
 - The use of a centralised area for loading and unloading of construction materials, if possible, in close proximity to materials storage area, to minimise construction vehicle movements within the Site;
 - Freight Operator Recognition System (FORS) - the use of companies who are FORS members and encourage contractors to sign up to FORS scheme to increase the sustainability of freight movements to improve safety/fuel efficiency and the reduction of carbon dioxide emissions. FORS also promotes awareness of cyclists and associated vehicle safety measures;
 - Implementation of a vehicle booking system, to manage and schedule deliveries to the Site; and
 - Managing access and egress through a 'Just in Time' operating system, with vehicles travelling to the Site held in a holding yard until notified by the site operative, to prevent multiple vehicles from entering and leaving the Site at the same time.
- 6.6.9 The CLP also provides a framework for future on site contractors for construction to develop targets including, the number of construction vehicle trips during AM and PM peak hours, the proportion of servicing and delivery companies to be members of FORS and a percentage of vehicles to be 'green' or low emission vehicles.

Track out and Wheel Washing

- 6.6.10 Mud and debris on the road is one of the main environmental nuisance and safety problems arising from construction sites. In the early stages of the construction, vehicle wheel washing facilities will be made available. Where utilised, a wash bay area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer (foul and surface water drainage will be connected to the existing Thames Water networks).
- 6.6.11 The contractor(s)'s on-site supervisors will assess if wheel washing is needed to ensure that mud/detritus originating from the Site is not deposited on the public highway, and they will be responsible for carrying out a subsequent inspection.
- 6.6.12 No vehicles will be permitted to leave the Site if it is considered they pose any risk to the public highway. To ensure highways are maintained in good order it is anticipated that the contractor(s) will undertake cleaning of the surrounding roads as necessary to remove any unwanted material from the wearing course.

- 6.6.13 Muck away vehicles will be fully sheeted to minimise the risk of any mud over-spilling onto the highway and watering down will be carried out as required to suppress dust on:
- Unpaved areas that are subject to traffic or wind;
 - Sand, spoil and aggregate stockpiles; and
 - During loading/unloading of dust generating materials.
- 6.6.14 The following procedure is intended to ensure no mud, dirt, debris or other loose material is deposited outside the Site on the public highway:
- During the earthworks phase of the Proposed Development, facilities for wheel washing will be installed and maintained at the main site vehicle entrance;
 - All loads of loose or dusty materials transported from the Site shall be securely sheeted; and
 - Sufficient road sweeping equipment and personnel will be provided to keep the highways clean.

6.7 Construction Environmental Management Plan (CEMP)

- 6.7.1 An ISO 14001 (or equivalent) compliant CEMP is to be prepared by the Principal Contractor and submitted prior to the start of construction works in each Parcel (or part therein). The aim of the CEMP is to provide an overarching and strategic framework for the management of environmental effects and the implementation of measures prior to, and during, the demolition and construction phase of the Proposed Development. The CEMP will be a 'live' document and will be continually reviewed and updated by the Principal Contractor, following the submission and approval of the Reserved Matters Application in accordance with the measures agreed under the approved reserved matters.
- 6.7.2 The CEMP will include the following information (but not be limited to):
- Site information:
 - Location of the works, including a Site plan, showing construction site boundaries and any sensitive receptors (e.g. retained trees, water courses, local residents etc.);
 - Detailed management structure and key contacts (such as the appointed Liaison Manager, Site Environmental Manager, the relevant LBE contacts and contacts at the Environment Agency and Highways Agency in the event of an emergency); and
 - Procedures for environmental training of all permanent and temporary Site staff, which staff will be covered within the 'Toolbox Talks', a series of training sessions relating to specific health and safety issues relating to the construction industry.
 - Construction information:
 - A description of the works to be undertaken and a detailed programme of the construction activities;
 - Proposed working hours during construction, including any abnormal hours;
 - Details of the main haulage routes and Site access points;
 - Proposed dates and sequence of the works;
 - Equipment and plant to be used; and
 - Method of delivery / removal of materials and plant.
 - Environmental Management:
 - An internal environmental audit programme, e.g. ISO 14001 or details of policies specific to the Applicant;
 - An Environmental Mitigation Register with associated procedures, which show how environmental risks will be addressed for each activity;

- Schedule of potential environmental effects relating to each activity (based on the effects identified in the ES);
- Procedure for neighbourhood liaison and dealing with complaints;
- Measures to exclude the public from the vicinity of the Site during construction and ensure maintenance of public safety;
- Measures to reduce visual impact of the construction Site, including nuisance from construction lighting;
- Arrangements for the removal of contaminated material, where appropriate;
- Arrangements for the storage of raw materials on-site (including potentially contaminative material, such as fuels);
- Waste storage and removal arrangements (either as part of the CEMP or a separate SWMP, or equivalent);
- Measures to be followed to minimise noise, dust and vibration levels during demolition and construction, including limits to be complied with for certain activities (such as piling), as appropriate;
- Any specific management plans relating to archaeological works;
- Measures to minimise effects on ecology;
- Measures to deal with waste water generated during construction activities, to minimise the risk of potentially contaminative material entering the local drainage network; and
- Emergency procedures to be followed in the event of an environmental incident (e.g. spillage).
- Monitoring:
 - Targets for continuous improvement on construction environmental performance, such as energy and water use, carbon emissions, and waste;
 - Monitoring requirements and procedures for recording and reporting the results and for taking remedial action in the event of a non-compliance with specified limited (if appropriate); Monitoring proposals, which should include details on the receptors for which monitoring will be undertaken; frequency of monitoring; factors against which the monitoring results will be analysed; threshold levels; list of organisations / individuals to whom results will be distributed; and actions to be taken in the event that thresholds are breached;
 - Procedures for monitoring construction processes against the project environmental objectives and for the appropriate action if thresholds have been breached; and
 - Procedures for co-ordinating the monitoring results to ensure that the combined effect of the works in different locations does not trigger threshold levels.
- Legal requirements:
 - Schedule of appropriate environmental legislation and good practice that will be adhered to, which is both current at the time of contract and which may come into force during the course of the contract;
 - A list of specific objectives and targets that have been imposed by planning conditions and agreed in consultation with third parties; and
 - A register of permissions and consents required, with responsibilities allocated and a programme for obtaining them.

6.7.3 The CEMP will be updated and developed throughout the demolition and construction phases in consultation with LBB. The CEMP will be regularly monitored during the construction works and revised to reflect any changes to programme or events and activities on-site.

- 6.7.4 Further details on specific measures to be included within the CEMP to mitigate potential effects identified within this ES are provided within technical chapters (*Chapters 8-16*), *ES Volume II: TVBHIA* and *Chapter 17: Summary of Mitigation*.

Considerate Constructors Scheme

- 6.7.5 The Site will be registered with the 'Considerate Constructors Scheme'. This is a national initiative through which construction sites and companies registered with the scheme are monitored against a Code of Considerate Practice, designed to encourage best-practice beyond statutory requirements.

Neighbour and Public Relations

- 6.7.6 A key aspect of the successful management of the Proposed Development will be the maintenance of good relations with neighbours and the general public. The project team is engaged in consultation with a range of stakeholders and neighbours and this will continue through the various phases of the Proposed Development.
- 6.7.7 To successfully develop and implement a Neighbour and Public Relations Strategy during demolition and construction works, the following actions will be undertaken:
- Initial Contact: Prior to the submission of Reserved Matters Applications, the project team will make formal contact with the nearest neighbours and those who would be affected by the Proposed Development; and
 - Contact during the Works Period: A single point of contact will be established, with a senior member of the project team nominated for the role. This person would usually be the Construction or Logistics Manager. Outside normal working hours, site security will act as the main point of contact via a dedicated phone number. Security will alert the Construction or Logistics Manager if necessary (available 24 hours). Any complaints will be logged, fully investigated and reported to the relevant department within the LBB as soon as possible. The complainant will be informed as to what action has been taken.
- 6.7.8 Contact with neighbours and the general public will be proactively maintained throughout the construction period, with regular update meetings on a quarterly basis and the issuing of a newsletter with an update on progress.

Management of Trade Contractors

- 6.7.9 Individual contractor contracts will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as outlined within the CEMP, as well as statutory requirements. All trade contractors will be required to demonstrate how they will adhere to procedures set out within the CEMP, satisfying regulations and best-practices regarding environmental control.

Carter, Richard

From: Kumarasinghe, Devinda
Sent: 17 May 2021 09:33
To: Kearns, Patrick
Cc: Griffiths, Carl; Pillai, Gangan; Pelham, Richard; Torto, Francis; Bowker, Paul; Dillon, Andrew
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Patrick,

Thanks for your email below clarifying your position. I did not know this. The only time I recall that you mentioned that you can't review Travel Plans was specifically in relation to the Brent Cross Regeneration scheme. I did not know that you don't look at schemes within the whole Cricklewood Regeneration / Opportunity Area as well.

The B&Q site planning application is not linked and is independent to the Brent Cross Regeneration scheme. Therefore the last two paragraph in your email below does not really apply for this application.

Can I please ask anyone copied into this email, who would be able to best provide advice on Travel Plans for individual developments that are not related to the Brent Cross Regeneration scheme (in this particular case the site is located within the Cricklewood, Brent Cross and West Hendon regeneration area)? Many thanks.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Pillai, Gangan <Gangan.Pillai@barnet.gov.uk>; Pelham, Richard <Richard.Pelham@Barnet.gov.uk>; Torto, Francis <Francis.Torto@Barnet.gov.uk>
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Importance: High

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Regards,

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Development Travel Plan Coordinator
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www.capitallocalgovernment.co.uk



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Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

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Regards

Devinda Kumarasinghe

Transport Manager



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From: Kumarasinghe, Devinda

Sent: 27 April 2021 14:12

To: Kearns, Patrick <Patrick.Kearns@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

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Regards

Devinda Kumarasinghe

Transport Manager



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To: Kearns, Patrick <Patrick.Kearns@Barnet.gov.uk>

Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

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Thanks.

Regards

Devinda Kumarasinghe

Transport Manager



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Carter, Richard

From: Kumarasinghe, Devinda
Sent: 17 May 2021 09:47
To: Griffiths, Carl
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Yup – thought we are all working together

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 17 May 2021 09:08
To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Very helpful response from Patrick...

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise

2 Bristol Avenue, Colindale, NW9 4EW

T: 0208 359 5400

Barnet Online: www.barnet.gov.uk

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Carter, Richard

From: Kumarasinghe, Devinda
Sent: 17 May 2021 09:57
To: Griffiths, Carl; Dillon, Andrew
Cc: Bowker, Paul
Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Yes a Travel Plan condition is normally applied in any event, but one of the parameters that vary depending on the scale and type of development are the financial commitments sought by the Borough from the applicant (as highlighted in yellow in the example below). I thought those factors should ideally be agreed at this stage but if not then ok.

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: 17 May 2021 09:50

To: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Kumarasinghe, Devinda
<Devinda.Kumarasinghe@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Yes, unless Patrick has a change of heart we will take a view on it ourselves and include what we think is necessary.

Carl Griffiths

Principal Planner

Major Projects

Strategic Planning and Regeneration

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From: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Sent: 17 May 2021 09:47

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

I presume that this will effectively mean we just include the usual S106 travel plan requirements in the recommendation as doubt a new person will be employed to provide comments prior to taking this application to Committee.

Andrew Dillon MRTPI

Planning Manager

Major Projects Team

Development and Regulatory Services

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4729

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From: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Sent: 17 May 2021 09:33

To: Kearns, Patrick <Patrick.Kearns@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Pillai, Gangan <Gangan.Pillai@barnet.gov.uk>; Pelham, Richard <Richard.Pelham@Barnet.gov.uk>; Torto, Francis <Francis.Torto@Barnet.gov.uk>; Bowker, Paul <Paul.Bowker@Barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Patrick,

Thanks for your email below clarifying your position. I did not know this. The only time I recall that you mentioned that you can't review Travel Plans was specifically in relation to the Brent Cross Regeneration scheme. I did not know that you don't look at schemes within the whole Cricklewood Regeneration / Opportunity Area as well. The B&Q site planning application is not linked and is independent to the Brent Cross Regeneration scheme. Therefore the last two paragraph in your email below does not really apply for this application.

Can I please ask anyone copied into this email, who would be able to best provide advice on Travel Plans for individual developments that are not related to the Brent Cross Regeneration scheme (in this particular case the site is located within the Cricklewood, Brent Cross and West Hendon regeneration area)? Many thanks.

Regards

Devinda Kumarasinghe

Transport Manager

Re

Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: Kearns, Patrick <Patrick.Kearns@Barnet.gov.uk>

Sent: 14 May 2021 17:36

To: Kumarasinghe, Devinda <Devinda.Kumarasinghe@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>; Pillai, Gangan <Gangan.Pillai@barnet.gov.uk>; Pelham, Richard <Richard.Pelham@Barnet.gov.uk>; Torto, Francis <Francis.Torto@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Importance: High

Hi Devinda,

As previously explained I am unable to comment on Travel Plan proposals designated within the Cricklewood Regeneration and within the Brent Cross and Cricklewood Opportunity Area.

Given the scale and number of years over which the BXC regeneration scheme is expected to take to fully roll-out its travel plan thresholds and obligations sit beyond that of the SPD 2013.

As advised previously, in order to fully understand the proposals and the context of each proposed development, ensure that it is comprehensively planned for from a strategic level and avoid Travel Plan objectives coming forward in a piecemeal, non-co-ordinated manner, a dedicated 'go-to' LBB resource needs to be appointed oversee the co-ordination, implementation and monitoring of the wider travelling planning objectives for the entire BXC regeneration scheme and for all BXC development related travel planning queries moving forwards.

Regards,

Patrick Kearns

Development Travel Plan Coordinator

Re Highways Service

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From: Kumarasinghe, Devinda

Sent: 14 May 2021 16:03

To: Kearns, Patrick <Patrick.Kearns@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

I think the B&Q TP is probably more priority than the DBP site. Thanks

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: Kumarasinghe, Devinda

Sent: 14 May 2021 14:41

To: Kearns, Patrick <Patrick.Kearns@Barnet.gov.uk>

Cc: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: FW: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Patrick – just following up on my email below. We have just had a meeting with the applicant for the above scheme and one of the outstanding issues was comment in relation to the Framework Travel Plan. Are you please able to have a look at it and provide comment soon. Many thanks

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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Please consider the environment - do you really need to print this email?

From: Kumarasinghe, Devinda

Sent: 27 April 2021 14:12

To: Kearns, Patrick <Patrick.Kearns@Barnet.gov.uk>

Subject: RE: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Patrick – I am about to issue my response for the above application to Planning (scale of development is in my email below). Did you have any comments to add? To make it easier I am wondering if it would be very similar to the comments you made for the Homebase Site, 679 High Road, North Finchley (Planning ref: 20/3823/FUL) as below:

A £15,000 Index Linked Travel Plan Monitoring Contribution is required *prior to commencement*.

A sum of £92,100 Index Linked towards Travel Plan Incentives to be applied towards funding of the Residential Travel Plan Incentives up to a value of £300 per Residential Unit as set out below (this fund is to remain under the developer's control / management):

First time occupiers of each household are to be offered to select 2 of the following 3 incentives to the value of £300:

1. Oyster card with £150 credit
2. Cycle shop voucher to the values of £150
3. Car club credit/membership to the value of £150

At least 2 car club space must be provided on the development with a commitment to monitor use and to add additional spaces should demand be demonstrated.

A Welcome Travel Information Pack designed and printed to a professional standard at the Developer/Owner's expense directed at and distributed to Resident Occupiers displaying in an engaging form a summary of the Travel Plan together with details of the Travel Plan Incentives, the Car Club, and information about all existing travel opportunities to, from and within the Development for all Modes of Travel. An annual Travel Plan Incentive Fund Report summarising how the Travel Plan Incentive Fund is being used providing accurate records of expenditure and the balance remaining in the Travel Plan Incentive Fund in the event of any dispute with residents or the Council. Please find attached standard terms in relation to Travel Plan monitoring. This should be included within the s106 Agreement.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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From: Kumarasinghe, Devinda

Sent: 19 April 2021 11:30

To: Kearns, Patrick <Patrick.Kearns@Barnet.gov.uk>

Subject: B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT)

Hello Patrick,

We are looking to condition a Travel Plan for the above proposed missed use development at Broadway Retail Park (Travel Plan attached). Could you please let me know what contributions / fees you would want secured as part of the Residential TP monitoring for example? This is planned to be heard at the next committee so your timely response would be appreciated.

A summary of the proposal is as follows:

'Outline planning application (including means of access with all other matters reserved) for the demolition of existing buildings and the comprehensive phased redevelopment of the site for a mix of uses including up to 1100 residential units (Use Class C3), and up to 1200 sqm of flexible commercial and community floorspace (Use Classes A3/B1/D1 and D2) in buildings ranging from 3 to 25 storeys along with car and cycle parking landscaping and associated works.'

Thanks.

Regards

Devinda Kumarasinghe

Transport Manager



Email Devinda.Kumarasinghe@Barnet.gov.uk

Mobile 07849628576

Web www.re-ltd.co.uk

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Carter, Richard

From: [REDACTED]
Sent: 17 May 2021 10:29
To: Griffiths, Carl
Cc: Planning Vetting
Subject: RE: 20/3564/OUT - B&Q Cricklewood

Hi Carl

I have seen planning vetting have been copied it so it should be picked up

Regards

[REDACTED]
Technical Officer
Planning and Building Control
London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: [REDACTED] | Mobile: | Web: barnet.gov.uk

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 17 May 2021 10:28
To: [REDACTED]@Barnet.gov.uk
Cc: Planning Vetting <planning.vetting@barnet.gov.uk>
Subject: RE: 20/3564/OUT - B&Q Cricklewood

Good morning Vetting,

Please could I ask that someone has a look at this today. I am looking to do a 14 day reconsultaton for this app, based on additional information received (neighbours only, not stat consultees).


Thanks

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise
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T: 0208 359 5400

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From: [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>
Sent: 14 May 2021 08:19
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Cc: Planning Vetting <planning.vetting@barnet.gov.uk>
Subject: RE: 20/3564/OUT - B&Q Cricklewood

Good Morning Carl

I have copied in planning vetting as they will deal with this

Regards

[REDACTED]

Technical Officer
Planning and Building Control

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Tel: [REDACTED] | Mobile: | Web: barnet.gov.uk

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From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: 14 May 2021 08:18
To: [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>
Subject: 20/3564/OUT - B&Q Cricklewood

Morning [REDACTED]

I hope you are well.

We have received additional information on this one which requires a reconsultation. If possible, please could we do a 14 day reconsultation? (sorry I know it's a big one).

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

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Carter, Richard

From: Clarke, Cllr Anne
Sent: 18 May 2021 17:20
To: Griffiths, Carl
Cc: Arjun Mittra; Gaudin, Fabien; Dillon, Andrew; Members Enquiries
Subject: Re: B&Q site

Thanks Carl,

I note that there are no local notices on display, having walked around the entire site. I am again wondering how people will know about this new opportunity to comment?

It could be I've missed something.

-Anne

Cllr Anne Clarke
Childs Hill Ward, London Borough of Barnet
twitter @anne_clarke

Childs Hill food bank is open for all who need it 10AM-noon every Saturday at All Saints Church
More here- www.allsaintschildshill.com/childs-hill-food-bank/

From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Sent: Tuesday, May 18, 2021 1:33:11 PM
To: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>
Cc: Arjun Mittra <Arjun.Mittra@london.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Members Enquiries <members.enquiries@Barnet.gov.uk>
Subject: RE: B&Q site

Dear Councillor Clarke

Thanks for your response.

In terms of the previous reconsultation, for application ref: 18/6353/FUL this was slightly different in that the revised full reconsultation was to take account of a reduction in the height of the scheme and the housing numbers, hence why it was reported as such within the officers report (i.e. they were different schemes). This current reconsultation for B&Q does not revise any of the details of the application that was consulted on last year and is solely based on the additional, supplementary document received. For the avoidance of doubt, the officer report will make reference to the full number of objections received which will all be taken into account in making a recommendation.

We took the view that it was prudent to undertake the reconsultation given that the applicant wanted us to take this additional document into consideration in the determination of the application.

I hope that helps but again please come back to me if you require anything else.

Kind Regards

Carl

Carl Griffiths
Principal Planner
Major Projects

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From: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>

Sent: 18 May 2021 12:46

To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Members Enquiries <members.enquiries@Barnet.gov.uk>; Arjun Mittra <Arjun.Mittra@london.gov.uk>

Subject: Re: B&Q site

Dear Carl,

Many thanks for this. I remain concerned, however.

1. How is the council publicising this new consultation?

2. For a different Cricklewood application (18/6353/FUL), the recommendation to the committee stated "4.1 Initial consultation was undertaken in October 2018 with letters being sent to 780 addresses. Following revisions to the scheme, an additional consultation was undertaken in June 2019. In total 480 objections were received, although it is important to note that only 81 of these objections were received in relation to the revised scheme."

Over a thousand objections have already been made to the current B&Q application. Will the recommendation to the committee also state that it is important to note that fewer objections were received in this new consultation or otherwise discount the thousand objections as uninformed?

Kind regards,
Anne

Cllr Anne Clarke
Childs Hill Ward, London Borough of Barnet
twitter @anne_clarke

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More here- www.allsaintschildshill.com/childs-hill-food-bank/

From: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Sent: Tuesday, May 18, 2021 10:49:41 AM

To: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>

Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Members Enquiries <members.enquiries@Barnet.gov.uk>; Arjun Mittra <Arjun.Mittra@london.gov.uk>

Subject: RE: B&Q site

Dear Councillor Clarke

The applicant commissioned an Urban Design/Townscape study which they would like us to take into consideration in assessing the application and the reconsultation is to allow this additional document to be considered by neighbours and stakeholders. All of the other application details and parameters remain the same and the additional Urban Design Study is a supplementary document so the 14 day period reflects this.

I can confirm that all of the consultation responses received to date will still be taken into account in addition to any received as a result of this reconsultation.

I hope that helps but if you need anything else on this matter please don't hesitate to get in contact.

Kind Regards


Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
Regional Enterprise
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From: Clarke, Cllr Anne <Cllr.A.Clarke@Barnet.gov.uk>

Sent: 17 May 2021 19:34

To: Members Enquiries <members.enquiries@Barnet.gov.uk>; Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>;

Arjun Mittra <Arjun.Mittra@london.gov.uk>

Subject: B&Q site

I note that there is a new period of consultation following the publication of additional documents.

Have all objectors been written to? It's a short window that ends 31 May.

Will all previous objections be taken into account?

Many thanks,
Anne

Cllr Anne Clarke

Childs Hill Ward, London Borough of Barnet
twitter @anne_clarke

Childs Hill food bank is open for all who need it 10AM-noon every Saturday at All Saints Church
More here- www.allsaintschildshill.com/childs-hill-food-bank/

Carter, Richard

From: Griffiths, Carl
Sent: 19 May 2021 15:38
To: Dillon, Andrew; Gaudin, Fabien
Subject: RE: Press query FW: Consultation on development plans
Attachments: Re: B&Q site

Hi Fab

Yes we did a 14 day reconsultation to give the public opportunity to view the additional document that has been submitted by the applicant (Urban Design / Townscape Study). It is a supplementary document with all other application details and parameters remaining as per the initial consultation however we considered prudent to reconsult given that the document will be referred to in any recommendation that is made. The 14 days is reflective of the point that this is supplementary information.

I have responded to Cllr Clarke on this (attached trail), who now appears to be trying to arrange a meeting with the Railway Terraces Group.

Thanks

Carl

Carl Griffiths
Principal Planner
Major Projects

Strategic Planning and Regeneration
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From: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>

Sent: 19 May 2021 15:33

To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>; Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>

Subject: RE: Press query FW: Consultation on development plans

Carl has consulted on some additional information the applicant has submitted. Carl has responded to Cllr Clarke on a similar query.

Andrew Dillon MRTPI

Planning Manager


Major Projects Team

Development and Regulatory Services

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4729

Barnet Online: www.barnet.gov.uk

 please consider the environment - do you really need to print this email?



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WINNER



SHORTLIST



Consider the environment. Do you really need to print this email?



From: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>
Sent: 19 May 2021 15:32
To: Griffiths, Carl <Carl.Griffiths@Barnet.gov.uk>
Cc: Dillon, Andrew <Andrew.Dillon@Barnet.gov.uk>
Subject: Fw: Press query FW: Consultation on development plans

Carl,

Did we reconsult or it is something else?

Fab

Fabien Gaudin MRTPI
Service Director

Planning and Building Control

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW
Tel: 020 8359 4258 | Web: barnet.gov.uk



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Note that I will be on annual leave on Fridays until June

From: [REDACTED] <[REDACTED]@Barnet.gov.uk>
Sent: 19 May 2021 15:19
To: Gaudin, Fabien <fabien.gaudin@barnet.gov.uk>

Cc: Shaw, Cath <Cath.Shaw@Barnet.gov.uk>

Subject: Press query FW: Consultation on development plans

Hi Fabien

Please see below from the Hendon Times re the B&Q site in Cricklewood.

Is this a planning consultation which is being referred to here or could it be something the developers are running?

Thanks

From: [REDACTED] <[\[REDACTED\]@newsquest.co.uk](mailto:[REDACTED]@newsquest.co.uk)>

Sent: 19 May 2021 14:17

To: [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>; [REDACTED] <[\[REDACTED\]@Barnet.gov.uk](mailto:[REDACTED]@Barnet.gov.uk)>

Subject: Consultation on development plans

Hi, apologies for another email in quick succession – I've seen a lot of posts on social media about a new consultation on the proposed development for the B&Q site in Cricklewood (Reference: 20/3564/OUT). There have been comments that it is only two weeks long and residents haven't been adequately informed about it.

Please could you let me know if two weeks is standard practice for cases such as this, where it appears the developer has submitted extra documents? What has the council done to publicise it - and has it followed the standard procedure in this regard?

Thanks,

[REDACTED]
[REDACTED]
[REDACTED]
Barnet Times - Enfield and Tottenham Independent
Tel. [REDACTED]
[REDACTED]

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