

Job No: 2024-5027
File Ref: N01-JB-Transport Note
Date: 20th March 2024
Job Title: 5 Bulwer Road, Barnet

Subject: Application to vary planning condition

INTRODUCTION

1. TTP Consulting has been appointed to provide transport planning advice in regard to the proposal to vary a planning condition relating to car parking at Constable House, located at 5 Bulwer Road in the London Borough of Barnet.
2. The site contains a three-storey brick building with basement, a smaller single storey building and car parking area. The main building has a floor area of 800sqm, whilst the smaller building on site provides a further 50sqm of floor space. The car parking area can accommodate in the order of 18 cars. The site is currently in office use (formerly Use Class B1, now Class E) following change of use from a telephone exchange in 1992 (application reference N10157A).
3. Condition 2 of the decision notice states:

"Before this development is occupied; turning space and parking spaces shall be provided and marked out within the site in accordance with a scheme to be approved by the Local Planning Authority and that area shall not thereafter be used for any purpose other than the parking and turning of vehicles."

"Reason: To ensure that parking and associated works are provided in accordance with the Councils standards in the interests of safety and the free flow of traffic."
4. To enable the building to appeal to the range of tenants that could use it under Class E use, a section 73 application is being made to vary condition 2 to enable flexible use of part of the car park. This will enable part of the existing car park area to be used for a range of purposes, for example as amenity space, garden or parking, to suit the needs of potential tenants. A plan showing the part of the car park that flexible use is sought is provided at **Appendix A**. This could result in parking on site reducing to 9 spaces.

- This note considers whether a reduction in on-site car parking is appropriate given the accessibility of the site and how the proposal aligns with relevant transport policy.

EXISTING SITUATION

- The site contains a three-storey brick-built building with a basement, a small single storey building and car parking area. The total floor area of both buildings is 850sqm, 800sqm in the main building and 50sqm in the smaller building. To the side of the main building is a surface level car parking area that provides parking for approximately 18 cars, accessible via a gated access and vehicle crossover from the southern side of Bulwer Road.
- The site is bound by residential dwellings to the east, south and west with the immediate and surrounding area comprising mostly residential dwellings. New Barnet train station is located 480m (a 6 minute walk) to the south whilst bus stops are located approximately 200-250m (a 3 minute walk) to the south west on Plantagenet Road. Nearby green spaces include Barnet Woods to the north and King George’s Fields to the west. New Barnet Town Centre and associated amenities are found on East Barnet Road via a 5 minute walk to the south east. A site location plan is provided at **Figure 1**.

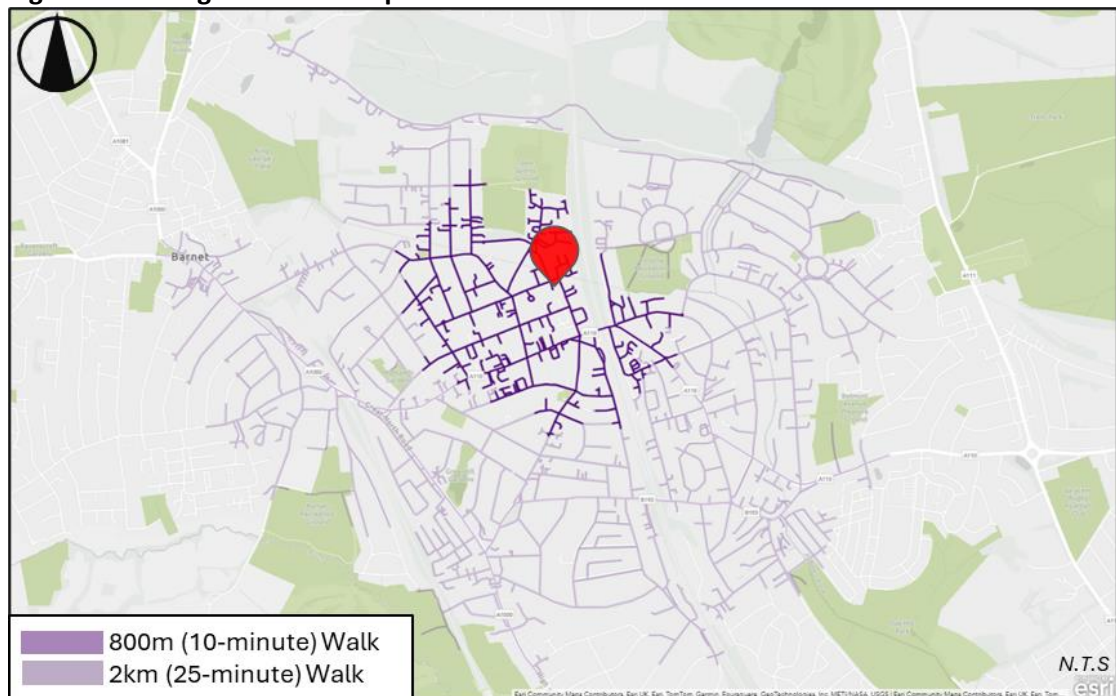
Figure 1: Site Location Plan



Access On Foot

8. Like much of London, the site benefits from being within a short walking distance of public transport services and local facilities. Roughly half of all walking trips in London are part of longer public transport journeys, for example, walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.
9. Footways are provided on both side of Bulwer Road and other roads in the vicinity. These provide convenient access through the local area to destinations including the town centre and train station. **Figure 2** shows an 800m (10 minute) and 2km (25 minute) walk distance around the site. The map shows that the area is highly permeable and that open areas including the Tudor Sports Ground and Victoria Recreation Ground are easily accessible on foot.

Figure 2 Walking Isochrone Map



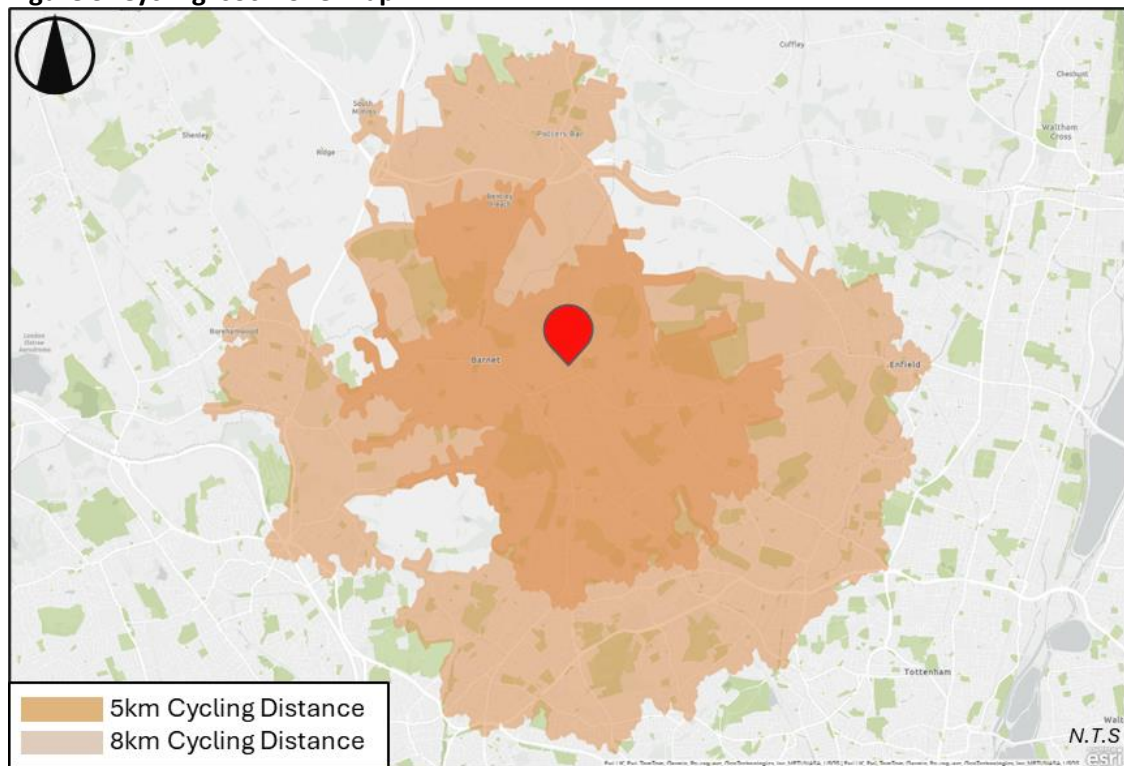
10. **Table 1** shows distances between the site and public transport stops and local amenities. This demonstrates that there are a number of public transport services accessible within a short walking distance of the site as well as a range of amenities.

Table 1: Approximate Distances to Local Public Transport Stops			
Amenity	Location	Distance	Approximate Walking Time*
Public Transport Stops			
Bus Stops 'Bulwer Road Stops F & G'	Plantagenet Road	200-250m	3-minutes
Bus Stop 'Clifford Road'	Potters Road	320m	4-minutes
Bus Stops 'New Barnet Station Station Road Stops D & E'	Station Road	480-560m	6-7-minutes
Bus Stop 'New Barnet Station Stop Z1'	Station Approach	480m	6-minutes
New Barnet Train Station	York Road	480m	6-minutes
Amenities			
Cromer Road Primary School	Cromer Road	160m	2-minutes
Wings Chinese Restaurant	Potters Road	160m	2-minutes
Shayan Restaurant	Station Road	320m	4-minutes
Pure Gym New Barnet	East Barnet Road	480m	6-minutes
The Railway Bell Wetherspoons	East Barnet Road	480m	6-minutes
Sainsbury's	East Barnet Road	640m	8-minutes
St Margaret's Nursery School	Margaret Road	800m	10-minutes
Gloucester Road Surgery	Gloucester Road	960m	12-minutes
New Barnet Leisure Centre	Lawton Road	1.1km	14-minutes
*Based on 80m per minute			

Access by Bicycle

11. It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace. **Figure 3** shows a 5km and 8km cycling distance from the site. The map shows that areas including Borehamwood, Potters Bar and Enfield are accessible within an 8km cycle.

Figure 3: Cycling Isochrone Map



Public Transport Accessibility

By Bus

12. The closest bus stops 'Bulwer Road Stops F & G' are located circa 200-250m (a 3 minute walk) south west of the site on Plantagenet Road. These provide access to bus routes 184, 383 and 626. A summary of local services is provided at **Table 2**, whilst a copy of the relevant TfL bus spider map is contained at **Appendix B**.

Bus Stop	Route		Frequency every 'x' minutes		
	No.	Destination	Mon-Fri	Sat	Sun
Bulwer Road Stops F&G	184	Turnpike Lane Bus Station – Chesterfield Road	8-12	9-12	10-14
	383	Finchley Memorial Hospital – The Spires	30	30	/
	626	Dame Alice Owen’s School – Finchley Central	School Service Mon-Fri only		
New Barnet Station/Station Road Stop D&E	307	Brimsdown Station – Barnet Hospital	8-12	9-13	20
	107	New Barnet Station – Edgware Station	10-14	14-14	14-14
	326	Brent Cross Shopping Centre – The Spires	8-12	11-12	14-14
	384	Cockfosters Station – Edgware Station	20	20	30

Train

13. New Barnet Station is located 480m (a 6 minute walk) to the south of the site. The station provides access to Great Northern and Thameslink services with regular departures to destinations including Moorgate, Welwyn Garden City and Sevenoaks.

Public Transport Accessibility Level

14. Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best) with 6b demonstrating high levels of accessibility.
15. The site has a PTAL of 3, which indicates the site has moderate levels of public transport accessibility. A copy of Transport for London’s PTAL report is provided at **Appendix C**.

Local Highway Network

16. Bulwer Road passes the site in an east/west alignment. To the east of the site, between Lytton Road and Shaftesbury Avenue, the road is two way, whilst to the west, the road is one way in

a westbound direction towards Potters Road. The road is subject to a 20mph speed limit and is generally free from parking restrictions.

Parking Survey

17. To determine the existing level of demand for on street parking near the site, a parking survey was carried out on Wednesday 6th March 2024 between 08:00am and 6:00pm. The surveys were carried out in accordance with a methodology derived by the London Borough of Lambeth and covered a 500 metre distance around the site.
18. **Table 3** below shows the number of vehicles parked in unrestricted areas within 500m of the site and the number of spaces observed where additional cars could park. The data shows the maximum parking accumulation occurred at 6:00pm when 438 cars were parked and there was capacity to park a further 177 vehicles in the survey area.

Table 3: Parking Survey Data			
Hour Commencing	Vehicles Parked	Observed Spaces	% Utilisation
08:00	409	205	67%
09:00	413	200	67%
10:00	426	187	69%
11:00	412	204	67%
12:00	427	187	70%
13:00	418	198	68%
14:00	416	201	67%
15:00	423	191	69%
16:00	408	206	66%
17:00	426	188	69%
18:00	438	177	71%
Max Accumulation	438	177	71%

19. The survey shows that there is a significant amount of parking available in the local area and that there was little fluctuation in demand over the course of the day. It is understood that Constable House is in use at present but the survey only recorded two cars parked on site. It is therefore assumed that the site is not currently operating at full capacity. The full parking survey data is contained at **Appendix D**.

PROPOSED SITUATION

20. It is proposed that condition 2 of the 1992 planning consent would be revised so that it does not apply to the entire parking area. This would allow part of the car park to be used flexibly and retain at least 9 spaces, including one wide space for blue badge holders, for car parking.

Planning Policy

21. Consideration has been given to how the proposed arrangement accords with transport policy contained within the 2021 London Plan, the 2012 Barnet Local Plan (Core Strategy) and Development Management Policies Document.

The London Plan

22. Policy T6 of the London Plan relates to car parking. It advises that;
- "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity."*

and

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

23. The proposed flexible use of the car park will enable the site to appeal to the range of tenants that could occupy the building in accordance with its Class E use. In terms of parking demand, it is considered that office use could generate that highest demand for long stay parking. The London Plan advises that office development in outer London boroughs would be permitted a maximum of 1 space per 100sqm of gross internal floor area. In the event that car parking capacity was to reduce to 9 spaces, the provision would align more closely with current London Plan standards for office use.

Barnet Local Plan

24. Section 14.3 of the Barnet Local Plan Core Strategy (2012) is titled Barnet's road network. It states:

"Our approach to parking provision is to accept the need for management and restraint, but to apply it carefully and appropriately, and in all cases reflecting local circumstances. Parking standards in new developments will vary across the borough to reflect the transport, particularly the public transport, accessibility of individual locations."

25. Section 18.8 "Parking Management" of the Barnet Local Plan Development Management Policies Document (2012) references London Plan standards for car parking:

"In the London Plan the Mayor expects to see an appropriate balance struck between promoting new development and preventing excessive car parking provision that can undermine the use of other modes. The London Plan recognises that London is a diverse city that requires a flexible approach to identifying the appropriate levels of car parking. Generally minimum levels of car parking are advocated and Table 6.2 in the London Plan sets out the Mayor's parking standards which must not be exceeded and which will apply to the borough"

26. It can be seen that the potential reduction in car parking on site to 9 spaces more closely accords with current planning policy and would help encourage people to travel to and from the site by more sustainable modes of transport. This would be encouraged through the implementation of a Travel Plan that has been drafted as a standalone document.

Effect of Proposals

27. The proposed reduction in on site car parking could lead to an increase in demand for on street car parking near the site, although the implementation of the Travel Plan would minimise any potential increase by promoting the use of public transport and trips on foot and bicycle.
28. To determine the potential increase in demand for on street car parking reference has been made to the TRICS database to obtain trip rate data for comparable sites. Consideration has been given to office development as continued use of the site as an office would likely generate the highest demand for car parking throughout the day. Office development in London with a gross floor area of up to 3000 square metres has been used to determine the maximum number of people likely to occupy 850sqm of office accommodation. A copy of the TRICS output files, including our assessment of site occupancy, are provided at **Appendix E**.
29. The TRICS data suggests that a maximum of 49 people would be on site if the building was to continue to operate as an office. To determine the level of demand for car parking associated with this many people being on site, reference has been made to the 2011 census to establish travel patterns for the workplace population for the middle layer super output area (Barnet 002) in which the site is located. This data has been used rather than 2021 census counts as the effect of COVID means that 2021 data may not be representative of usual travel patterns.

30. **Table 4** shows travel modes recorded by the 2011 census. It shows that the majority of people working in the area at that time drove to work, with 58% of people travelling in that way.

Mode	Number	Percentage
Underground / Overground	121	9%
Rail	72	5%
Bus	195	14%
Taxi	15	1%
Motorcycle	11	1%
Car Driver	804	58%
Car Passenger	40	3%
Bicycle	12	1%
Walking	113	8%
Total	1,383	100%

31. On the basis that up to 49 people could be on site, it is considered that up to 28 (58%) may drive a car. The reduction in on site car parking could therefore result in some 20 cars parking on street near the site rather than 10 if all parking on site was retained. The survey data presented at Table 3 recorded a peak demand of 438 vehicles parked within 500 metres of the site with capacity to park a further 177 cars. An additional 20 cars parked on street would result in some 458 vehicles parking in the survey area, with spare capacity reducing to 157. This equates to 74% of available on street parking being occupied. It is not considered that this level of increase would be detrimental to the operation of the local on street parking supply.
32. It is noted that the busiest period recorded by the parking survey was at 6pm, when office staff would typically be leaving work. This assessment doesn't take into account the mitigating effect of the Travel Plan and as such is considered to be very robust.

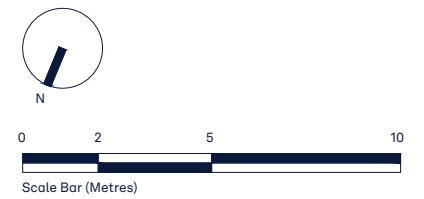
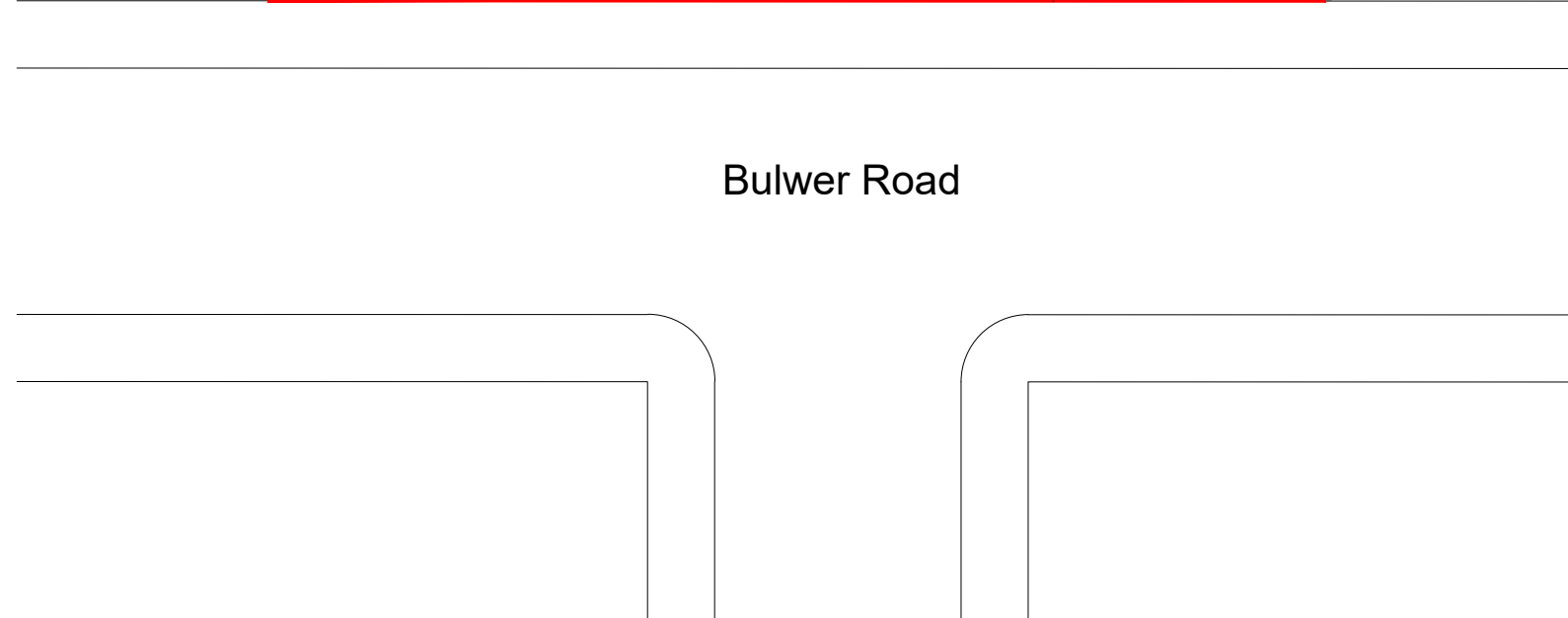
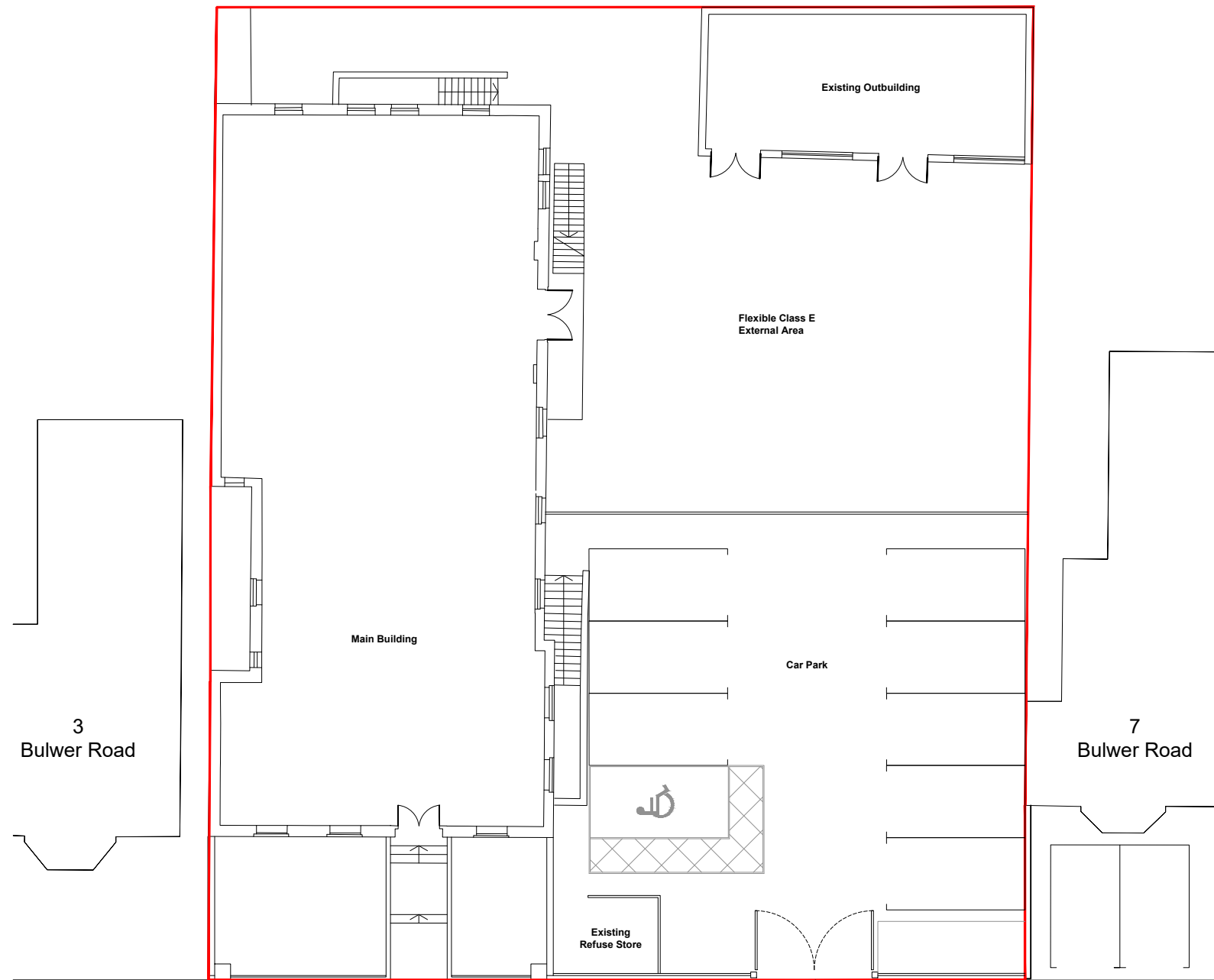
SUMMARY AND CONCLUSION

33. This note considers the proposed amendment of a planning condition relating to the use of car parking at Constable House in Barnet. The proposal seeks to vary the condition so that it only relates to part of existing car parking provision. This will enable greater flexibility of the use of the site whilst retaining car parking spaces for 9 cars.
34. In summary, it is considered that:

- The site is in an accessible location served by local bus routes and is close to New Barnet Train Station;
- A reduction in car parking on site would accord with current planning policy, which seeks to reduce use of the private car;
- A Travel Plan has been prepared that contains a range of measures to encourage and facilitate the use of non car modes of transport for trips to and from the site; and
- There is capacity in the vicinity of the site to accommodate any increase in demand for on street parking.

35. It is therefore concluded that the proposed variation of condition 2 of the 1992 planning consent to allow flexible use of part of the on site parking area would be acceptable from a transport perspective.

Appendix A



Rev	Date	Note
P1	19.03.24	Planning Issue

Drawing Title
Proposed Site Plan

Site Address
 5 Bulwer Road,
 Barnet. EN5 5JD

Drawing Number
BAT001-002

Status
 For Planning

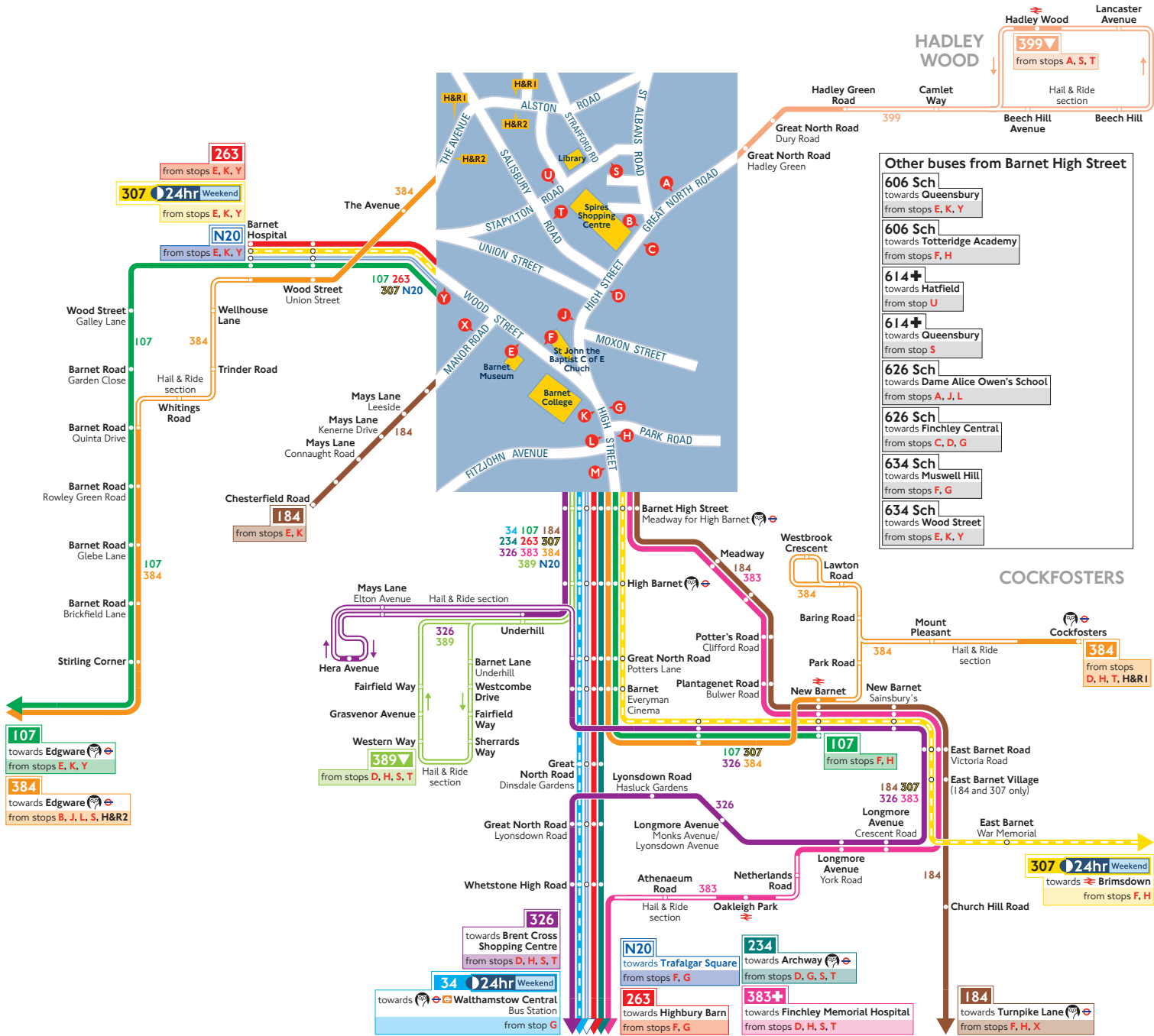
Drawing Revision
P1

Scale
 1:200 @ A3

Origination Date
 19-03-2024

Appendix B

Buses from Barnet High Street



Other buses from Barnet High Street

- 606 Sch** towards Queensbury from stops E, K, Y
- 606 Sch** towards Totteridge Academy from stops F, H
- 614 +** towards Hatfield from stop U
- 614 +** towards Queensbury from stop S
- 626 Sch** towards Dame Alice Owen's School from stops A, J, L
- 626 Sch** towards Finchley Central from stops C, D, G
- 634 Sch** towards Muswell Hill from stops F, G
- 634 Sch** towards Wood Street from stops E, K, Y

How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

- Connections with London Underground
- Connections with London Overground
- Connections with Elizabeth line
- Connections with National Rail
- Operates daily with 24-hour service Friday and Saturday nights
- Tube station with 24-hour service Friday and Saturday nights
- Monday to Saturdays except late evenings
- Monday to Saturdays shopping hours only
- School journey
- Hail & Ride: Route 384 operates as Hail & Ride on the sections of roads marked H&R1 and H&R2 on the map. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TFL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TFL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Appendix C

WebCAT PTAL Report

Site Details

Grid Cell: 154345

Easting: 526245

Northing: 196352

Report Date: 20/03/2024

Scenario: Base Year

Calculation Parameters

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

National Rail Reliability Factor: 0.75

Address or co-ordinates

5 Bulwer Road, New Barnet, Barne

Access level (PTAL) Time mapping (TIM)

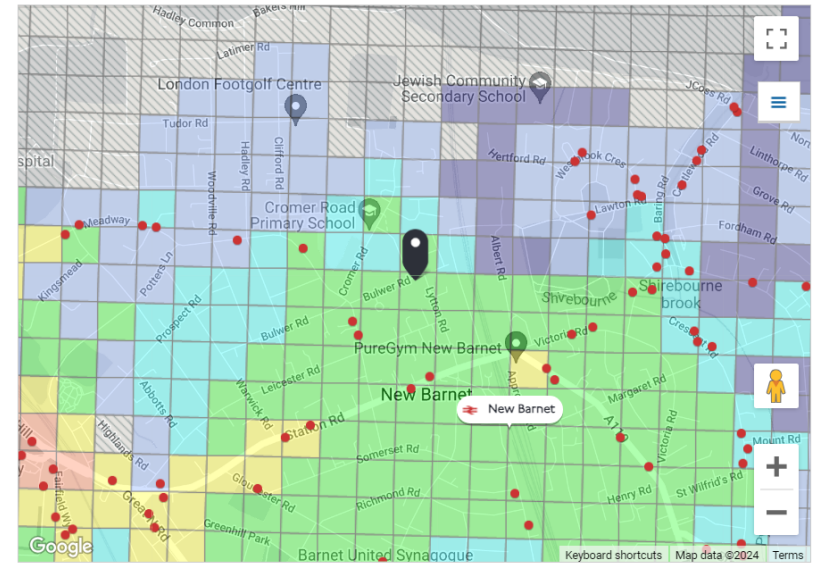
PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)



Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)
EDF	Weight	AI					
Bus	NEW BARNET STATION ROAD	307	370.55	6	4.63	7	11.63 2.58 0.5 1.29
Bus	NEW BARNET STATION ROAD	107	370.55	4	4.63	9.5	14.13 2.12 0.5 1.06
Bus	NEW BARNET STATION ROAD	326	370.55	5	4.63	8	12.63 2.37 0.5 1.19
Bus	PLANTAGENET ROAD	383	322.7	2	4.03	17	21.03 1.43 0.5 0.71
Bus	PLANTAGENET ROAD	184	322.7	7	4.03	6.29	10.32 2.91 1 2.91
Bus	NEW BARNET STATION	384	457.61	4	5.72	9.5	15.22 1.97 0.5 0.99
Rail	New Barnet	'LTCE-KNGX 2R07	491.31	0.67	6.14	45.53	51.67 0.58 0.5 0.29
Rail	New Barnet	'WLWYNGC-KNGX 2Y04	491.31	0.33	6.14	91.66	97.8 0.31 0.5 0.15
Rail	New Barnet	'WLWYNGC-KNGX 2Y13	491.31	0.67	6.14	45.53	51.67 0.58 0.5 0.29
Rail	New Barnet	'WLWYNGC-MRGT 2K03	491.31	2.67	6.14	11.99	18.13 1.65 1 1.65

Rail	New Barnet	'WLWYNGC-MRGT 2K08	'	491.31	0.33	6.14	91.66	97.8	0.31	0.5	0.15
Rail	New Barnet	'WLWYNGC-MRGT 2K12	'	491.31	0.33	6.14	91.66	97.8	0.31	0.5	0.15
Rail	New Barnet	'MRGT-WLWYNGC 2V05	'	491.31	2.67	6.14	11.99	18.13	1.65	0.5	0.83

Total Grid Cell AI: 11.65

PTAL: 3

Appendix D

- KEY**
- DOUBLE YELLOW LINES
 - SINGLE YELLOW LINES
 - UNRESTRICTED PARKING
 - UNPAVED EMBANKMENT
 - HOW TO PROTECT FROM SINGLE YELLOW LINES
 - HOW TO PROTECT FROM DOUBLE YELLOW LINES
 - DISABLED BAY
 - BLUE STOP
 - RESIDENTS PARKING - TOO NARROW
 - RESIDENTS PARKING
 - PEDESTRIAN CROSSING
 - SCHOOL KEEP CLEAR
 - WOULD NOT PARK BUT UNRESTRICTED
 - TURNING AREA
 - ACCESS
 - TOO NARROW BUT UNRESTRICTED



WEDNESDAY 6th MARCH 2024 - VEHICLES PARKED AT 60 MINUTE INTERVALS

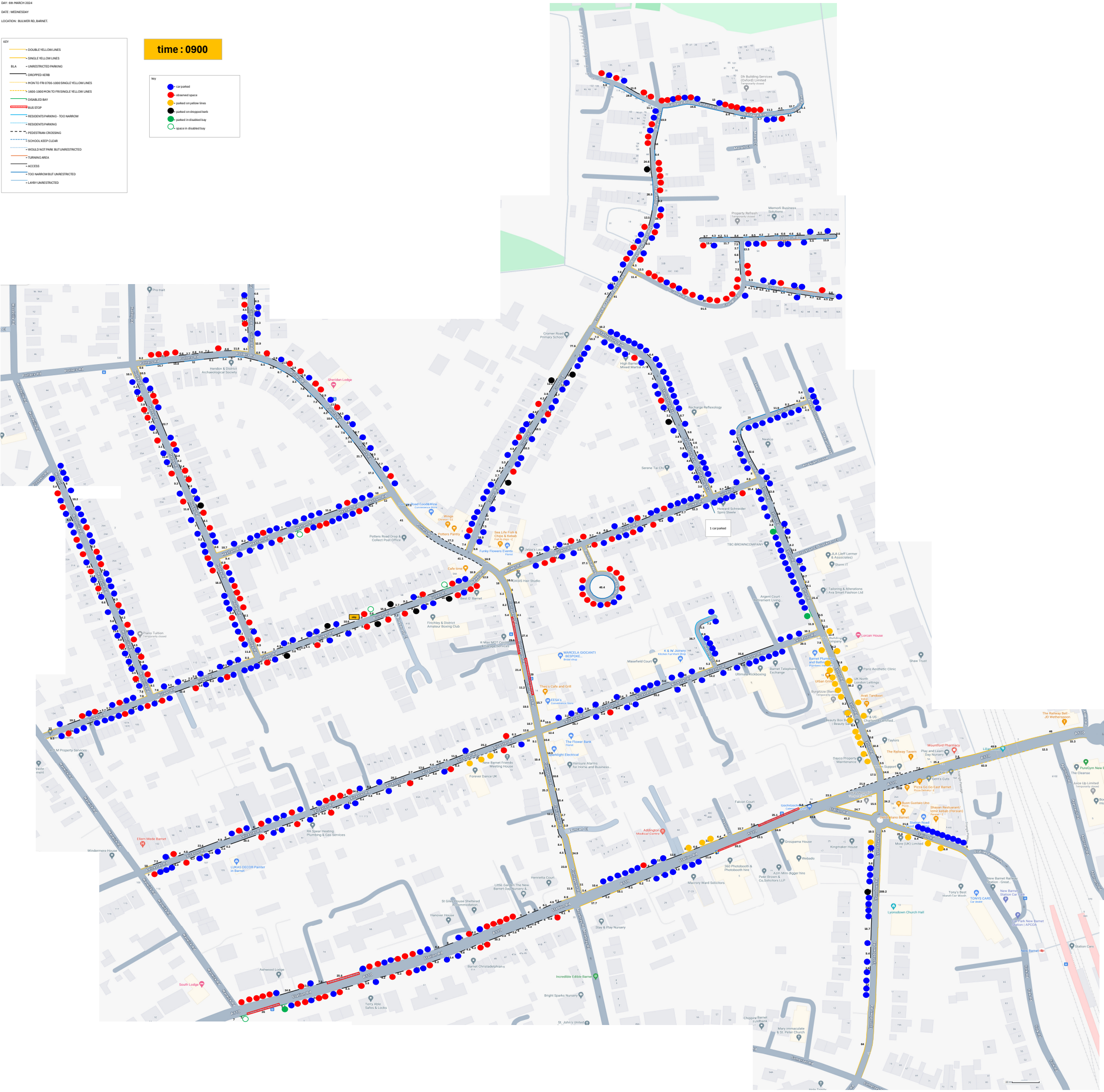
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES + 1 SPACE	TIME : 0800			TIME : 0900			TIME : 1000			TIME : 1100			TIME : 1200			TIME : 1300			TIME : 1400			TIME : 1500			TIME : 1600			TIME : 1700			TIME : 1800					
					PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS	PARKED	OBSERVED SPACES	% RESTRICTION STRESS			
HADLEY ROAD	67	DOUBLE YELLOW LINES	16.8																																					
		UNRESTRICTED PARKING	60.8	11	4	6	40.0%	3	7	30.0%	3	7	30.0%	2	9	18.2%	2	9	18.2%	2	9	18.2%	3	8	27.3%	4	6	40.0%	2	9	18.2%	4	6	40.0%	5	5	50.0%			
		DROPPED KERB	6.1																																					
BULWER ROAD	68	DOUBLE YELLOW LINES	27.7																																					
		UNRESTRICTED PARKING	76.9	11	11	0	100.0%	8	3	72.7%	8	3	72.7%	11	0	100.0%	10	1	90.9%	9	2	81.8%	10	1	90.9%	8	3	72.7%	9	2	81.8%	10	1	90.9%	10	1	90.9%			
		DROPPED KERB	71.7		1			2			4			1			4			2			4			4			4			4			5					
POTTERS ROAD	69	PEDESTRIAN CROSSING	41.1	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	1	0	100.0%	1	0	100.0%
		DOUBLE YELLOW LINES	41																																					
		UNRESTRICTED PARKING	17.3																																					
CLIFFORD ROAD	72	DOUBLE YELLOW LINES	23.1																																					
		UNRESTRICTED PARKING	36.2	6	3	2	60.0%	3	2	60.0%	3	2	60.0%	3	2	60.0%	3	2	60.0%	3	2	60.0%	3	2	60.0%	3	2	60.0%	3	2	60.0%	2	4	33.3%	2	4	33.3%			
		DROPPED KERB	9.5																																					
POTTERS ROAD	74	DOUBLE YELLOW LINES	12.9																																					
		UNRESTRICTED PARKING	53.9	16	9	7	56.3%	9	7	56.3%	9	7	56.3%	10	6	62.5%	10	6	62.5%	10	6	62.5%	7	9	43.8%	9	7	56.3%	8	8	50.0%	8	8	50.0%	8	8	50.0%			
		DROPPED KERB	36.9																																					
CROMER ROAD	75	DOUBLE YELLOW LINES	7.4																																					
		UNRESTRICTED PARKING	111	17	14	3	82.4%	14	3	82.4%	15	2	88.2%	12	5	70.6%	15	2	88.2%	15	2	88.2%	16	1	94.1%	17	0	100.0%	16	1	94.1%	15	2	88.2%	16	1	94.1%			
		DROPPED KERB	65.6																																					
BOLEYN ROAD	76	DOUBLE YELLOW LINES	72.3																																					
		UNRESTRICTED PARKING	72.3	13	8	5	61.5%	7	6	53.8%	5	8	38.5%	5	8	38.5%	8	5	61.5%	7	6	53.8%	5	8	38.5%	10	3	76.9%	5	8	38.5%	5	8	38.5%	6	7	46.2%			
		DROPPED KERB	38.1																																					
BOLEYN WAY	77	DOUBLE YELLOW LINES	11.1																																					
		UNRESTRICTED PARKING	24.2																																					
		DROPPED KERB	5.8																																					
GALDANA AVENUE	80	DOUBLE YELLOW LINES	11.6																																					
		UNRESTRICTED PARKING	86.8	16	5	10	33.3%	5	10	33.3%	3	12	20.0%	3	12	20.0%	3	12	20.0%	3	12	20.0%	3	12	20.0%	2	14	12.5%	3	12	20.0%	3	12	20.0%	3	12	20.0%			
		DROPPED KERB	13																																					
BOLEYN WAY	86	DOUBLE YELLOW LINES	12.5																																					
		UNRESTRICTED PARKING	100.2	19	5	12	29.4%	4	13	23.5%	5	12	29.4%	4	13	23.5%	3	15	16.7%	5	12	29.4%	4	13	23.5%	15	1	93.8%	4	13	23.5%	5	12	29.4%	5	12	29.4%			
		DROPPED KERB	21.6																																					
CROMER ROAD	91	DOUBLE YELLOW LINES	11.4																																					
		UNRESTRICTED PARKING	41																																					
		DROPPED KERB	11.4																																					

Total Unrestricted Parking 409 205 67% 413 200 67% 426 187 69% 412 204 67% 427 187 70% 418 198 68% 416 201 67% 423 191 69% 408 206 66% 426 188 69% 438 177 71%

- KEY**
- DOUBLE YELLOW LINES
 - SINGLE YELLOW LINES
 - UNRESTRICTED PARKING
 - UNOCCUPIED KERB
 - NOV TO FEB TO 3000 SINGLE YELLOW LINES
 - 1000 TO 3000 NOV TO FEB SINGLE YELLOW LINES
 - DISABLED BAY
 - BUS STOP
 - RESIDENT PARKING - TOO NARROW
 - RESIDENT PARKING
 - PEDESTRIAN CROSSING
 - SCHOOL KEEP CLEAR
 - WOULD NOT PARK BUT UNRESTRICTED
 - TURNING AREA
 - ACCESS
 - TOO NARROW BUT UNRESTRICTED
 - LANEY UNRESTRICTED

time : 0900

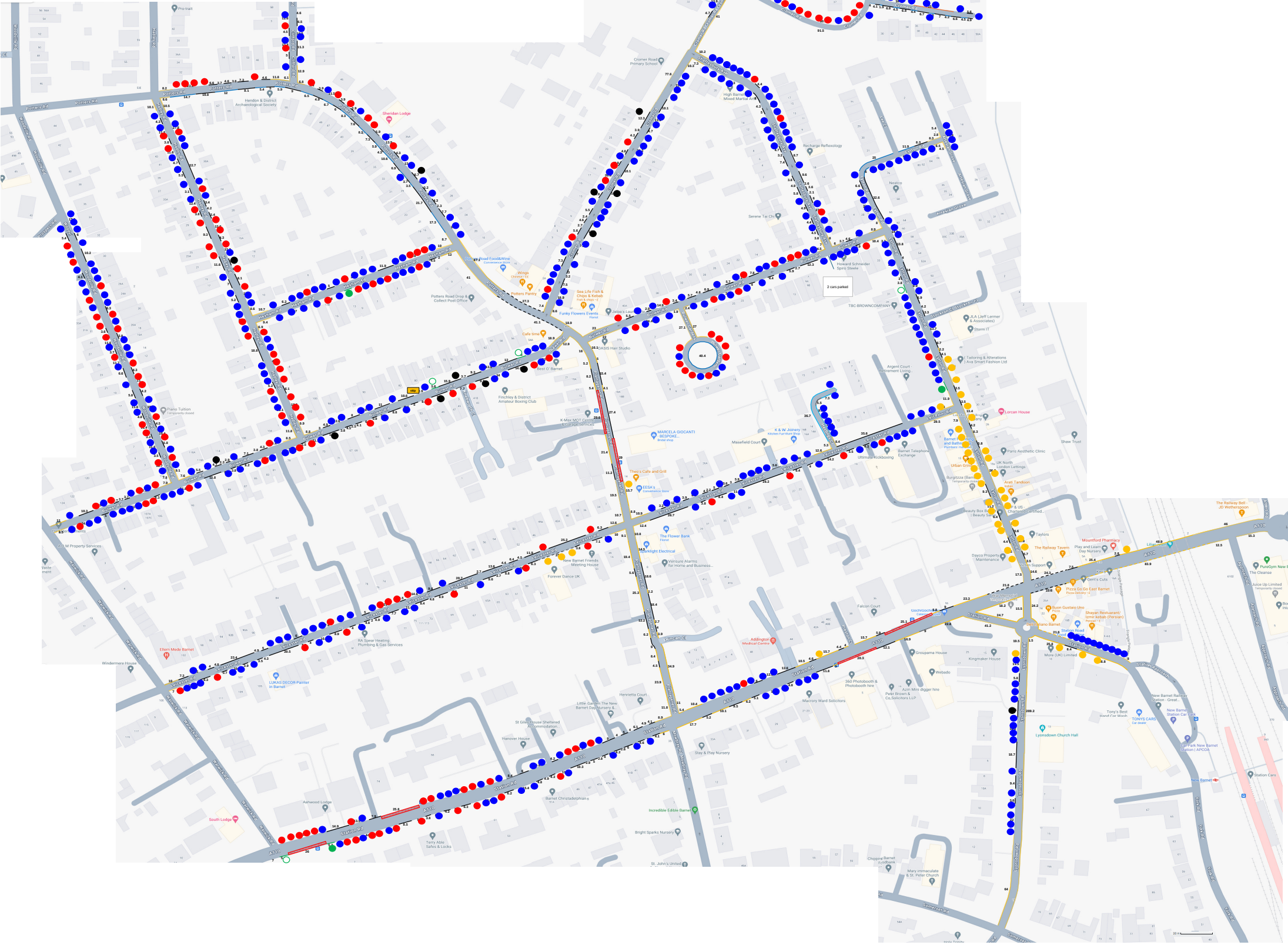
- KEY**
- car parked
 - observed space
 - parked on yellow lines
 - parked on dropped kerb
 - parked in disabled bay
 - space in disabled bay



- KEY**
- DOUBLE YELLOW LINES
 - SINGLE YELLOW LINES
 - UNRESTRICTED PARKING
 - UNLOADED KEYS
 - HOW TO FIT TWO JOBS SINGLE YELLOW LINES
 - HOW TO FIT TWO JOBS SINGLE YELLOW LINES
 - DISABLED BAY
 - BUS STOP
 - RESIDENT PARKING - TOO NARROW
 - RESIDENT PARKING
 - PEDESTRIAN CROSSING
 - SCHOOL KEEP CLEAR
 - WOULD NOT PARK BUT UNRESTRICTED
 - TURNING AREA
 - ACCESS
 - TOO NARROW BUT UNRESTRICTED
 - LANEY UNRESTRICTED

time : 1100

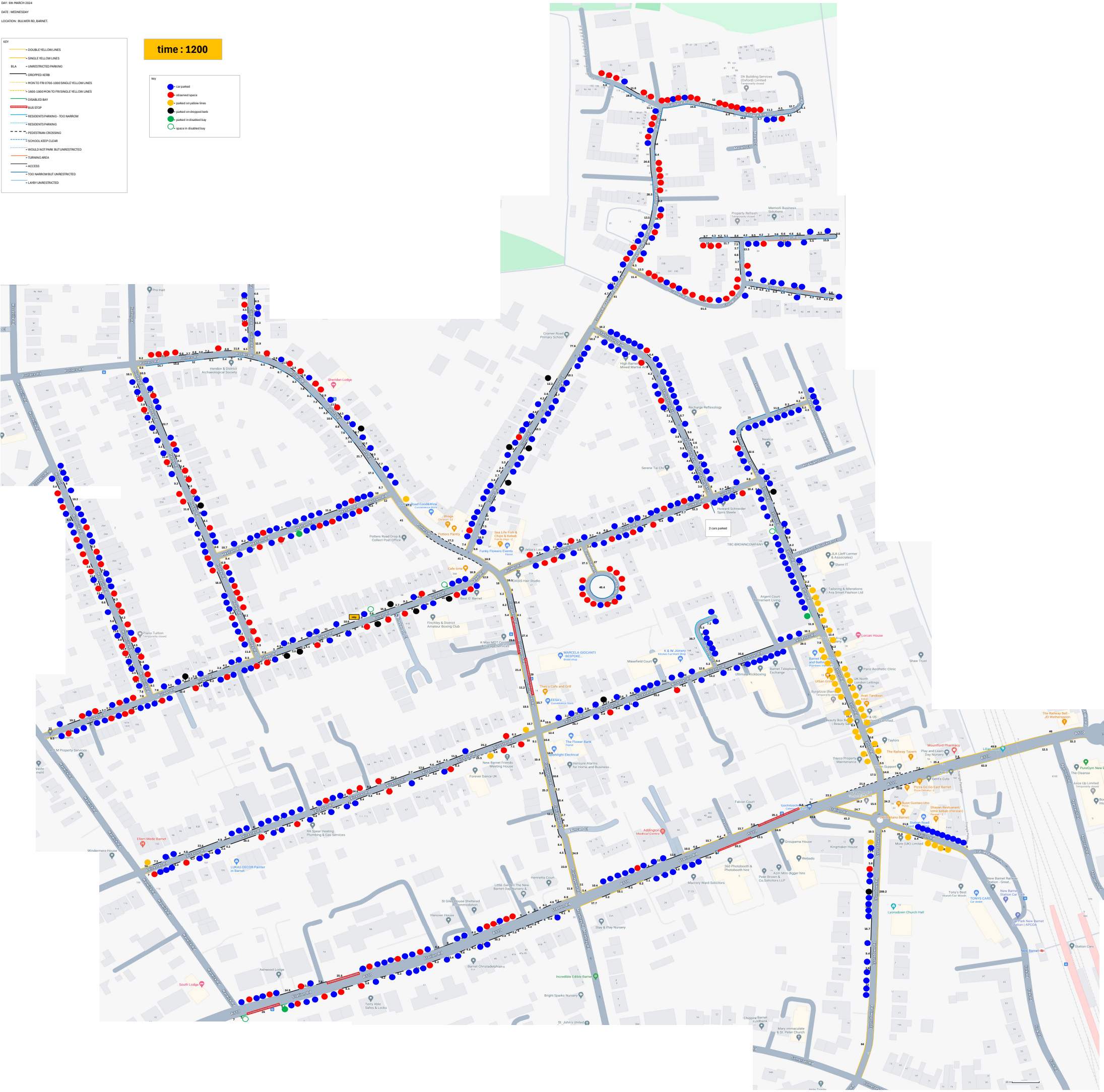
- KEY**
- car parked
 - observed space
 - parked on yellow lines
 - parked on dropped kerb
 - space in disabled bay



- KEY**
- DOUBLE YELLOW LINES
 - SINGLE YELLOW LINES
 - UNRESTRICTED PARKING
 - UNOCCUPIED KERB
 - HOW TO FIT TWO JOBS SINGLE YELLOW LINES
 - HOW TO FIT TWO JOBS SINGLE YELLOW LINES
 - DISABLED BAY
 - BUS STOP
 - RESIDENT PARKING - TOO NARROW
 - RESIDENT PARKING
 - PEDESTRIAN CROSSING
 - SCHOOL KEEP CLEAR
 - WOULD NOT PARK BUT UNRESTRICTED
 - TURNING AREA
 - ACCESS
 - TOO NARROW BUT UNRESTRICTED
 - LANEY UNRESTRICTED

time : 1200

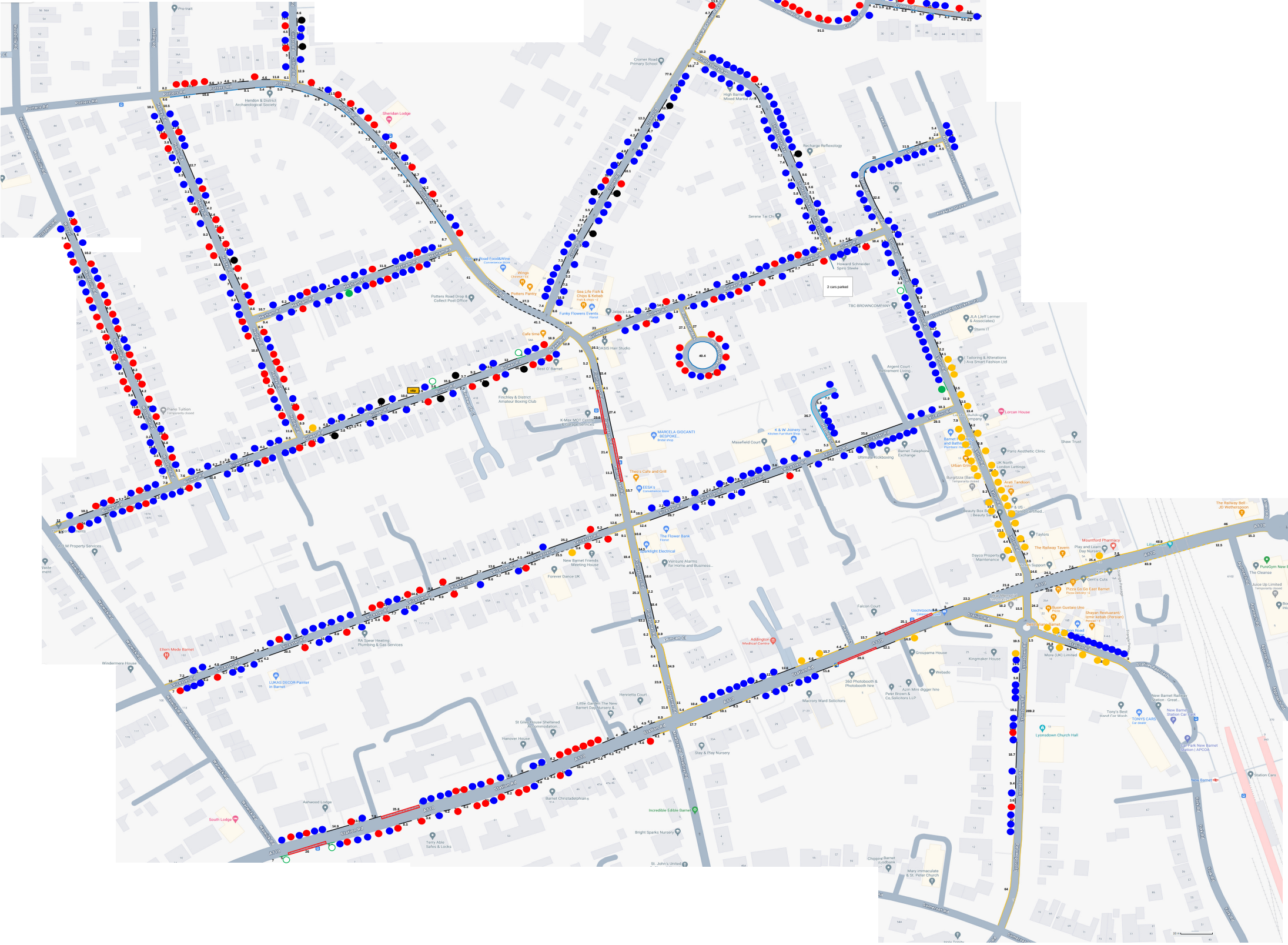
- KEY**
- car parked
 - observed space
 - parked on yellow lines
 - parked on dropped kerb
 - space in disabled bay



- KEY**
- DOUBLE YELLOW LINES
 - SINGLE YELLOW LINES
 - UNRESTRICTED PARKING
 - UNLOADED KEYS
 - WON TO FR TO 2000 SINGLE YELLOW LINES
 - WON TO FR TO 2000 TO FR SINGLE YELLOW LINES
 - DISABLED BAY
 - BUS STOP
 - RESIDENT PARKING - TOO NARROW
 - RESIDENT PARKING
 - PEDESTRIAN CROSSING
 - SCHOOL KEEP CLEAR
 - WOULD NOT PARK BUT UNRESTRICTED
 - TURNING AREA
 - ACCESS
 - TOO NARROW BUT UNRESTRICTED
 - LANEY UNRESTRICTED

time : 1400

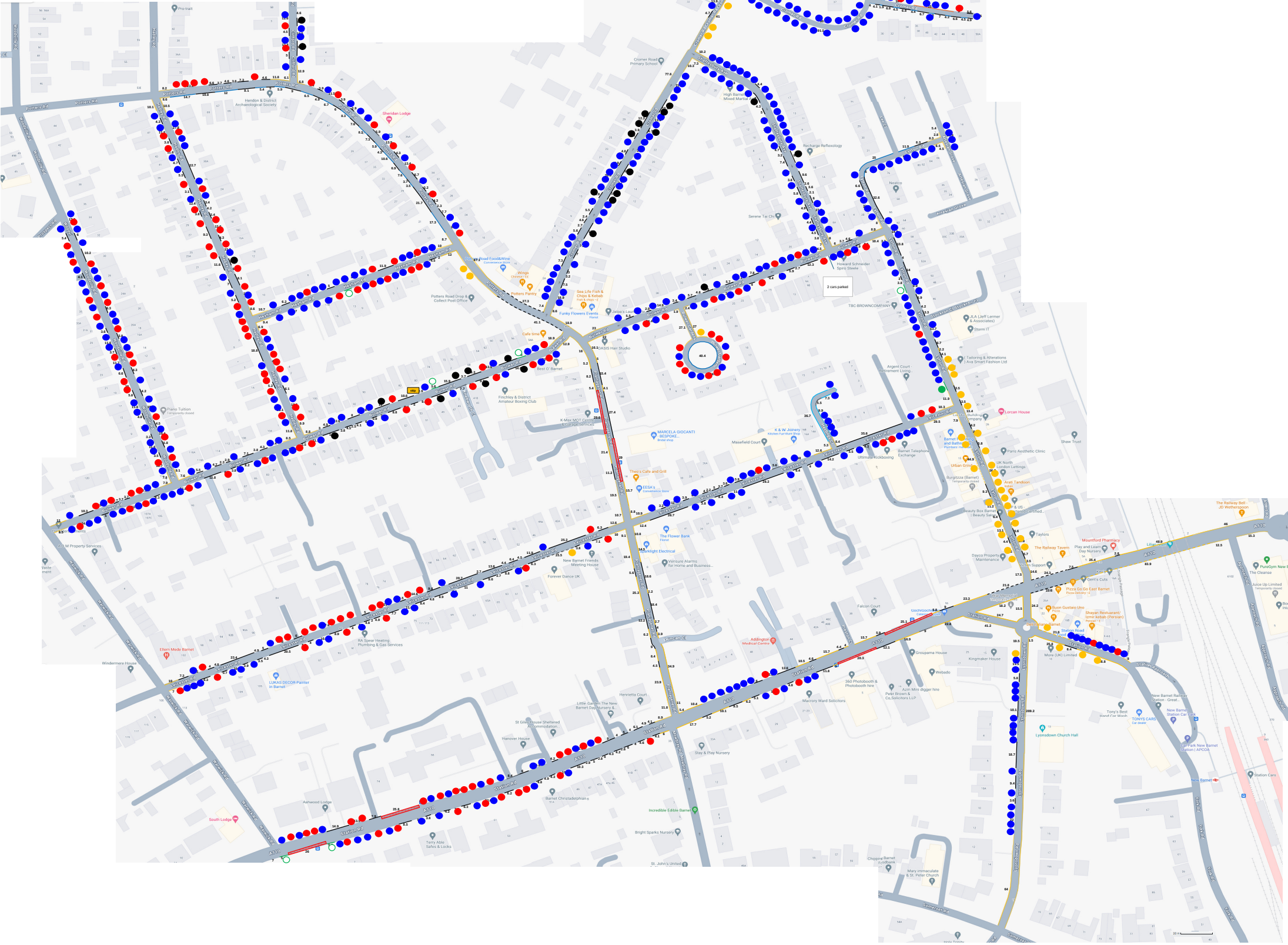
- KEY**
- car parked
 - observed space
 - parked on yellow lines
 - parked on dropped kerb
 - parked in disabled bay
 - space in disabled bay



- KEY**
- DOUBLE YELLOW LINES
 - SINGLE YELLOW LINES
 - UNRESTRICTED PARKING
 - UNLOADED KEYS
 - WON TO FR TO 2000 SINGLE YELLOW LINES
 - WON TO FR TO 2000 SINGLE YELLOW LINES
 - DISABLED BAY
 - BUS STOP
 - RESIDENT PARKING - TOO NARROW
 - RESIDENT PARKING
 - PEDESTRIAN CROSSING
 - SCHOOL KEEP CLEAR
 - WOULD NOT PARK BUT UNRESTRICTED
 - TURNING AREA
 - ACCESS
 - TOO NARROW BUT UNRESTRICTED
 - LANEY UNRESTRICTED

time : 1500

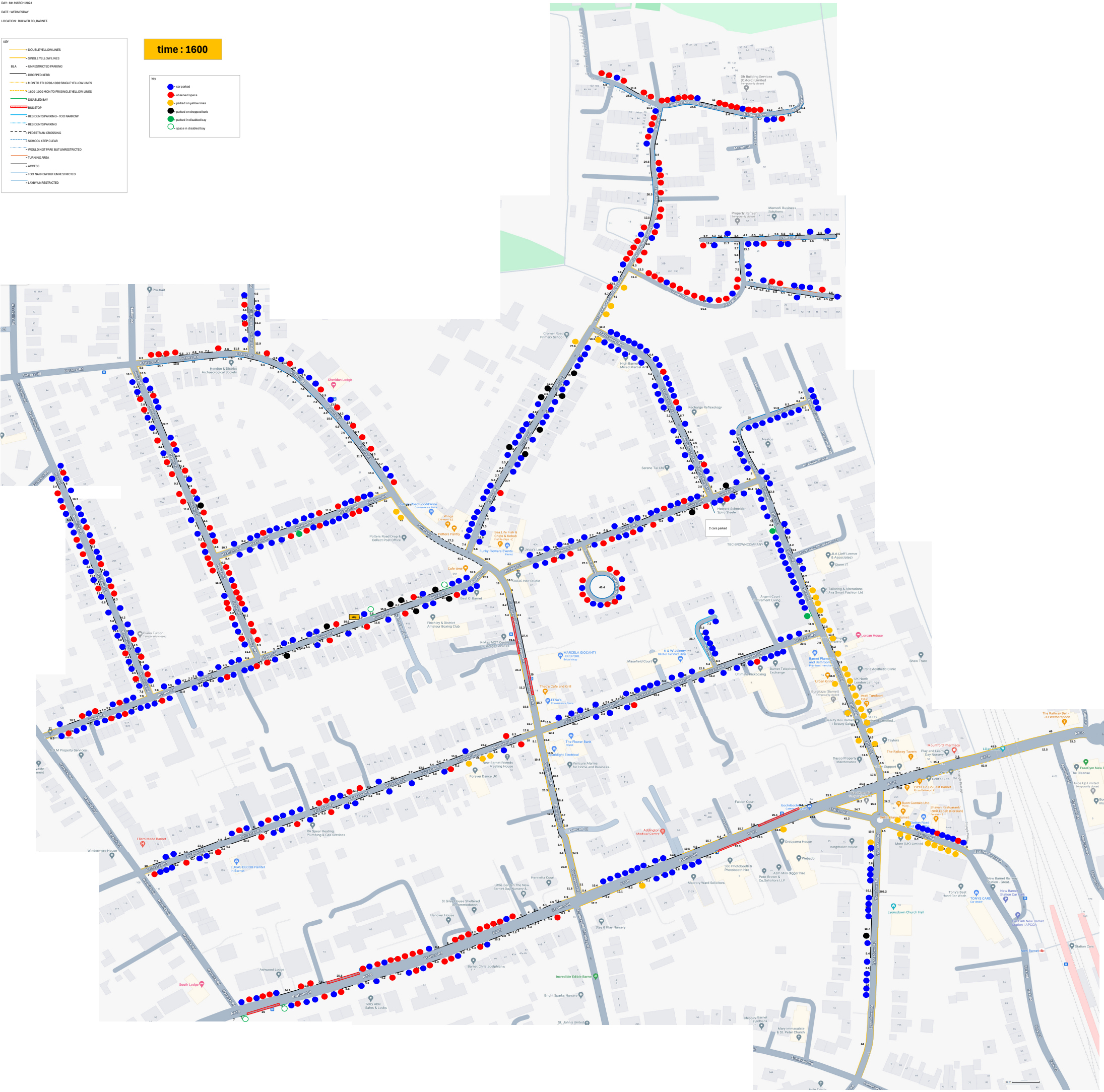
- KEY**
- car parked
 - observed space
 - parked on yellow lines
 - parked on dropped kerb
 - space in disabled bay



- KEY**
- DOUBLE YELLOW LINES
 - SINGLE YELLOW LINES
 - UNRESTRICTED PARKING
 - UNLOADED KEYS
 - HOW TO FIT TWO JOBS SINGLE YELLOW LINES
 - HOW TO FIT TWO JOBS SINGLE YELLOW LINES
 - DISABLED BAY
 - BUS STOP
 - RESIDENT PARKING - TOO NARROW
 - RESIDENT PARKING
 - PEDESTRIAN CROSSING
 - SCHOOL KEEP CLEAR
 - WOULD NOT PARK BUT UNRESTRICTED
 - TURNING AREA
 - ACCESS
 - TOO NARROW BUT UNRESTRICTED
 - LANEY UNRESTRICTED

time : 1600

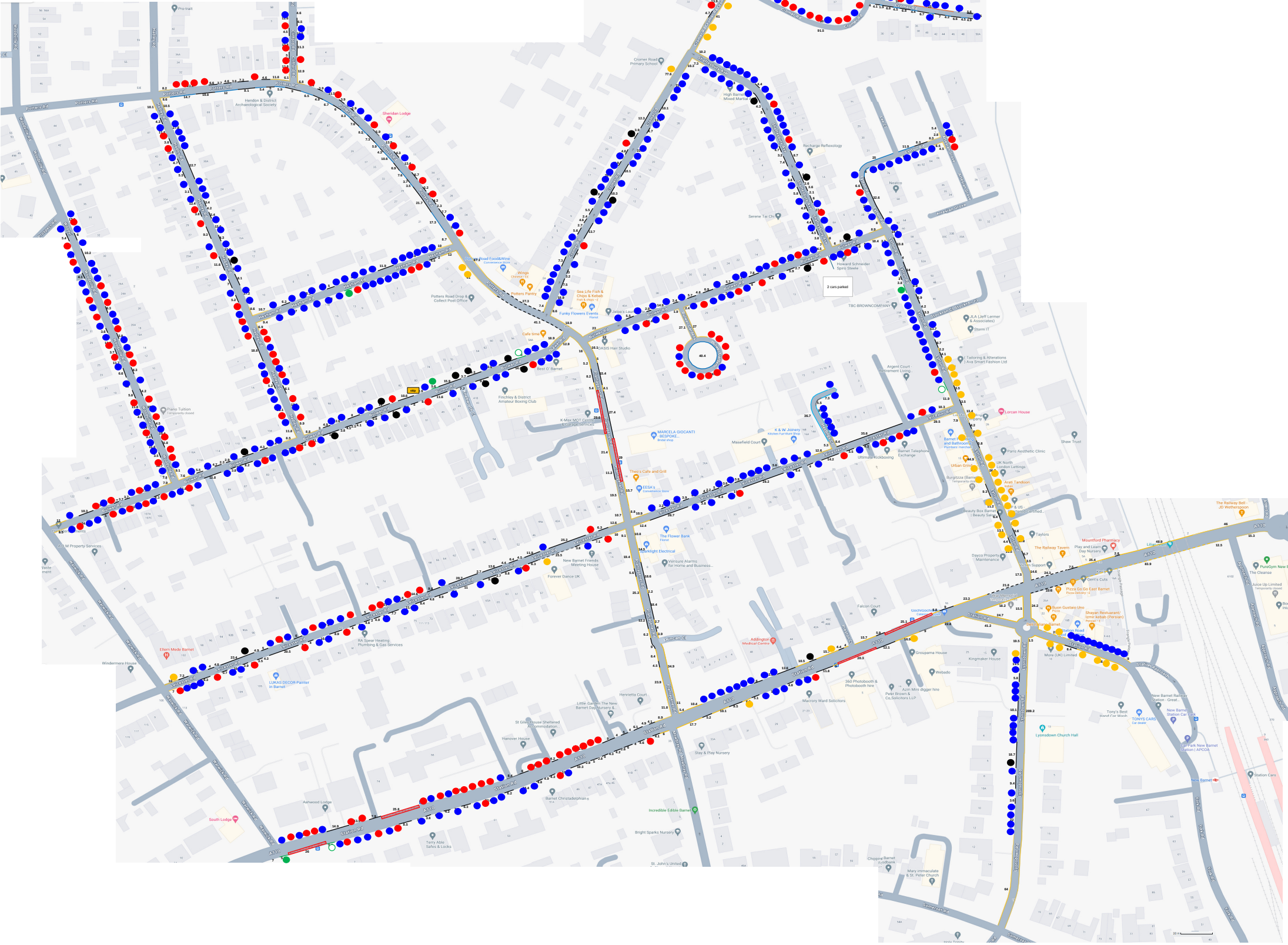
- KEY**
- car parked
 - observed space
 - parked on yellow lines
 - parked on dropped kerb
 - parked in disabled bay
 - space in disabled bay



- KEY**
- DOUBLE YELLOW LINES
 - SINGLE YELLOW LINES
 - UNRESTRICTED PARKING
 - UNLOADED KEYS
 - NOV TO FEB TO 3000 SINGLE YELLOW LINES
 - 1000 TO 3000 NOV TO FEB SINGLE YELLOW LINES
 - DISABLED BAY
 - BUS STOP
 - RESIDENT PARKING - TOO NARROW
 - RESIDENT PARKING
 - PEDESTRIAN CROSSING
 - SCHOOL KEEP CLEAR
 - WOULD NOT PARK BUT UNRESTRICTED
 - TURNING AREA
 - ACCESS
 - TOO NARROW BUT UNRESTRICTED
 - LANEY UNRESTRICTED

time : 1700

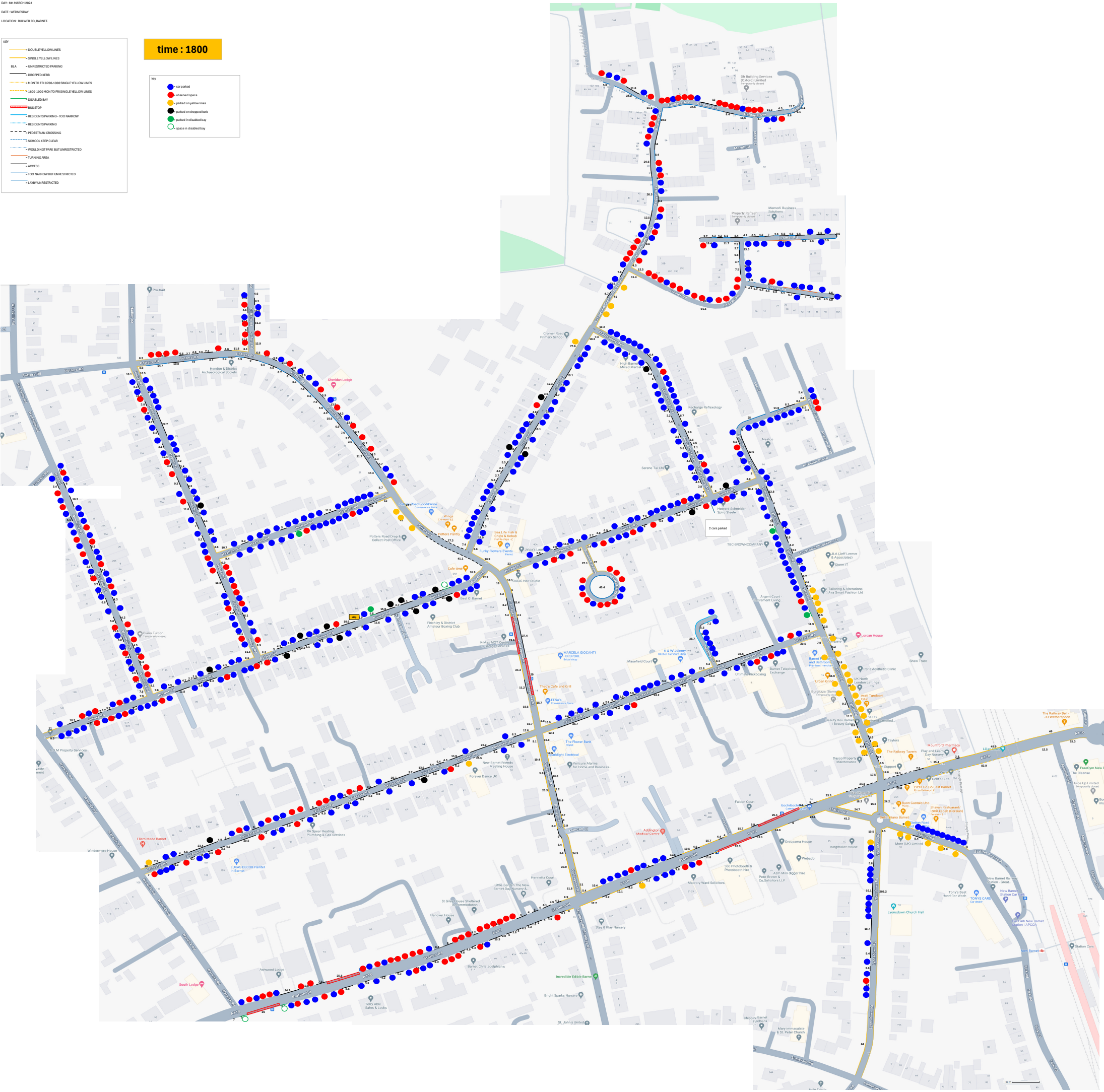
- KEY**
- car parked
 - observed space
 - parked on yellow lines
 - parked on dropped kerb
 - space in disabled bay



- KEY**
- DOUBLE YELLOW LINES
 - SINGLE YELLOW LINES
 - UNRESTRICTED PARKING
 - UNROFFED KERB
 - NOV TO FEB TO 3000 SINGLE YELLOW LINES
 - NOV TO FEB TO 3000 TO 3000 SINGLE YELLOW LINES
 - DISABLED BAY
 - BUS STOP
 - RESIDENT PARKING - TOO NARROW
 - RESIDENT PARKING
 - PEDESTRIAN CROSSING
 - SCHOOL KEEP CLEAR
 - WOULD NOT PARK BUT UNRESTRICTED
 - TURNING AREA
 - ACCESS
 - TOO NARROW BUT UNRESTRICTED
 - LANEY UNRESTRICTED

time : 1800

- KEY**
- car parked
 - observed space
 - parked on yellow lines
 - parked on dropped kerb
 - space in disabled bay



Appendix E

Calculation Reference: AUDIT-752101-240313-0336

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
BN	BARNET	1 days
BT	BRENT	1 days
HM	HAMMERSMITH AND FULHAM	1 days
KN	KENSINGTON AND CHELSEA	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: 860 to 2667 (units: sqm)
Range Selected by User: 408 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/11/21

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

Selected survey days:

Monday	2 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	5 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	2
High Street	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	3 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	5 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	4 days
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.

Travel Plan:

Yes	1 days
No	4 days

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

PTAL Rating:

3 Moderate	1 days
5 Very Good	1 days
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	BN-02-A-01 MOON LANE HIGH BARNET	OFFICES	BARNET
	Edge of Town Centre No Sub Category Total Gross floor area: 1366 sqm		
	<i>Survey date: THURSDAY 11/11/21</i>		<i>Survey Type: MANUAL</i>
2	BT-02-A-03 EMPIRE WAY WEMBLEY	OFFICES	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 920 sqm		
	<i>Survey date: WEDNESDAY 03/06/15</i>		<i>Survey Type: MANUAL</i>
3	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES	HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area: 2036 sqm		
	<i>Survey date: MONDAY 13/11/17</i>		<i>Survey Type: MANUAL</i>
4	KN-02-A-01 LADBROKE GROVE KENSAL GREEN	FRUIT DRINKS COMPANY	KENSINGTON AND CHELSEA
	Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total Gross floor area: 2255 sqm		
	<i>Survey date: MONDAY 17/06/19</i>		<i>Survey Type: MANUAL</i>
5	LB-02-A-02 STREATHAM HIGH ROAD STREATHAM	MUSIC COMPANY	LAMBETH
	Town Centre High Street Total Gross floor area: 3054 sqm		
	<i>Survey date: TUESDAY 05/11/19</i>		<i>Survey Type: MANUAL</i>

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 850 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 12.79

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	5	1825	0.833	7.080	5	1825	0.088	0.745	5	1825	0.921	7.825
08:00 - 09:00	5	1825	2.170	18.446	5	1825	0.175	1.491	5	1825	2.345	19.937
09:00 - 10:00	5	1825	2.510	21.334	5	1825	0.318	2.702	5	1825	2.828	24.036
10:00 - 11:00	5	1825	1.074	9.130	5	1825	0.427	3.633	5	1825	1.501	12.763
11:00 - 12:00	5	1825	0.943	8.012	5	1825	0.767	6.521	5	1825	1.710	14.533
12:00 - 13:00	5	1825	1.129	9.596	5	1825	1.852	15.744	5	1825	2.981	25.340
13:00 - 14:00	5	1825	1.754	14.906	5	1825	1.699	14.440	5	1825	3.453	29.346
14:00 - 15:00	5	1825	0.921	7.826	5	1825	0.800	6.801	5	1825	1.721	14.627
15:00 - 16:00	5	1825	0.548	4.658	5	1825	0.943	8.012	5	1825	1.491	12.670
16:00 - 17:00	5	1825	0.427	3.633	5	1825	1.414	12.018	5	1825	1.841	15.651
17:00 - 18:00	5	1825	0.219	1.863	5	1825	2.258	19.191	5	1825	2.477	21.054
18:00 - 19:00	5	1825	0.033	0.279	5	1825	1.655	14.067	5	1825	1.688	14.346
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			12.561	106.763			12.396	105.365			24.957	212.128

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

Calculation Factor: 100 sqm

Estimated TRIP rate value per 850 SQM shown in Estimated column

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS					DEPARTURES					TOTALS	
	No. Days	Ave. GFA	Trip Rate	Estimated No. Trip Rate	Days	Ave. GFA	Trip Rate	Estimated No. Trip Rate	Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	5	1825	0.833	7.08	5	1825	0.088	0.745	5	1825	0.921	7.825
08:00-09:00	5	1825	2.17	18.446	5	1825	0.175	1.491	5	1825	2.345	19.937
09:00-10:00	5	1825	2.51	21.334	5	1825	0.318	2.702	5	1825	2.828	24.036
10:00-11:00	5	1825	1.074	9.13	5	1825	0.427	3.633	5	1825	1.501	12.763
11:00-12:00	5	1825	0.943	8.012	5	1825	0.767	6.521	5	1825	1.71	14.533
12:00-13:00	5	1825	1.129	9.596	5	1825	1.852	15.744	5	1825	2.981	25.34
13:00-14:00	5	1825	1.754	14.906	5	1825	1.699	14.44	5	1825	3.453	29.346
14:00-15:00	5	1825	0.921	7.826	5	1825	0.8	6.801	5	1825	1.721	14.627
15:00-16:00	5	1825	0.548	4.658	5	1825	0.943	8.012	5	1825	1.491	12.67
16:00-17:00	5	1825	0.427	3.633	5	1825	1.414	12.018	5	1825	1.841	15.651
17:00-18:00	5	1825	0.219	1.863	5	1825	2.258	19.191	5	1825	2.477	21.054
18:00-19:00	5	1825	0.033	0.279	5	1825	1.655	14.067	5	1825	1.688	14.346
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			12.561	106.763			12.396	105.365			24.957	212.128



transport planning specialists

Total Person
Accumulation 58% driving

6	
23	
42	
47	
49	28.3678 Peak parking demand
43	
43	
44	
41	
33	
15	
1	