

# *Boston Transport Planning*

ADD PHOTO OF SITE

Transport Statement

2019-006

June 2019

[Redacted]

Project: [Redacted]

For: [Redacted]

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Author: [Redacted]

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TS Report Example

[Redacted]

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## 1.0 Introduction

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### 1.1 Background

1.1.1 Boston Transport Planning has been commissioned by [REDACTED] (the Applicant) to prepare a Transport Statement to support full planning application for redevelopment of [REDACTED]

1.1.2 The client entered pre-application discussions with [REDACTED] Council on 14<sup>th</sup> August 2018 with 'Transport and Parking' comments being provided, as per reference [REDACTED]

1.1.3 The site is situated within [REDACTED] within the [REDACTED]. The area is located near mainly within industrial part of the [REDACTED] postcode and overlaps with neighbouring Park Royal area

1.1.4 The area is mainly industrial and renowned for: -

- Commercial District of Park Royal including [REDACTED] Playing Fields
- Industry is largely small-scale operations, often warehousing, distribution with offices, workshops and studios for small businesses; and
- New commercial and high-rise residential development for University of the Arts and Imperial College London

1.1.5 The site lies on the western side of [REDACTED] within the [REDACTED] which forms part of a larger industrial area in [REDACTED]

1.1.6 To the north of the site is largely open industrial land separating the site from the [REDACTED]. To the east lies a [REDACTED] separating the site from the [REDACTED]

1.1.7 The site is located on the western side of [REDACTED]

1.1.8 The site was formerly allocated to house [REDACTED]. [REDACTED] received planning permission in March 2008 for extension works. The buildings are currently in operation as [REDACTED] and the site is located within a Strategic Industrial Location (SIL).

1.1.9 [REDACTED] serving the site is a [REDACTED] serving [REDACTED] which prevents open public access via security checks prior to entering the wider industrial estate.

1.1.10 This Transport Statement (TS) will outline to [REDACTED] the nature of the proposals and consider highway safety, parking and traffic 'net' impact and that the site is in a sustainable location for amenities and transport hubs.



- Section 3 provides a description of the application area, site in relation to the local highway network including the proposed development and site operations;
- Section 4 will assess the existing access arrangements taking into account site observations, servicing, refuse access, including review of [REDACTED] parking standards and review of latest [REDACTED] road accident data within vicinity of the site;
- Section 5 outlines the assumed 'net' traffic & parking generation impact with the proposals including [REDACTED]
- Section 6 presents a summary of the site sustainability including [REDACTED]
- Section 7 provides a summary and conclusion of the above

TS Report Example



## 2.0 Planning Policy Context

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### 2.1 Introduction

2.1.1 This section will seek to outline core national, regional and local transportation related planning policy and guidance in relation to the proposed development. The key policy guidance is: -

- National Planning Policy Framework (July 2018);
- The Adopted London Plan (2016) & the Draft London Plan (December 2018); and
- [REDACTED]

### 2.2 National Policy – National Planning Policy Framework (2018)

2.2.1 The Ministry of Housing Communities & Local Government published the revised NPPF in July 2018.

2.2.2 In terms of transport content, the NPPF states that the 'development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

2.2.3 [REDACTED] outlines a set of core land-use planning principles that should underpin both plan-making and decision-taking, so that:

2.2.4 [REDACTED] states that "[REDACTED]

[REDACTED]

2.2.5 [REDACTED] states that [REDACTED]

2.2.6 [REDACTED] of the NPPF states that applications for development should:

[REDACTED]

2.2.7 The nature and scale of the development proposals are seen to accord with the core principles of the site in relation to the location to nearby local facilities within a commercialised area and proximity to sustainable travel modes and local transport infrastructure. Therefore, the proposals are seen to be considered to be consistent with the NPPF in relation to transport and access.

## 2.3 The London Plan

2.3.1 The Mayor's current Spatial Development Strategy, known as the 'London Plan' was published in March 2016. The plan provides the London wide context within which individual boroughs set their own local planning policies.

2.3.2 Whilst Policy [REDACTED] (SIL's) as London's main reservoirs of industrial and related capacity, including general and light industrial uses, logistics, waste

[REDACTED]

management and environmental industries (such as renewable energy generation), utilities, wholesale markets and some transport functions. The policy outlines that development proposals in SIL's should be refused unless they fall within specified broad industrial type activities or the proposal is for employment workspace to meet identified needs for small and medium sized enterprises (SME's) or new emerging industrial sectors.

2.3.3 [REDACTED] of the London Plan states that the Mayor will encourage patterns and forms of development that reduce the need to travel, especially by car.

2.3.4 From the latest Draft London Plan ([REDACTED]) at the strategic level for London. Key policy considerations for the site in relation to the development proposals would likely integrate with the following: -

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

2.3.5 Whilst the preparation of a supporting Transport Statement proving to be less onerous in terms of trip and parking impact than a more Comprehensive Transport Assessment outlines how the site is seen to provide a 'minimal trip/parking' impact. It must be borne in mind that the site is conveniently located within [REDACTED]

2.4 [REDACTED]

2.4.1 This is a [REDACTED] outlining the long-term spatial vision for the Borough and the spatial objectives and strategic policies to deliver that vision. The Executive Summary states:

[REDACTED]

2.4.2 [REDACTED] states that:

[REDACTED]



2.4.3 [REDACTED] it is seen that close connectivity with Crossrail with promotion of other non-car modes will enhance the connectivity of the site for growth and development opportunities. Appendix Two – section two states:

“[REDACTED] has been identified by the Mayor of London as an Opportunity Area with an overall indicative employment capacity of 14,000 jobs and a target of 1,500 new homes”.

2.4.4 Policy 2.4 sets out that the regeneration of the [REDACTED] line station area will bring improved bus links to [REDACTED] and enhanced interchange facilities and key access routes to the station. Hence, there is a greater opportunity for travel by public transport to the site.

2.4.5 Chapter 3 of the document sets out the development in the A40 corridor and [REDACTED] within which Policy 3.3 sets to retain business and industry throughout the [REDACTED] encouraging sustainable, economic development and improvements to access and amenity.

## 2.5 Summary

2.5.1 The basis of the proposals as a ‘minor extension’ development is seen to strongly accord to the above principles to promote non-car modes of travel and reduce the reliance on the private car.

2.5.2 The site is in [REDACTED] within the [REDACTED], so the principle of development is in accordance with the [REDACTED] and will be seen to have no negative impact on the environment or communities in the wider area.

2.5.3 In reviewing national and local ‘transport and highway’ planning policy in consideration of development proposals as a ‘minor extension’ development, it is seen that planning policy generally supports the proposals in promoting non-car modes of transport, reducing car parking provision and encouraging smarter travel behaviour



## 3.0 Description of Application Area

### 3.1 Site Location

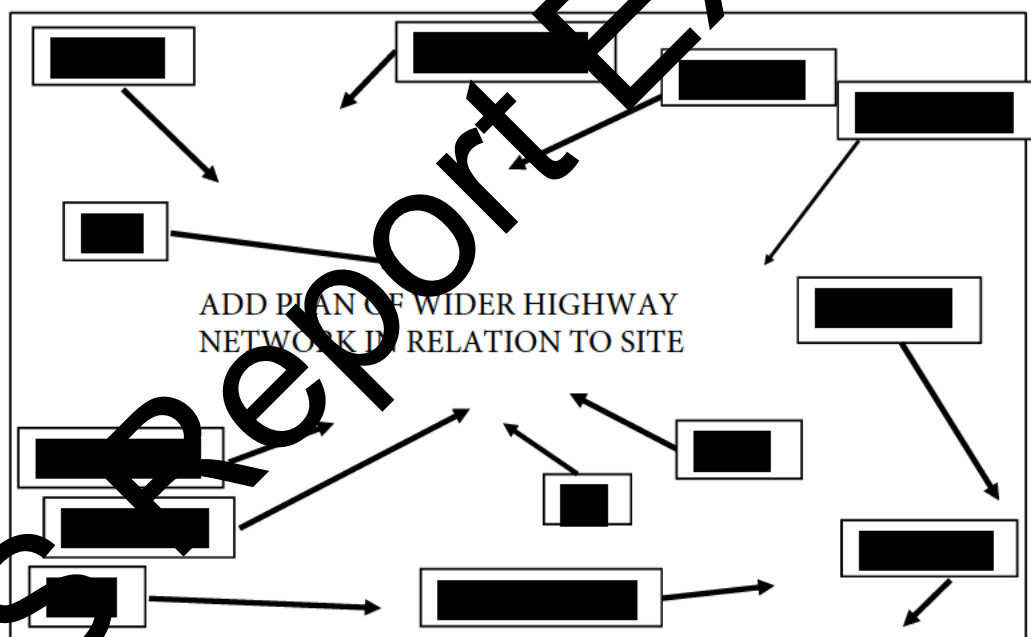
3.1.1 The site is located on the eastern side of [REDACTED] in [REDACTED] and surrounded by various [REDACTED] with [REDACTED] for [REDACTED] Park and connects into the mini roundabout junction of [REDACTED]

3.1.2 [REDACTED]  
The private industrial estate is located in close proximity to the A40, which is turn provides wider access to M40 and M25 motorways to the west and to London to the east.

3.1.3 [REDACTED] runs eastbound from its mini-roundabout junction with [REDACTED] towards the security gates and runs in northern direction within the [REDACTED] is a two-way single carriageway road with a varying carriageway width between 5.25 – 9.00 metres wide with a northern/western continuous 2.0 metre footway via [REDACTED] and eastern 2.0m footway after the security in serving the industrial estate.

3.1.4 Figure 3.1 and Appendix 1 outline the site in relation to the wider highway network.

Figure 3.1 – Site in relation to Wider Highway Network



(Source: - Google Maps– April 2019)

3.1.5 The site is located on [REDACTED] and provides access to [REDACTED] both of which provide access to central London to the south east and wider surrounding areas such as [REDACTED]

3.1.6 The site is located in a prominent location within [REDACTED] situated approximately 1.2 kilometres north of [REDACTED] underground station via [REDACTED] which operates on the [REDACTED]

The site is also located within [REDACTED] kilometres [REDACTED] of [REDACTED]  
[REDACTED]

3.1.7 In terms of strategic and 'A' road highway network access, the site is situated approximately:

- [REDACTED] kilometre [REDACTED] away from the [REDACTED]. The [REDACTED] which runs from [REDACTED]
- [REDACTED] kilometres [REDACTED] away from the [REDACTED]. The [REDACTED];
- [REDACTED] kilometre [REDACTED] away from the [REDACTED] is known as the [REDACTED] and [REDACTED]
- Within [REDACTED]

3.1.8 The site is strategically located to enable close connectivity with the [REDACTED] highway network surrounding the site and [REDACTED] provides adequate means of accommodating vehicles, pedestrians and cyclists via [REDACTED]

### 3.2 Local Highway Network

3.2.1 Figure 3.2 below outlines the site in relation to the local highway network.

Figure 3.2 – Site in relation to Local Highway Network

ADD MAP OF SITE IN RELATION TO LOCAL HIGHWAY NETWORK

(Source: - [REDACTED] – April 2019)

[REDACTED]

3.2.2 The site is located via [REDACTED]  
[REDACTED] towards [REDACTED]

3.2.3 [REDACTED] is a two-way distributor road with footways on both sides, at kerb bus stops, subject partly to car parking permit parking area within controlled parking zone 'SS' including 'double yellow' parking restrictions, southbound speed camera, pelican crossings subject to a traffic calmed 20 mph speed limit.

3.2.4 Permit holder parking within the controlled parking zone 'SS' on [REDACTED] are subject to the following restrictions: -

- Monday to Friday (10:00 – 11:00 and 15:00 – 16:00hrs)

3.2.5 [REDACTED] near the site provide local access to: -

- [REDACTED]
- [REDACTED] to the west [REDACTED]  
Business Park and local residential area via [REDACTED] and
- including wider Park Royal Industrial Estate

3.2.6 We understand that all staff, visitors, deliveries, servicing, maintenance and waste operates via [REDACTED]

3.3 [REDACTED]

3.3.1 [REDACTED] operates on various data centres across Europe and the Asia Pacific, offering colocation, cloud and networking services in 18 markets.

3.3.2 [REDACTED] is an organisation providing customers with [REDACTED] and understand that the facility at present provides: -

- [REDACTED] plot area with [REDACTED] building footprint;
- [REDACTED]
- [REDACTED]
- [REDACTED] operational car parking spaces;
- [REDACTED] onsite security

3.3.3 [REDACTED] the sites existing operation involves some long-term storage and archiving of [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

3.3.4

3.3.5

3.3.6

3.3.7

4.1.1

The car parking provision for the facility can be reduced below the levels currently provided on-site which still promotes access for 'staff/visitors' to use their cars or preferably non-car modes of travel.

4.1.2 We understand that there are three types of staff on-site which on staff at present split over any one shift period during operation, these are:

- Staff
- Staff
- Customer Staff (short term contractual basis)
- Cleaning, Maintenance Staff

4.1.3

### 3.4 'Proposed Extension'

3.4.1 Given future demand of the basis of the proposals is fundamental to meet the sustainability of demand for growing customer base.

3.4.2 The proposals consist of floorspace proposals constituting an increase of of the existing extension covering the existing on the southern side of the site. The proposals are seen to contain following facility apparatus (as per drawing: - ) as: -

- 
-



3.4.3 We understand as per pre-application guidance that the proposals will involve the following:

- [REDACTED] of [REDACTED] [REDACTED] with [REDACTED]
- repositioning of adjacent [REDACTED] within the adjacent fronting unit for the proposed building;
- a reduction in car parking provision from [REDACTED] No. spaces;
- an additional [REDACTED] staff on top of the existing [REDACTED] No. staff; and
- re-positioning of cycle stands/racks to meet the required total cycle parking provision required by [REDACTED] with the proposals

3.4.4 The existing loading bay serving the proposed site at present will be retained for allowing access during construction deliveries for storage purposes but will be blocked off with the proposals. As deliveries are all registered on a [REDACTED] by the main delivery access adjacent to the main car park and this secondary delivery access. Any associated deliveries that are in operation via this unit will be transferred to the main central delivery access location.

3.4.5 All staff, visitors and customers will continue to be directly via [REDACTED] on the eastern side of building prior to obtaining access to the site itself.

3.4.6 We understand that the proposals do not involve any proposed alterations to [REDACTED]

3.4.7 Waste is collected from various large communal bins surrounding the site within the [REDACTED] [REDACTED] however for the site is undertaken by [REDACTED] management services.

3.4.8 At present given largely [REDACTED] based and recycling of cardboard bales is undertaken on-site compactor, waste collections are collected every [REDACTED] via the main delivery vehicular access of [REDACTED]

3.4.9 The proposed 'yard layout' level plans for the proposed development extension within the site are shown in Appendix 2.

## 4.0 Access, Highway & ELBC Parking Standards

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### 4.1 Vehicular & Pedestrian Access Arrangements

- 4.1.1 All vehicles, pedestrians and cyclists access the site via [REDACTED]. The [REDACTED] allows for [REDACTED]. All vehicles visiting the site pass through the [REDACTED] where they [REDACTED] by [REDACTED]. Figure 4.1 below outlines the location of the existing local area of the site in relation to [REDACTED] including vehicular access locations within the [REDACTED].

Figure 4.1– Site in relation to Local Highway Network & Existing Vehicular Access to Site

IMAGE

[REDACTED]

- 4.1.2 We understand that the site currently has [REDACTED] car parks within the site, whereby the [REDACTED] car park adjacent to the 'delivery and service loading bay' is used as the [REDACTED] and allows access to the site for staff and visitors.
- 4.1.3 We understand that the site has an existing [REDACTED] car park access on [REDACTED] which at present is not operational for staff or visitors.

## 4.2 Parking Standards

### Car Parking

- 4.2.1 [REDACTED] states the following in relation to parking standards for development: -

[REDACTED]

- The [REDACTED] t;
- The [REDACTED];
- The [REDACTED];
- [REDACTED]; and
- The [REDACTED]

- 4.2.2 Notwithstanding the above, [REDACTED] proposal: -

[REDACTED]

[REDACTED]

- 4.2.3 Therefore with the provision of the [REDACTED] for the proposals on and above the existing [REDACTED] the following comparison can be made between 'existing', 'extension', 'existing and extension' parking provision note above for [REDACTED] for outer London (only as a guide given it's a [REDACTED] to the level being 'proposed'. This is outlined within Table 4.1 below: -

[REDACTED]

Table 4.1 – Assessment of [REDACTED] for 'Existing'/'Extension' and 'Proposed Total Provision' for Site

EXISTING	EXTENSION	EXISTING & EXTENSION	PROPOSED TOTAL PROVISION FOR SITE
[REDACTED] provided at present (25 No spaces as '1space per 500m <sup>2</sup> )	[REDACTED] (No. spaces '1space per 500m <sup>2</sup> )	[REDACTED] No. spaces '1space per 500m <sup>2</sup> )	[REDACTED] No. proposed spaces

- 4.2.4 As the site being classed is storage which is non-movable, the basis of undertaking parking assessment of existing utilised provision will determine the likely uplift required to serve the addition of the proposals.
- 4.2.5 Given the proposed London Plan standard above for [REDACTED] uses, the current [REDACTED] has [REDACTED] no. operational spaces to the requirement maximum provision of [REDACTED] No. spaces. However, it must be borne in mind that [REDACTED] facility with the proposals will equate up to a maximum car parking provision of [REDACTED] No. spaces.
- 4.2.6 Given that the anticipated increase of [REDACTED] (not accounts for any increase in [REDACTED] customer' staff i.e. award of new contracts to external subcontractors residing at the [REDACTED]) allows the [REDACTED] to accommodate peak operational periods of the year with the proposed [REDACTED] No. spaces.
- 4.2.7 We understand that [REDACTED] has a specific car parking strategy which discourages on-site car parking because of the [REDACTED]. The car park is [REDACTED]. Non-staff visits [REDACTED] and the [REDACTED] are managed by [REDACTED].
- 4.2.8 By their very nature [REDACTED] generate significant parking demand as the premises are for the [REDACTED]. Given the rapid advancements in [REDACTED] that have occurred in recent years, the amount of servicing required at [REDACTED] has decreased, [REDACTED] staff visits are required [REDACTED]. This pattern is expected to continue in the future which may result in a lower parking demand than calculated in this Transport Statement. Whilst the provision 'in-principle' for providing [REDACTED] No. spaces seems to be adequate for staff and visitors given the [REDACTED] is expected to generate a [REDACTED] parking requirement provision. Assessment of daily parking accumulation will be reviewed later within this section.
- 4.2.9 [REDACTED] have advised during pre-application discussions that "any parking provision should include [REDACTED] of the total as disabled spaces and at [REDACTED] electric vehicle charging space". We understand that there are [REDACTED] disabled parking spaces are currently provided via the side 'standalone' car park adjacent to reception building and [REDACTED] space within the proposed development car park. This level of provision will be increased to provide up to [REDACTED] spaces [REDACTED] to serve a reduced total car parking provision proposed with the 'extension' within the site.

4.2.10 We also understand that [REDACTED] No. electric charging space will be provided within the site to meet [REDACTED] parking standards.

### 4.3 Cycle Parking

4.3.1 In terms of minimum [REDACTED] cycle parking provision, pre-application meeting advice on the proposals outlined the following: -

"Policy [REDACTED]

4.3.2 At present for the [REDACTED]qm site, this cycle provision standard would accord to the following short and long stay cycle provision: -

- [REDACTED] No. long stay spaces and [REDACTED] No. short stay spaces, totalling provision for [REDACTED] No. cycle spaces

4.3.3 'From on-site observations there are [REDACTED] No. Sheffield cycle stands [REDACTED] and [REDACTED] located within and around [REDACTED] No. space car park, adjacent to the proposals. This provides a total on-site provision of [REDACTED] No. spaces across [REDACTED] staff over various shift periods.

4.3.4 [REDACTED] have stated that the proposals constituting [REDACTED] would equate to the following suggested additional provision: -

- Long Stay – [REDACTED] No. spaces; and
- Short Stay – [REDACTED] No. spaces
- Totalling an additional [REDACTED] No. cycle spaces

4.3.5 Given the on-site provision and ELBC's additional proposed cycle provision, it is seen that a total of [REDACTED] total staff (without increase in [REDACTED] staff operating on-site) with the proposals is seen to be "an additional [REDACTED] No. staff on top of the existing [REDACTED] No. staff, the premise of providing up to [REDACTED] No. spaces inclusive for staff, visitor and customers may exceed the relative demand given shift pattern changes.

4.3.6 During on-site observations, approximately [REDACTED] No. cycle spaces were seen to be occupied, therefore according to relocate the existing cycle provision currently provided (i.e. [REDACTED] spaces) should be deemed appropriate to not only meet the existing and future demand over the long term but any marginal increase from visitors.

### 4.4 Deliveries, Servicing and Waste Operations

4.4.1 [REDACTED] have provided a 'first principles' breakdown of servicing, deliveries and waste [REDACTED] vehicles associated with the site at present in Table 4.2 below. It is seen that [REDACTED] can still access via the site via other car parks with the proposals in place.

**Table 4.2 – Daily Trips of Deliveries, Servicing and Waste Operations for Existing Site, Proposals, 'Net' on-site operation**

<u>SCENARIO</u>	<u>DELIVERIES &amp; SERVICING (DAILY)</u>	<u>WASTE</u>
<b>Existing Operation</b>	<ul style="list-style-type: none"> <li>• [REDACTED] No. HGV deliveries</li> <li>• [REDACTED] 'LGV/MGV' deliveries (maintenance/couriers/servicing/ office supplies/cleaning)</li> </ul>	'Cardboard' bales compacted on-site & deposited in blue household bins for recycling collection & domestic general waste
<b>Proposals</b>	<ul style="list-style-type: none"> <li>• Extra [REDACTED] No. HGV deliveries per day on inception but likely to lessen on average to approximately [REDACTED] No. per daily (maintenance equipment/parts)</li> </ul>	No anticipated change
<b>Existing Operation with Proposals</b>	<ul style="list-style-type: none"> <li>• Up to [REDACTED] No. HGV deliveries</li> <li>• [REDACTED] 'LGV/MGV' deliveries (maintenance/couriers/servicing/ office supplies/cleaning)</li> </ul>	As per existing operation

4.4.2 On the basis of the above, the anticipated impact of the proposals is not seen to be material affected by the proposals, given the main car park on the eastern side of the plot is largely utilised by delivery, servicing and waste vehicles via [REDACTED]. Such vehicles will continue to utilise [REDACTED] as per present operations and fire appliances can still access the existing buildings including proposed extension.

4.4.3 Both the [REDACTED] and the proposed extension will generate few regular servicing trips. We understand the site at present generates [REDACTED] therefore [REDACTED] currently take place each month and this is not expected to increase as a result of the proposed development.

4.4.4 There are [REDACTED] post, stationary and office supply deliveries. In terms of types of vehicles, often couriers will travel by bike, motorbike or car, and larger deliveries would take place in a Transit van, similar, rarely larger than a 7.5t box van.

4.4.5 Occasional deliveries are made by oil tankers to supply fuel to the backup generators located within the site, but the proposals do not affect this operation.

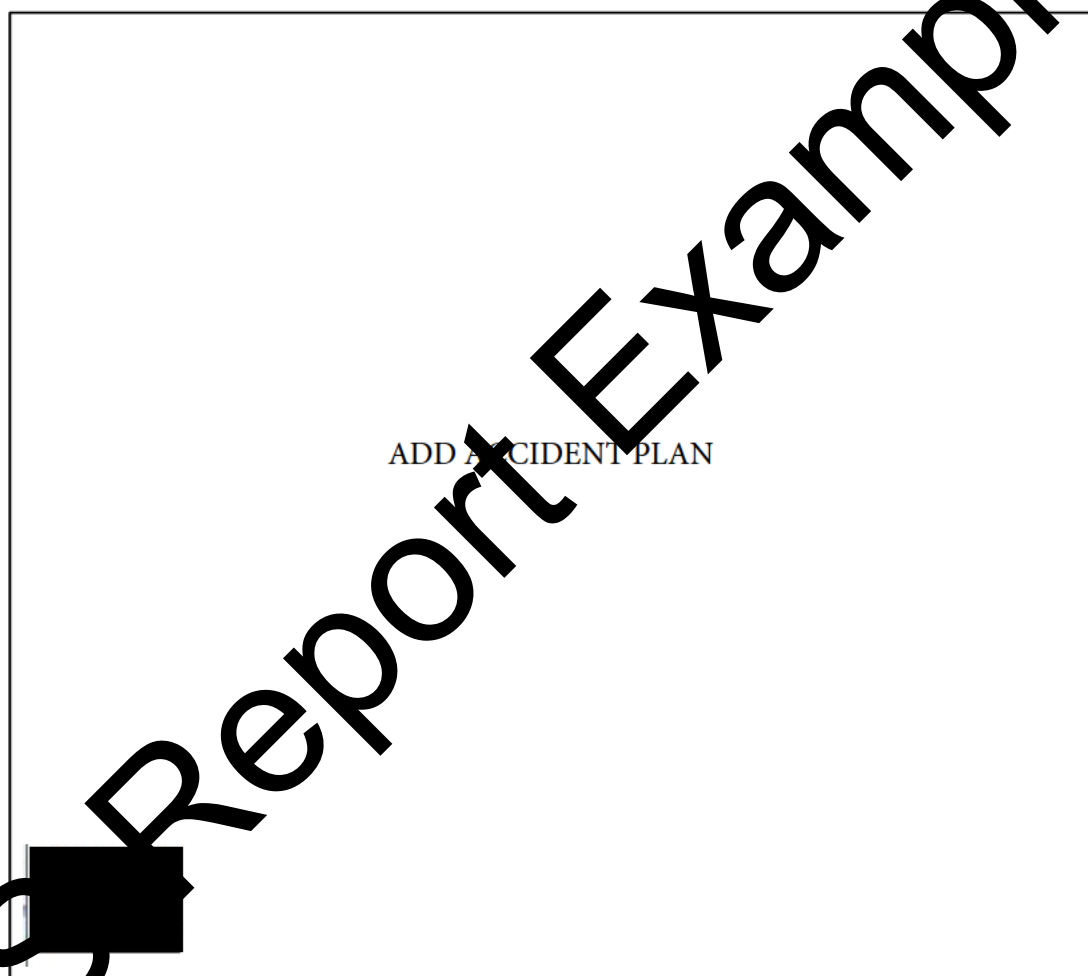
4.4.6 We understand that [REDACTED] currently [REDACTED] operations for the site.

#### 4.5 Review of Personal Injury Road Accident Analysis in relation to the site

4.5.1 In order to identify local road safety concerns in relation to the site, Boston Transport Planning will seek to outline a basic review of recent local road accidents within the latest [REDACTED] period within close proximity of the site.

4.5.2 Collision data for the area has been obtained from [REDACTED] 2018. This identified search area is the assumed extent of the proposed impact of the site traffic as it joins the local highway network as shown below in Figure 4.2.

Figure 4.2 – Identified Search Area in relation to the site



4.5.3 Data has been obtained for the [REDACTED] year period [REDACTED] month) road accident data from [REDACTED] within identified 'blue' search area surrounding the 'red edged' site, with [REDACTED] No. [REDACTED] accidents recorded.

4.5.4 Table 4.3 below outlines the location, severity, number of vehicles/casualties and causation factors from recorded accidents.

[REDACTED]

Table 4.3 – Latest Collision Data Records from [REDACTED] within the vicinity of the site

CRASHMAP ACCIDENT REF	DATE	LOCATION	NO. OF VEHICLES/PEDESTRIANS /CYCLISTS	NO.OF CASUALTIES	SEVERITY & CONTRIBUTORY FACTORS
[REDACTED]	[REDACTED]	[REDACTED] mini roundabout junction	[REDACTED] No. cars	[REDACTED] No. driver/rider	[REDACTED] – front and offside vehicle collision
[REDACTED]	[REDACTED]	[REDACTED] priority junction	[REDACTED] No. cars	[REDACTED] No. driver/rider and vehicle/ pillion passenger	[REDACTED] – vehicle changing lane to the right conflicts with vehicle in the act of turning left
[REDACTED]	[REDACTED]	[REDACTED] priority junction	[REDACTED] No. car & 1 No. other vehicle	[REDACTED] No. passenger	[REDACTED] – vehicle changing lane to the right conflicts with vehicle in the act of turning left

4.5.5 The above area identifies the latest collisions to [REDACTED] that are local to the proposed development site Table 1 above shows that there have been [REDACTED] recorded accidents all involving [REDACTED] and resulted in less than [REDACTED] no. [REDACTED] accidents but no [REDACTED] accidents.

4.5.6 Given the high sporadic nature of [REDACTED] based accidents across the area, with no [REDACTED] recorded accidents over the latest [REDACTED] period, it is seen that the [REDACTED]

4.5.7 It can be seen that whilst there have been [REDACTED]-based road accidents within the vicinity of the site within the latest available [REDACTED]-month data predominantly involving only [REDACTED] accidents. The contributory factors relate large to [REDACTED] concerns given the [REDACTED] number of accidents and role of promoting measures and initiatives for [REDACTED]

[REDACTED] on and above the existing total vehicular generation for the site. Therefore, it is seen that the [REDACTED] [REDACTED] should not be seen to exacerbate the current road safety record within the area.



## 5.0 Census Ward Data & 'Traffic/Parking/Junction' Impact

---

### 5.1 Introduction

- 5.1.1 This section will firstly outline the 'existing' census data split of multi-modal trips associated within [REDACTED] within [REDACTED] and assumed proposed [REDACTED] trip rate and trip generation associated with the proposals.

### 5.2 Existing Census Split of Multi-modal Trips assumed for [REDACTED]

- 5.2.1 Firstly, as the site is located within the [REDACTED] to ascertain the likely multi-modal split of journeys undertaken by prospective [REDACTED] as part of the daily commute, the [REDACTED] [REDACTED] 5.1 and Figure 5.1 below outlines the split proportion of trips by travel mode (except those who work mainly from home and were not in employment at time of census) below for this ward, with data contained in Appendix 3.

Figure 5.1 – Assumed Travel to Work by mode for proposals within [REDACTED] ward based on Census 2011 Data

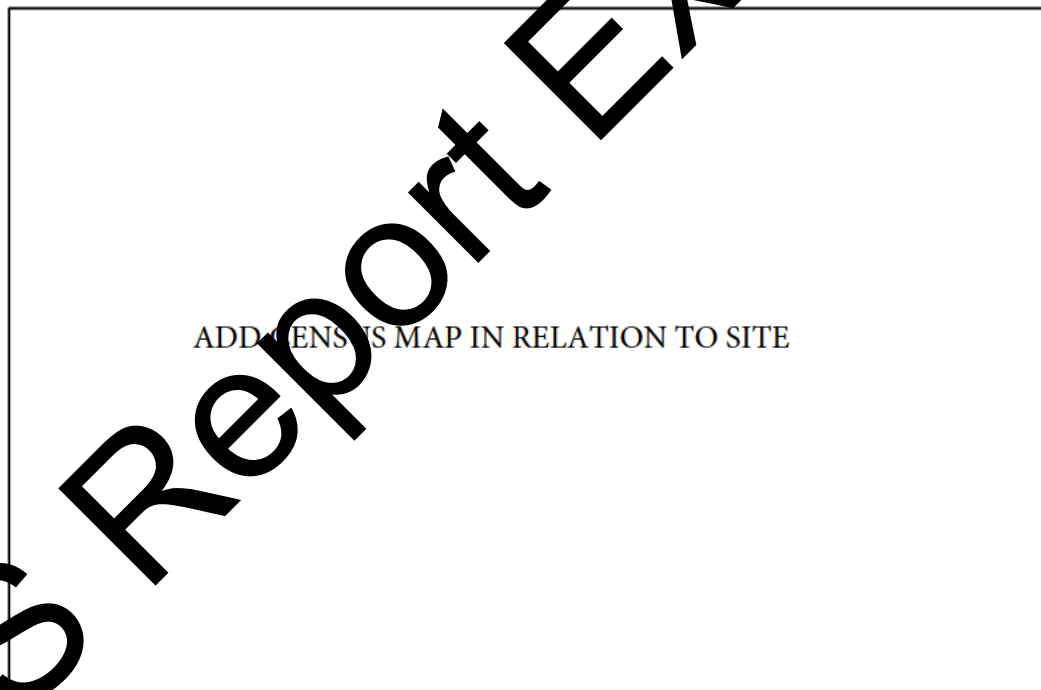


Table 5.1 – [REDACTED] Census Data for [REDACTED]

Method of Travel to Work	Percentage	Percentage
Underground, metro, light rail, tram	29%	37%
Train	6%	6%
Bus, minibus or coach	15%	16%
Taxi	0%	0%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	35%	23%
Passenger in a car or van	2%	1%
Bicycle	3%	5%
On foot	8%	9%
Other method of travel to work	1%	1%

5.2.2 Based on the [REDACTED] the above table would indicate the following proportional split of 'staff/visitors' are split by travel mode: -

- 24% via private car (driver or passenger);
- 9% via walking;
- 43% via underground and overground rail/tube service;
- 16% via bus
- 5% via bicycle
- 2% via taxi, motorcycle, or 'other' method of travel to work

5.2.3 This data suggests that [REDACTED]

5.2.4 Notwithstanding the above, it must be borne in mind that the ward area has differing levels of land uses (commercial, residential/leisure) [REDACTED] strongly promote the use of non-car modes of travel which the site continues to promote to its 'staff and visitors'.

### 5.3 Existing Trip Generation for [REDACTED]/On-Site Parking

5.3.1 Given that the [REDACTED] do not have [REDACTED] sites (related [REDACTED] for deriving trip rates or additional parking generation associated with such uses.

5.3.2 The provision of deriving the existing trip generation for the site will be derived through undertaking a classified 'multi-modal' count for [REDACTED]

5.3.3 In scoping out the survey requirements with [REDACTED] on one weekday between 07:00 to 17:00 hours on a [REDACTED]

5.3.4 In discussion with [REDACTED] was confirmed as the survey date.

5.3.5 The agreed extent of survey was as follows: -

[REDACTED]

- 'Classified Count' of northern mini-roundabout of [REDACTED]
  - Assess proportional trip impact expected from the proposals onto this junction during highway peak hours
- Assess on-street parking within [REDACTED] within [REDACTED] p to its northern mini-roundabout junction with [REDACTED] and [REDACTED]
  - Assess those associated [REDACTED] who choose to park on-street and whether they are parking on street on existing parking restrictions (i.e. double yellow lines).
- Car Parking Surveys of Existing [REDACTED] Car Parks
  - Assess on-site trip generation and 'parking accumulation' of all car parks associated with existing operations of [REDACTED]

5.3.6 [REDACTED] as estate owners of [REDACTED] provided permission to proceed with [REDACTED] and [REDACTED] to collect this data.

5.3.7 Given the internal roads within [REDACTED] are named [REDACTED] these access roads are largely subject to 'double yellow' parking restriction. However the basis of the above [REDACTED] will formerly not only separate out those who are parking legally and illegally within [REDACTED] but only those who are associated with [REDACTED]

5.3.8 **Figure 5.2** below outlines the site's existing car parks which will be surveyed.

[REDACTED]  
[REDACTED]

Figure 5.2 – Plan outlining location of [REDACTED] surveyed car parks and on-street car parking for deriving existing trip generation/parking associated with existing [REDACTED]



IMAGE

TS Report Example

- Car Park 1 (CP1) currently provides up to [REDACTED] No. spaces;
- Car Park 2 (CP2) currently provides up to [REDACTED] No. spaces, however [REDACTED] No. are allocated to rear of another row of parking spaces and positioned with [REDACTED] therefore only [REDACTED] No. available spaces. This car park allows access to an [REDACTED]

[REDACTED]

[REDACTED]

- Car Park 3 (CP3) currently provides up to [REDACTED] No. available parking spaces, however only [REDACTED] No. spaces are available for car parking, [REDACTED] No. space is used for storing [REDACTED] No. cycle stands and remaining [REDACTED] No. spaces are used for storage;
- Car Park 4 (CP4) is the main reception car park which provides up to [REDACTED] No. spaces
- Car Park 5 (CP5) – delivery and servicing access
- Car Park 6 (CP6) is a redundant car park which is not used for staff or visitor use at this time.

Red - Main Reception	Red
Yellow - Side Entrance	Yellow
Blue - Delivery/Service	Blue

ADD CAR PARKING PLAN

TS Report Example

5.3.9 On the basis of the above, the existing total car parking provision for the site is [REDACTED] No. parking spaces. We understand that the [REDACTED] is also used for [REDACTED]

#### 5.4 Daily Parking Accumulation Profile for Existing Site Operations

5.4.1 As mentioned above, we understand that [REDACTED] has a [REDACTED] which discourages on-site car parking because of the [REDACTED]. The car park is [REDACTED] with the [REDACTED]. Non-staff visits must give [REDACTED]-hour notice [REDACTED]

5.4.3

5.4.4 Table 5.2 below outlines [REDACTED] Total Car Parking Accumulation Profile (including on-street vehicles associated with [REDACTED])

TS Report Exo

Table 5.2: [REDACTED] Total Car Parking Accumulation Profile (including on-street vehicles associated with [REDACTED] facility)

	CP1	CP2	CP3	CP4	CP5	CP6	On-Street associated with Colt	Overall Total 'Car Parks & On-street'
Pre-Survey	[REDACTED]						[REDACTED]	[REDACTED]
0700 - 0715								
0715 - 0730								
0730 - 0745								
0745 - 0800								
0800 - 0815								
0815 - 0830								
0830 - 0845								
0845 - 0900								
0900 - 0915								
0915 - 0930								
0930 - 0945								
0945 - 1000								
1000 - 1015								
1015 - 1030								
1030 - 1045								
1045 - 1100								
1100 - 1115								
1115 - 1130								
1130 - 1145								
1145 - 1200								
1200 - 1215								
1215 - 1230								
1230 - 1245								
1245 - 1300								
1300 - 1315								
1315 - 1330								
1330 - 1345								
1345 - 1400								
1400 - 1415								
1415 - 1430								
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1445 - 1500								
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1545 - 1600								
1600 - 1615								
1615 - 1630								
1630 - 1645								
1645 - 1700								
1700 - 1715								
1715 - 1730								
1730 - 1745								
1745 - 1800								
1800 - 1815								
1815 - 1830								
1830 - 1845								
1845 - 1900								

5.4.5 [REDACTED]  
is attached within Appendix [REDACTED].

5.4.6 The existing total capacity of the car parks is seen to be approximately [REDACTED] spaces, whilst the highest total number of vehicles parked across the site at any time [REDACTED] during the survey was [REDACTED] No. vehicles [REDACTED]. Survey results suggest that this highest total car parking accumulation equates to [REDACTED] % [REDACTED] divided by [REDACTED] No. spaces) of existing total car park capacity.

5.4.7 With regard to the development proposals and no specific [REDACTED] use [REDACTED] on TRAVL or TRICS land use databases which are similar to the proposals. [REDACTED] the premise of the extension we will [REDACTED] [REDACTED], on and above the existing [REDACTED] [REDACTED]. It must be borne in account that this is considered robust given that the proposals include [REDACTED] extra [REDACTED] floor space which is not considered to accommodate personnel and only an additional [REDACTED] No. staff is seen to be associated with the proposals

5.4.8 Therefore, on this basis, the following additional 'multi-modal' trips are assumed for the proposals, as per Table 5.3 below: -

[REDACTED]



Table 5.3: Assumed 'Pro-rata' uplift of [REDACTED] on [REDACTED] Total Car Parking Accumulation Profile (including on-street vehicles associated with [REDACTED] [REDACTED])

	CP1	CP2	CP3	CP4	CP5	CP6	On-Street associated with Colt	Overall Total 'Car Parks & On-street'	Uplift with Proposals
Pre-Survey	[REDACTED]								
0700 - 0715									
0715 - 0730									
0730 - 0745									
0745 - 0800									
0800 - 0815									
0815 - 0830									
0830 - 0845									
0845 - 0900									
0900 - 0915									
0915 - 0930									
0930 - 0945									
0945 - 1000									
1000 - 1015									
1015 - 1030									
1030 - 1045									
1045 - 1100									
1100 - 1115									
1115 - 1130									
1130 - 1145									
1145 - 1200									
1200 - 1215									
1215 - 1230									
1230 - 1245									
1245 - 1300									
1300 - 1315									
1315 - 1330									
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1700 - 1715									
1715 - 1730									
1730 - 1745									
1745 - 1800									
1800 - 1815									
1815 - 1830									
1830 - 1845									
1845 - 1900									

5.4.9 It can be seen from Table 5.3 above, that with an uplift of █ % (increase of additional █ to revised total of █ m<sup>2</sup>) that the expected highest total peak car parking occupancy could be seen to increase to █ No. vehicles, which would equate to █ % of revised total car parking capacity of █ No. spaces (reduction from █ No. spaces with loss of Car Park No █).

5.4.10 On the basis of the above, it can be seen that the reduced size car park for █ No. spaces is seen to be adequate to serve the existing use inclusive of the development proposals.

#### 5.5 Assessment for deriving any on-street parking on █ existing operation

5.5.1 Inclusive with the above results is the Table 5.4 below which outlines that █ No. vehicles during the survey parked on-street across double yellow lines or allocated on-street parking bays that was associated with █. Given that all vehicles are either █ suggests that these were █ vehicles and largely parked, on average, for approximately █ minutes.

Table 5.4: Assessment of █ parking on-street within █ during survey date

Parking Section	Parking Restriction	Classification	Arrival Time (hh:mm:ss)	Departure Time (hh:mm:ss)	Duration of Stay (hh:mm:ss)

#### 5.6 █ Northern Mini roundabout Classified Turning Count – May 2019

5.6.1 As mentioned above, the anticipated trip impact of the proposal traffic needs to be accounted on █ peak hour periods at █. All vehicular traffic entering and exiting █ has to navigate the █ mini-roundabout junction of █.

5.6.2 On the basis of the above surveys being undertaken on █ the total flows via █ are shown in Table 5.5 below for the following highway peak hours, these are: -

- █ and
- █

Table 5.5 - Existing Flows via [REDACTED] Roundabout Junction of [REDACTED]  
[REDACTED] (PCU Flows)

	AM Highway Peak Hour [REDACTED]			PM Highway Peak Hour [REDACTED]		
	IN	OUT	TOTAL JUNCTION TRIPS	IN	OUT	TOTAL JUNCTION TRIPS
[REDACTED]	[REDACTED]					
[REDACTED] (North)						
[REDACTED] (South)						

5.6.3 Table 5.5 above outlines that currently [REDACTED] accounts for [REDACTED] No. total trips against [REDACTED] of [REDACTED] and [REDACTED] No. total trips divided against [REDACTED] of [REDACTED] traffic via this northern mini-roundabout junction.

5.6.4 In terms of total car park utilisation from the surveys, for the [REDACTED] there were [REDACTED] No. arrivals and [REDACTED] No. departures. It could be seen that [REDACTED] represent approximately [REDACTED] % ( [REDACTED] trips of total of [REDACTED] No. trips) of existing traffic via [REDACTED] during the AM 'highway' peak hour and [REDACTED] of total of [REDACTED] No. trips during the PM 'highway' peak hour.

5.6.5 Taking account of the above 'highway peak hours' within Table 5.4 above for the uplift of the proposals, the following increase of trips are expected during these hours, these are: -

- Increase of [REDACTED] No. trips during 'AM' highway peak hour for [REDACTED] and [REDACTED]
- Increase of [REDACTED] No. trips during 'PM' highway peak hour for [REDACTED]

5.6.6 On the basis of the increase [REDACTED] No. trips [REDACTED] during the AM highway peak hour, this would increase the number of total trips on [REDACTED] in relation to total junction flows to [REDACTED] with proposals). With an increase of [REDACTED] during the PM highway peak hour equates to increase of total trips on [REDACTED] in relation to total junction flows to [REDACTED] % (increase of [REDACTED] % flows with proposals).

5.6.7 On the basis that the junction operates well within capacity given the attached queue data across both these periods being less than [REDACTED] No. vehicles, suggests that an increase of [REDACTED] traffic

on [REDACTED] across either peak hour with the proposals is not seen to materially affect operational capacity at this junction

5.6.8 It can be seen that the proportional trip impact of the proposals as highlighted above [REDACTED] [REDACTED] impact concern [REDACTED] neither on a [REDACTED] provided with the proposals

5.6.9 Classified turning count data across the [REDACTED] mini roundabout of [REDACTED] is attached within **Appendix** [REDACTED]

TS Report Example

[REDACTED]  
[REDACTED]

## 6.0 Site Sustainability

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### 6.1 Introduction

- 6.1.1 To demonstrate that the proposed site is accessible by a wide range of travel modes and that the predicted traffic generation is a robust case, Boston Transport Planning has assessed the existing site sustainability in accordance with Department for Transport's [REDACTED].

### 6.2 Public Transport Accessibility Level (PTAL)

- 6.2.1 The Public Transport Accessibility Level (PTAL) is a method of measuring accessibility to the public transport network, taking into account walk access time and service availability. The rating is from 1a (very poor) to 6b (excellent). Appendix B of [REDACTED] the calculation for determining PTAL. The calculation is based on a two-way frequency of public transport facilities.
- 6.2.2 The site is located within an area of PTAL level [REDACTED]. This has been calculated from the [REDACTED] the report is included in Appendix [REDACTED]. This indicates that the site has "very [REDACTED]"
- 6.2.3 Whilst the site being located within [REDACTED] with limited means of vehicular, pedestrian and cycle access other than [REDACTED] at the entrance to the site [REDACTED] from the site has a PTAL rating of '5', considered as [REDACTED]. Therefore, given this variability of PTAL ratings, the wider acknowledgement of the site potential to maximise the use of nearby non-forms has been outlined below for consideration.

### 6.3 Pedestrian Accessibility

- 6.3.1 The [REDACTED] identifies [REDACTED] kilometres as the preferred maximum walking distance for people travelling on [REDACTED] in [REDACTED] area for common facility trips. This threshold is suggested within [REDACTED] of the [REDACTED] for 'suggested acceptable walking distances'.



**Table 6.1 – Acceptable Walking Distance (metres) thresholds**

Definition	Town Centres	Commuting/School	Elsewhere
Desirable			
Acceptable			
Preferred Maximum			

6.3.2 Appendix the connectivity of the site in connectivity of the site within the walking distance ( walk), kilometres as the preferred maximum walking distance as per above document. It can be seen that this threshold would serve local areas of

6.3.3 Figure 6.1 below outlines that the localised urban area of has numerous surrounding public roads via with footway provision promoting pedestrian trips within and around the wider area. Whilst there are within the area, for onward multi-modal journeys is available via and for promoting pedestrian, cycle and public transport inter-related journeys.

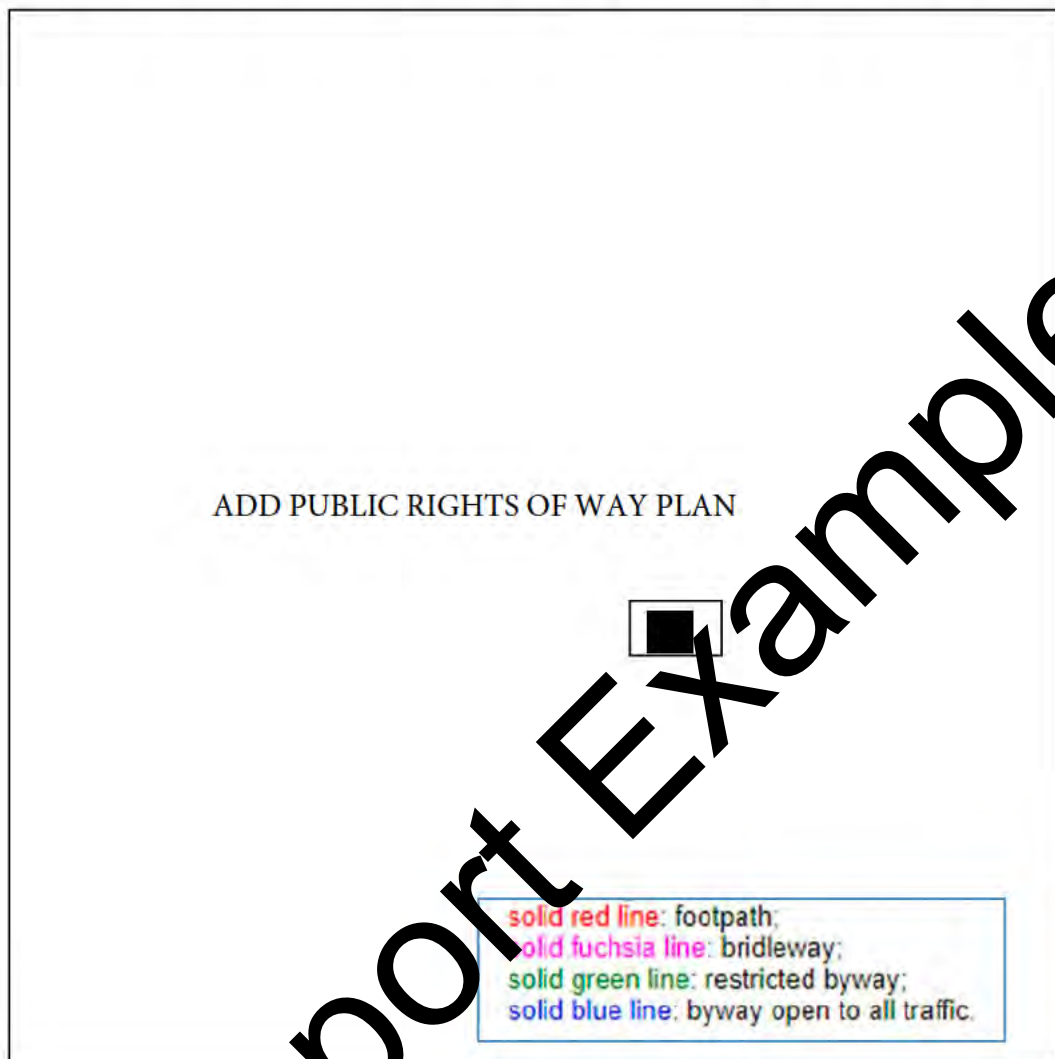
6.3.4 Figure 6.1 below also outlines how the surrounding area promotes viable means for existing and to undertake acceptable journeys via work on foot within

6.3.5 Appendix 7 indicates plan of local facilities within from the site, especially concentration of nearby businesses within the via with schools, college and nurseries. Within of the site is the wider itself,

6.3.6 In terms of metre walking catchment area, there are numerous key facilities such as: -

- the wider Park ' rail stations, Supermarket & Petrol Station, Hospital amongst numerous retail units

Figure 6.1 – Existing Pedestrian Connectivity within [REDACTED] area in relation to Site



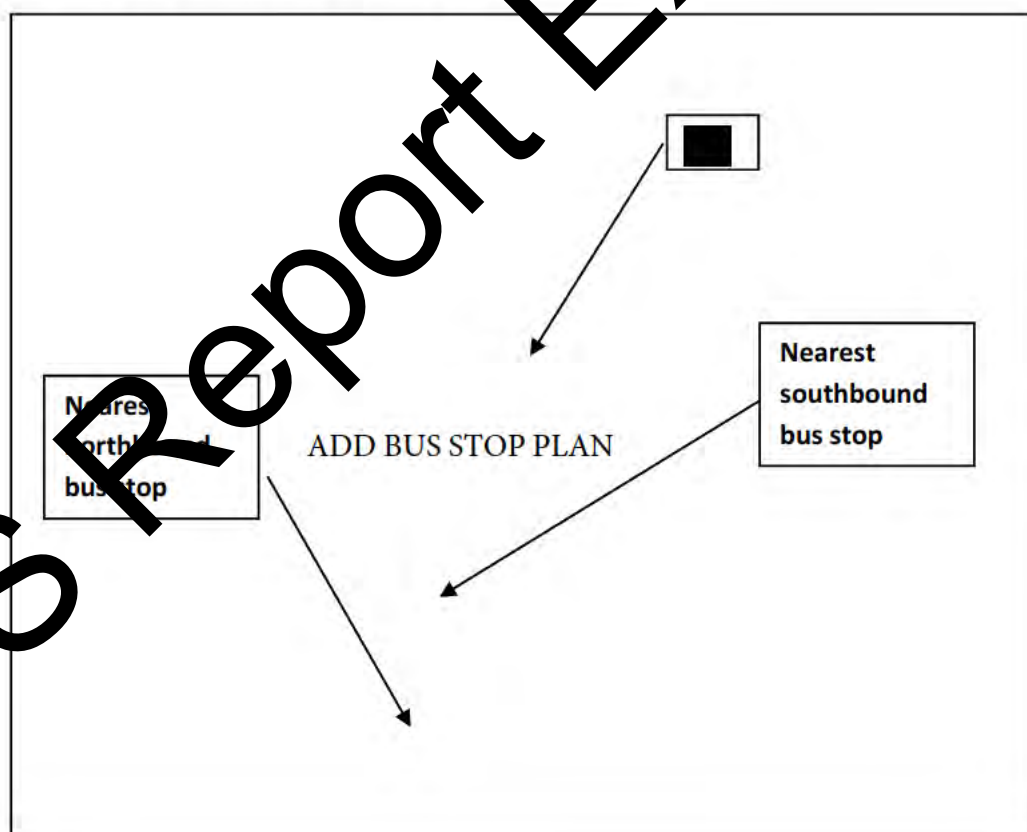
6.3.7 The nature of the area is conducive for promoting walking, whereby a [REDACTED] walking speed of [REDACTED] per minute would equate to approximately a [REDACTED] walk distance which would cover the above area for promoting 'multi-mode' journeys for [REDACTED]

#### 6.4 Local Bus Services

6.4.1 The CIHT Guidance [REDACTED] as the recommended [REDACTED] distance to walk to a bus stop. The [REDACTED] bus stops to the site are located on [REDACTED] to the [REDACTED] of the site on exiting [REDACTED] via [REDACTED] [REDACTED] providing access to the No. [REDACTED] and [REDACTED] bus services to the [REDACTED] and only [REDACTED] No. bus service to the [REDACTED]

- 6.4.2 The northbound bus stop is located approximately [REDACTED] metres walking distance away from the site on [REDACTED] adjacent on the [REDACTED] roundabout junction of [REDACTED]. The bus stop is situated at kerbside with cantilever shelter and seating, signpost with pole, timetable with on-road 'bus stop' cage road markings served by pedestrian footpath
- 6.4.3 The southbound bus stop is situated approximately [REDACTED] metres walking distance away from the site on [REDACTED] adjacent on the [REDACTED] roundabout junction of [REDACTED]. The bus stop is situated at kerbside with cantilever shelter and seating, signpost with pole, timetable with on-road 'bus stop' cage road markings served by pedestrian footpath.
- 6.4.4 Whilst there are wider bus stops located within the area and these identified bus stops are not both located within [REDACTED] metres walking distance of the site but are considered as accessible. Given that [REDACTED], it should be seen that such bus stops would be predominantly [REDACTED] within council's [REDACTED] to serve the local area [REDACTED]. These two bus stops are located below in Figure 6.2.

Figure 6.2 – Local Bus Stops in relation to Site





(Source: - Google Earth/Site Visit -April 2019)

- No. [REDACTED] service is operated by [REDACTED]
  - [REDACTED]
- No. [REDACTED] bus service is operated by [REDACTED]
  - [REDACTED]

6.4.5 The No. [REDACTED] bus service operates at the following frequency during core hours [REDACTED]  
[REDACTED] follows via these bus stop, as follows: -

- [REDACTED]
  - Monday to Saturday [REDACTED]
  - Sunday [REDACTED]
- [REDACTED]
  - Monday to Saturday [REDACTED]
  - Sunday [REDACTED]

6.4.6 Whilst the No. [REDACTED] bus service operates at the following frequency during core hours with first and last times as follows via this [REDACTED] as follows: -

- Southbound
  - Monday to Saturday [REDACTED]
  - Sunday [REDACTED]

## 6.5 National Rail & Overground/ Underground & Crossrail

### National Rail & Overground Services

6.5.1 With reference to paragraph [REDACTED]  
[REDACTED] it is stated that 'people have been found to be willing to walk [REDACTED]  
to or from a station than a bus stop, up to about [REDACTED] for rail compared to [REDACTED]  
for a bus.

6.5.2 [REDACTED] London Underground Station is located approximately [REDACTED] metres  
of the development via [REDACTED] which is within a [REDACTED] cycle distance or [REDACTED]

walking distance up to [REDACTED]-kilometre threshold. **Table 6.2** below outlines indicative frequency, times and routing of underground services via this station.

**Table 6.2 – [REDACTED] London Underground Services (Indicative Frequency & Times)**

ADD PUBLIC TRANSPORT SERVICE & ROUTE FREQUENCY  
TABLE

6.5.3 The [REDACTED] provides access to a wide range of destinations across London including [REDACTED] for retail areas, [REDACTED] and the City for employment areas, and extends out to [REDACTED]

6.5.4 [REDACTED] London Underground and Overground station is located approximately [REDACTED] kilometres to the north east of the site, which is within a [REDACTED] distance or wider walking distance. There are [REDACTED] No. cycle storage spaces at the railway station.

6.5.5 [REDACTED] London Overground & Underground station acts as an interchange for several of the London Overground routes is located approximately [REDACTED] kilometres north of the site via [REDACTED] and accessible via [REDACTED] No. bus with [REDACTED] Line railway station is located approximately [REDACTED] kilometres [REDACTED] of the development site.

6.5.6 Whilst all local stations are outside the [REDACTED] [REDACTED] would be willing to walk, due consideration that these stations can also feasibly facilitate [REDACTED] via the site providing access to various destinations.

**Crossrail**

6.5.7 Crossrail is a major new rail line currently under construction across [REDACTED]

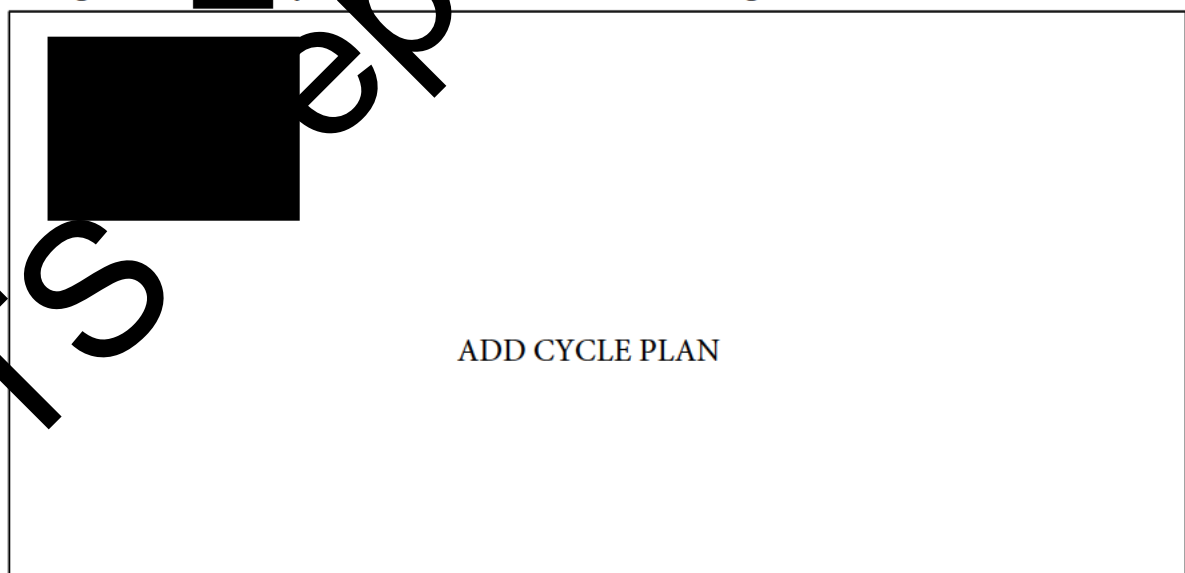
6.5.8 [REDACTED] Line railway will form part of the Crossrail route at approximately [REDACTED] metres to the [REDACTED] of the site, the route will link to destinations including [REDACTED]

[REDACTED] The Crossrail scheme is currently expected to provide [REDACTED]. The initiative is expected to increase London's rail-based transport network capacity by [REDACTED]

## 6.6 Local Cycle Routes & Connectivity

- 6.6.1 Cycling can make a significant contribution towards establishing a more sustainable local transport system. Cycling is widely [REDACTED]. Most [REDACTED], which aim to develop cycle use through promoting a positive cycling culture. Cycling is widely recognised as a sustainable alternative to short car journeys and [REDACTED]. It is seen that most cycle journeys for [REDACTED] purpose and those to rail stations are between [REDACTED], but many cyclists are willing to [REDACTED].
- 6.6.2 [REDACTED] stated that cycling has the 'potential' to replace [REDACTED]. The distance equates to a journey time of around [REDACTED], while cycling at a leisure speed of [REDACTED]. [REDACTED] The area has [REDACTED] residential areas which can actively encourage cycling as a feasible alternative than [REDACTED].
- 6.6.3 Appendix [REDACTED] outlines how the site is located within [REDACTED] of National Cycle Route No. [REDACTED] enabling connection through London, providing opportunity for those who travel long distances by cycle with wider connectivity of central London.
- 6.6.4 [REDACTED] to be an impediment to cycling within the vicinity of the site.
- 6.6.5 In terms of [REDACTED] there are no local 'traffic-free' or 'on-road' national cycle routes close to the site as shown below in Figure 6.3: -

Figure 6.3 - [REDACTED] Cycling Route Plan for area surrounding Site



\_\_\_\_\_

- Green: [REDACTED]

An on-carriageway light blue cycle route runs on both sides of the [REDACTED] (approximately [REDACTED] [REDACTED]) between [REDACTED] [REDACTED]. [REDACTED] are provided at all the junctions along this route.

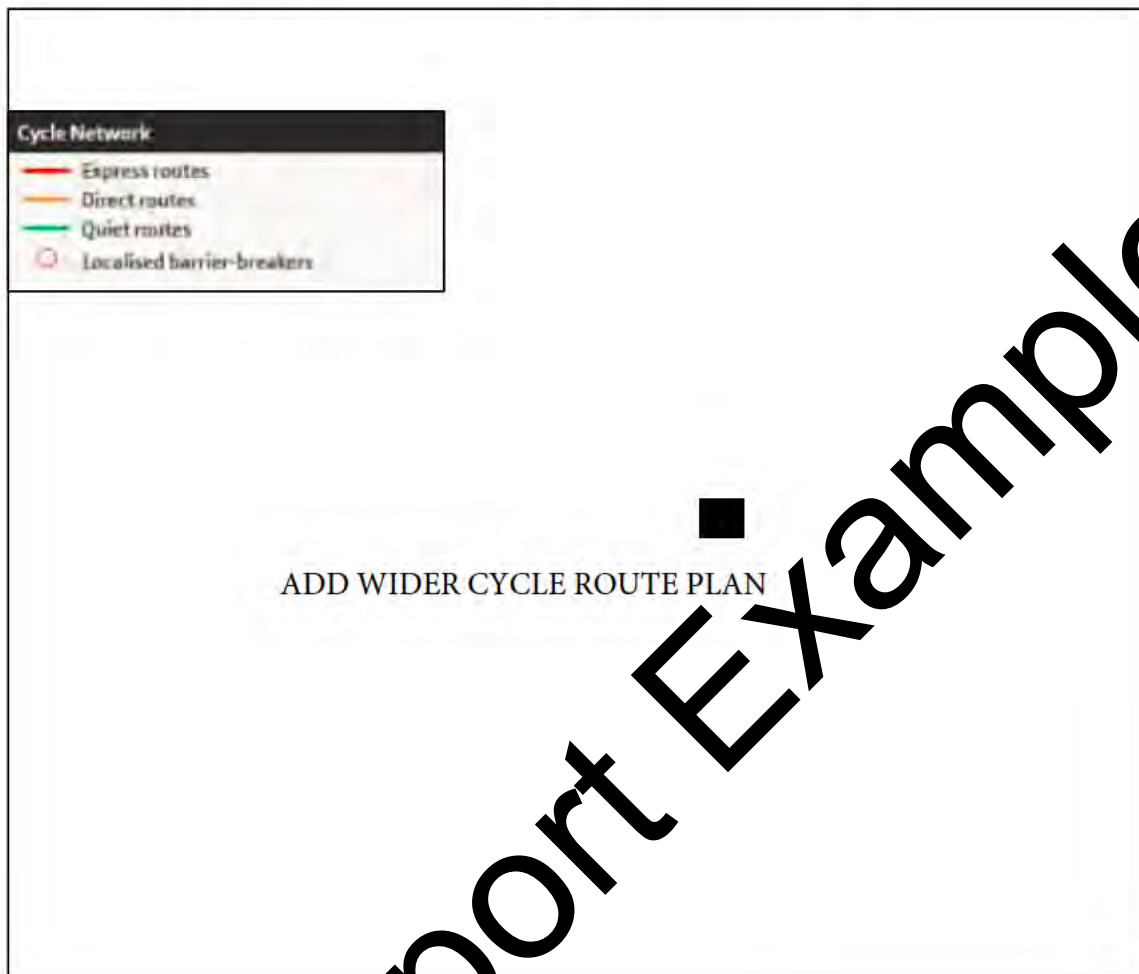
The [redacted] that routes between [redacted] railway station and [redacted] [redacted] is an [redacted] cycle route along the [redacted] treated as a [redacted] on the Cycle Guide. The route can be joined within proximity [redacted] metres north west to the site [redacted]

\_\_\_\_\_

\_\_\_\_\_ outlines the \_\_\_\_\_  
\_\_\_\_\_ is having 'direct' cycle routes as shown below in Figure  
6.4 below, these are: -

"

Figure 6.4 – [REDACTED] for area surrounding Site



## 6.7 Car Club

6.7.1 Various car clubs operate within the [REDACTED] area, these are; -

- [REDACTED] Car Club; and
- [REDACTED]

6.7.2 [REDACTED] space is located on [REDACTED] e with two spaces near [REDACTED] rail station at approximately [REDACTED] south of the site, although another space is located in [REDACTED] area on [REDACTED] in [REDACTED]

## 7 Summary and Conclusions

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### 7.1 Introduction

7.1.1 Boston Transport Planning has been commissioned by [REDACTED] (the Applicant) to prepare a Transport Statement to support a planning application for [REDACTED] building to provide a [REDACTED]. This Transport Statement (TS) has been prepared to support extension of [REDACTED] increase in [REDACTED] with the site. The development site is located within the administrative boundary of [REDACTED]

7.1.2 The proposed Development will include a reduction in car parking from [REDACTED] to [REDACTED] parking spaces, as the proposals involve [REDACTED]

7.1.3 This report provides a detailed explanation of the site in relation to the existing and wider highway network, national and local planning policy, existing access arrangements, parking standard requirements, road accident data review, assumed proposed 'multi-modal' staff trips and 'parking' impact generation and means of access by sustainable modes of travel.

### 7.2 Summary of Transport Statement

7.2.1 The TS has outlined the following: -

- The site is located within [REDACTED] within [REDACTED] London, within [REDACTED] known as [REDACTED]. The site is located within the [REDACTED] part of London [REDACTED] near its border with [REDACTED];
- In review of national planning policy, such as [REDACTED] policies and principles, the site is [REDACTED] within surrounding [REDACTED] public transport facilities and services, pedestrian and cycle access whilst maintaining [REDACTED] planning policy [REDACTED] proposals in [REDACTED] sustainable modes of travel and [REDACTED] smarter travel behaviour;

- In consideration of [REDACTED] 'Car Parking Standards' for [REDACTED] uses that the [REDACTED] 'car parking provision as' [REDACTED]. This would equate to a [REDACTED] provision of [REDACTED] No. parking spaces. Given the proposed [REDACTED] standard above for [REDACTED] (as mentioned in pre-application advice, however the site involves non-movable storage), the [REDACTED], which if applied to the [REDACTED] required parking provision would equate to [REDACTED]. However, this is the existing total car parking provision within the site, prior to [REDACTED]. It must be borne in mind that [REDACTED] (inclusive of the proposals) will equate up to a [REDACTED] proposed car parking provision of [REDACTED] No. spaces. Given that the [REDACTED] of [REDACTED], the provision of providing [REDACTED] total car parking of [REDACTED] No. spaces for this specific use should [REDACTED] material on-site or on-street parking concerns which [REDACTED] by [REDACTED] (no actively manage [REDACTED]) with up to [REDACTED] and access to local sustainable modes of travel via the site;
- a loss of [REDACTED] No. parking spaces within the site to [REDACTED] No. spaces is seen as [REDACTED] demand, reduced need for [REDACTED] wider site operation and [REDACTED] on-site during [REDACTED]
- Cycle parking will be provided [REDACTED] [REDACTED] As [REDACTED] No. cycle spaces are present on site but require relocation within the site, retaining this level of provision is deemed sufficient against up to expected total of [REDACTED] No. staff on-site. The client acknowledges that the storage of these spaces will be relocated within the site, however the provision of meeting the [REDACTED] required standard of [REDACTED] No. spaces, however this would seem to be as excessive given the on-site observation outlined [REDACTED] No. spaces were utilised during [REDACTED]
- [REDACTED]' ward outlines that [REDACTED] % of those who travel to [REDACTED] within the ward utilise non-car modes of travel such as walking, train/tube/bus and cycle. Whilst only [REDACTED] % use the private car. Notwithstanding the above, it must be borne in mind that the ward area has differing levels of [REDACTED] however it can be seen that the ward [REDACTED] g area strongly promotes the use of non-car modes of travel which the site continues to [REDACTED]
- In reviewing [REDACTED] for the [REDACTED] within [REDACTED] undertaken on [REDACTED] it can be seen that the provision of [REDACTED] No. spaces was the [REDACTED] between [REDACTED] associated with [REDACTED]. On the basis of assigning [REDACTED] with the uplift of [REDACTED] on and above the existing [REDACTED] the [REDACTED] is expected to [REDACTED] approximately [REDACTED] No. spaces. an [REDACTED] of [REDACTED] No. spaces with the proposals. With the [REDACTED] the total car parking being revised to [REDACTED] No. spaces from [REDACTED]

No spaces, the provision of [REDACTED] No. spare car parking [REDACTED] [REDACTED]. Therefore, it is seen that the anticipated impact of the proposals during the [REDACTED] within the [REDACTED] being provided with the proposals;

- The site achieves a PTAL rating of [REDACTED] level of accessibility of public transport, being within [REDACTED] walking distance of [REDACTED] station. Furthermore, the [REDACTED] overground and underground station which is within a [REDACTED] walking distance of the site. This is due to the site's status to be contained within [REDACTED] premise for [REDACTED] and it should be borne in mind that [REDACTED] (as public highway) adjacent to its roundabout junction with [REDACTED] has a [REDACTED] away from the site;
- It can be seen that whilst there have been [REDACTED] No. [REDACTED] injury-based road accidents within the vicinity of the site within the latest available [REDACTED]-month data predominantly by [REDACTED]. Therefore, it is seen [REDACTED] is seen to [REDACTED] current road safety record within the area;
- It is expected that the development would generate worst case vehicular trip impact of up to [REDACTED] No. trips during [REDACTED] and [REDACTED] which will a [REDACTED]. The expected trip impact of the proposals [REDACTED] operational capacity of the [REDACTED]-roundabout junction of [REDACTED] and [REDACTED];
- With the site offers connection to [REDACTED] No. bus services to nearby bus stops, close proximity of high frequency services from [REDACTED] overground and underground stations, 'direct' walking and cycling routes with a diverse selection of local nearby facilities including car clubs, the accessibility of the site needs to only account for the PTAL rating but as the site located within [REDACTED]

### 7.3 Conclusion

- 7.3.1 The proposed scheme is consistent with relevant transport planning policy guidance and will [REDACTED] transport related impacts. It therefore [REDACTED] of the [REDACTED] at paragraph [REDACTED]



TS Report Example

[REDACTED]

TS Report Example

[REDACTED]

TS Report Example

[REDACTED]

TS Report Example

[REDACTED] [REDACTED]

date
------

**geography**

measures

Rural Urban

Total

Urban (total)

Urban major conurbation

Urban minor  
conurbation

Urban city and town

town in a sparse  
setting

Rural (total)

Rural town and fringe

fringe a nurse  
etting

Rural village in a  
sparse setting

Rural hamlet and isolated dwellings

isolated dwellings  
in a sparse

### Method of Travel to Work

All categories: Method of travel to work

Work mainly at or from home

Underground metro light rail tram

Train

Bus, minibus or coach
-----------------------

Taxi

Motorcycle scooter or moped

Driving a car or van

Passeng

Bicycle

On foot

Other method of travel to work

Not in employment

In order to protect against disclosure of personal information

TS Report Example

[REDACTED] [REDACTED]



TS Report Example

[REDACTED] [REDACTED]  
[REDACTED]



Red - Main Section	
Yellow - Side Section	
Blue - Turning Section	

TS Report Example

██████████  
██████████

Date

██████████

Weather

Sunny Intervals

Temp: 10 C



0700 - 1900 (Weekday 12H Session)

Parking Section	Parking Restriction	Classification	Arrival Time	Departure Time	Duration of Stay
			(hh:mm:ss)	(hh:mm:ss)	(hh:mm:ss)
Main Section o					
Main Section o					
Main Section o					
Main Section o					
Main Section o					
Main Section o					
Side Section of					

TS Report Exam

TS Report Example

[REDACTED] [REDACTED]

[illegible]

TS Report Example



## Route finder

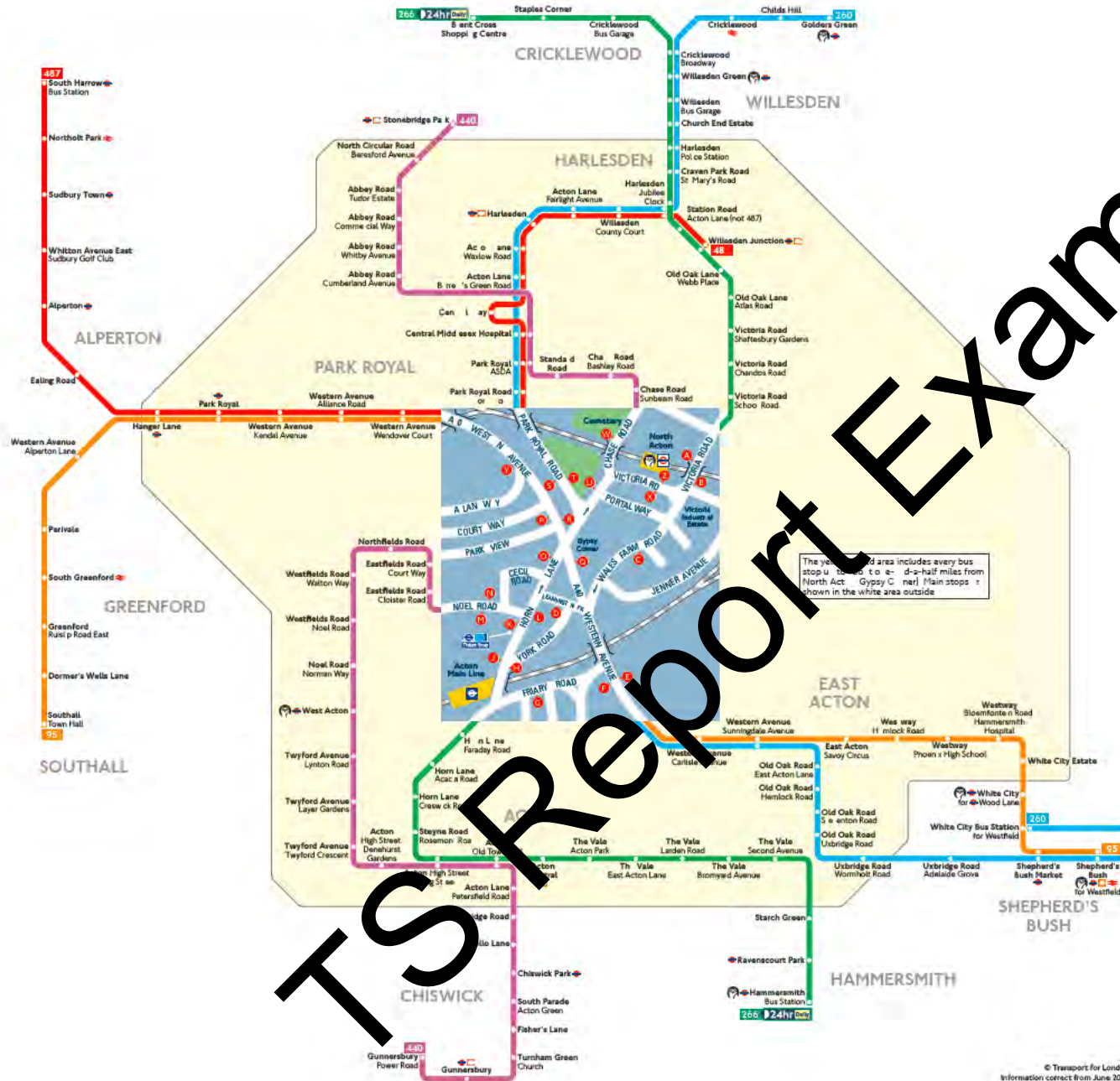
Bus route	Towards	Bus stops
95	Shepherd's Bush	E O R
	Southall	P Y
260	Golders Green	F G I K O S
	White City	C E T U Z
266 24hr Daily	Brent Cross	A J M O U Z
	Hammersmith	B C D H L
440	Gunnersbury	C O N Z
	Stonebridge Park	N O W X
487	South Harrow	C P T U Y Z
	Willesden Junction	R S

## Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights

## Ways to pay

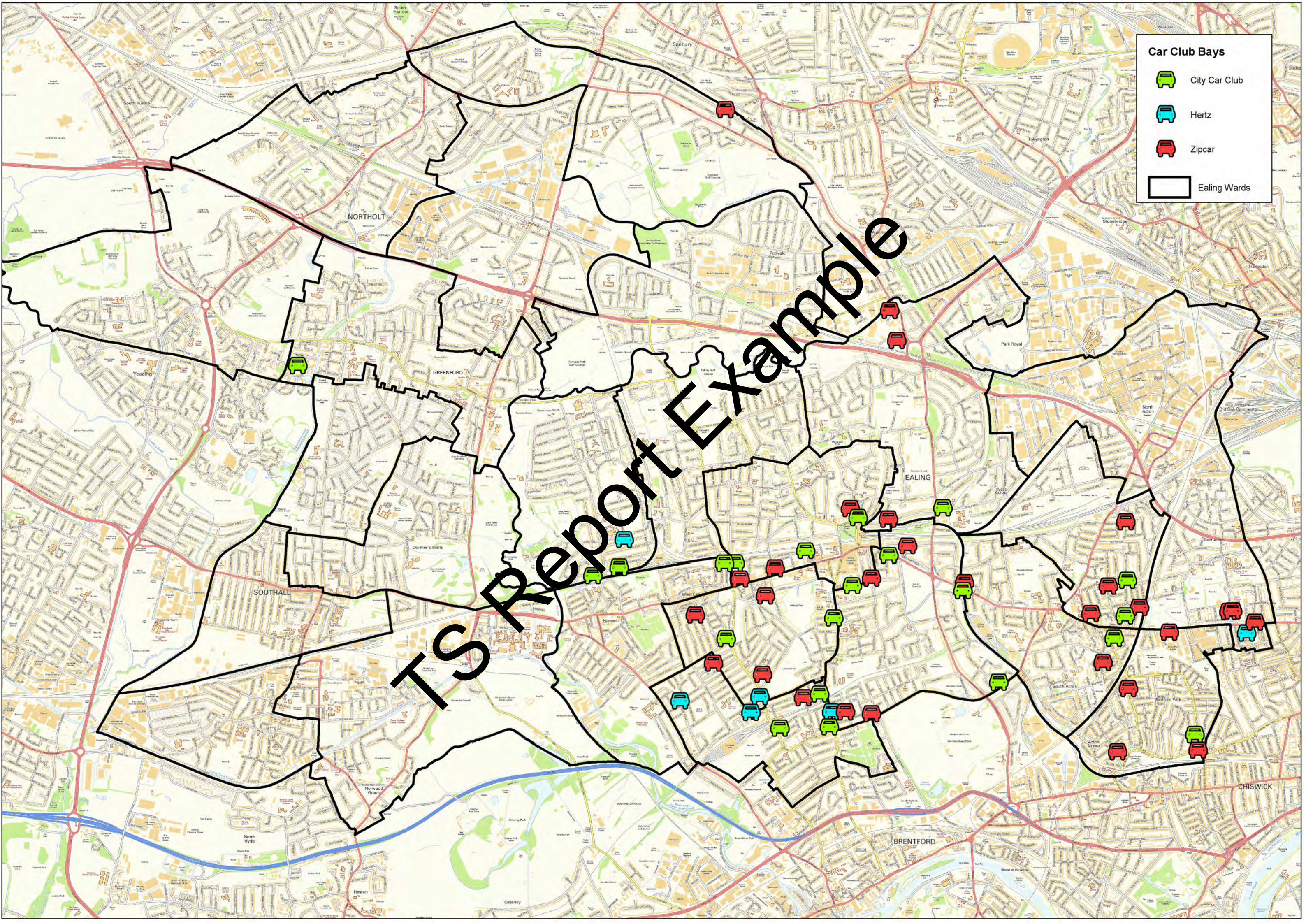
	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.





440		Mondays to Fridays																
Stonebridge Park Station	0605	0620	0635	0647	0659	0711	0723	Then every 15 minutes until	0838	0853	0908	0923	0940	0957	1012	1027	1042	
Park Royal Central Middlesex Hospital	0613	0628	0643	0655	0707	0720	0733		0848	0903	0918	0933	0950	1006	1021	1036	1051	
North Acton Station	0620	0635	0650	0702	0715	0728	0742		0857	0914	0929	0944	1001	1017	1032	1047	1102	
North Acton Northfields Road	0626	0641	0656	0711	0724	0737	0751		0906	0923	0938	0953	1009	1025	1040	1055	1110	
West Acton Station	0629	0644	0659	0715	0728	0742	0756		0911	0928	0943	0958	1013	1029	1044	1059	1114	
Acton High Street King Street	0634	0649	0706	0722	0735	0749	0804		0919	0935	0950	1005	1020	1036	1051	1106	1121	
South Acton Level Crossings	0641	0657	0715	0731	0744	0759	0814	0929	0945	1000	1015	1030	1045	1100	1115	1130		
Turnham Green Church	0648	0706	0724	0740	0755	0810	0825	0940	0955	1010	1025	1040	1055	1110	1125	1140		
Stonebridge Park Station	1057	1113	Then every 15 minutes until	1358	1412	1427	1441	Then every 15 minutes until	1741	1756	1811	1831	1852	1913	1934	1955		
Park Royal Central Middlesex Hospital	1106	1122		1407	1421	1436	1450		1750	1805	1820	1840	1901	1922	1943	2002		
North Acton Station	1117	1133		1418	1432	1447	1500		1800	1815	1830	1849	1909	1930	1951	2010		
North Acton Northfields Road	1125	1140		1425	1439	1454	1508		1808	1823	1838	1856	1916	1935	1957	2016		
West Acton Station	1129	1144		1429	1443	1458	1512		1812	1827	1842	1900	1921	1941	2000	2019		
Acton High Street King Street	1136	1151		1436	1450	1505	1520		1820	1835	1850	1907	1927	1947	2006	2025		
South Acton Level Crossings	1145	1200	1445	1459	1514	1529	1829	1844	1859	1916	1936	1955	2014	2033				
Turnham Green Church	1155	1210	1455	1510	1525	1540	1840	1854	1909	1926	1944	2003	2022	2041				
Stonebridge Park Station	2016	2042	2112	2143	2215	2245	2315	2345	0015									
Park Royal Central Middlesex Hospital	2022	2048	2118	2149	2221	2251	2321	2351	0020									
North Acton Station	2030	2056	2126	2157	2228	2258	2328	2357	0026									
North Acton Northfields Road	2036	2102	2132	2203	2234	2304	2333	0002	0031									
West Acton Station	2039	2105	2135	2206	2237	2306	2335	0004	0033									
Acton High Street King Street	2045	2111	2141	2211	2241	2310	2339	0008	0037									
South Acton Level Crossings	2053	2118	2147	2217	2247	2315	2344	0013	0042									
Turnham Green Church	2101	2125	2154	2224	2254	2322	2351	0020	0049									
440		Saturdays (also Good Friday)																
Stonebridge Park Station	0605	0635	0705	0725	0745	0805	0825	0840	0855	0910	0925	0940	0955	1010	1025	1040	1055	1110
Park Royal Central Middlesex Hospital	0611	0641	0711	0731	0751	0811	0831	0846	0901	0916	0931	0946	1001	1016	1031	1047	1102	1117
North Acton Station	0618	0648	0718	0738	0758	0818	0838	0853	0909	0924	0939	0954	1009	1024	1039	1055	1110	1125
North Acton Northfields Road	0623	0653	0723	0744	0804	0824	0844	0859	0915	0930	0945	1000	1015	1030	1045	1101	1117	1132
West Acton Station	0626	0656	0726	0747	0807	0827	0847	0904	0919	0934	0949	1004	1019	1034	1049	1105	1121	1136
Acton High Street King Street	0630	0700	0731	0752	0812	0832	0853	0910	0925	0940	0955	1010	1025	1041	1056	1113	1129	1144
South Acton Level Crossings	0636	0706	0737	0758	0818	0839	0859	0918	0933	0948	1003	1018	1034	1050	1105	1122	1138	1153
Turnham Green Church	0643	0714	0745	0806	0827	0848	0910	0927	0942	0957	1012	1028	1044	1100	1115	1132	1148	1203
Stonebridge Park Station	1125	Then every 15 minutes until	1425	1438	1451	1506	Then every 15 minutes until	1721	1736	1757	1817	1837	1857	1917	1940	2010		
Park Royal Central Middlesex Hospital	1132		1432	1445	1458	1513		1728	1743	1804	1824	1844	1904	1924	1947	2016		
North Acton Station	1140		1440	1453	1506	1522		1737	1752	1813	1832	1852	1912	1932	1955	2024		
North Acton Northfields Road	1147		1447	1500	1513	1529		1744	1759	1820	1839	1859	1919	1939	2002	2031		
West Acton Station	1151		1451	1504	1517	1533		1748	1803	1823	1842	1902	1922	1942	2005	2034		
Acton High Street King Street	1159		1459	1512	1525	1540		1755	1809	1829	1848	1908	1928	1948	2011	2040		
South Acton Level Crossings	1208	1508	1521	1533	1548	1803	1817	1837	1856	1916	1936	1956	2019	2048				
Turnham Green Church	1215	1518	1530	1542	1557	1812	1826	1846	1905	1925	1944	2004	2027	2056				
Stonebridge Park Station	2041	2113	2143	2215	2245	2315	2345	0015										
Park Royal Central Middlesex Hospital	2047	2119	2150	2221	2251	2321	2351	0020										
North Acton Station	2055	2127	2158	2228	2258	2328	2357	0026										
North Acton Northfields Road	2102	2133	2204	2234	2304	2333	0002	0031										
West Acton Station	2109	2136	2207	2237	2306	2335	0004	0033										
Acton High Street King Street	2111	2141	2211	2241	2310	2339	0008	0037										
South Acton Level Crossings	2117	2147	2217	2247	2315	2344	0013	0042										
Turnham Green Church	2124	2154	2224	2254	2322	2351	0020	0049										
440		Sundays and other Public Holidays (except Christmas Day)																
Stonebridge Park Station	0730	0800	0830	0900	0930	0959	1019	Then every 20 minutes until	1139	1158	Then every 20 minutes until	1418	1438	Then every 20 minutes until	1718			
Park Royal Central Middlesex Hospital	0736	0806	0836	0906	0936	1005	1025		1145	1204		1424	1444		1724			
North Acton Station	0742	0812	0842	0913	0943	1013	1033		1153	1213		1433	1453		1733			
North Acton Northfields Road	0747	0817	0847	0919	0949	1019	1039		1159	1219		1439	1459		1739			
West Acton Station	0750	0820	0850	0922	0952	1022	1042		1202	1223		1443	1503		1743			
Acton High Street King Street	0754	0824	0854	0927	0957	1027	1048		1208	1229		1449	1509		1749			
South Acton Level Crossings	0759	0829	0901	0934	1005	1035	1056	1216	1237	1457	1517	1757						
Turnham Green Church	0806	0836	0909	0942	1013	1044	1105	1225	1246	1506	1525	1805						
Stonebridge Park Station	1739	1800	1821	1841	1912	1942	2012	2042	2113	2143	2214	2244	2314	2345	0015			
Park Royal Central Middlesex Hospital	1745	1806	1827	1847	1918	1948	2018	2048	2119	2149	2220	2250	2320	2350	0020			
North Acton Station	1754	1815	1835	1855	1926	1956	2026	2056	2127	2156	2226	2256	2326	2356	0026			
North Acton Northfields Road	1800	1821	1841	1901	1932	2002	2032	2102	2132	2201	2231	2301	2331	0001	0031			
West Acton Station	1804	1824	1844	1904	1935	2005	2035	2105	2135	2204	2234	2304	2333	0003	0033			
Acton High Street King Street	1809	1829	1849	1909	1940	2009	2039	2109	2139	2208	2238	2308	2337	0007	0037			
South Acton Level Crossings	1817	1837	1857	1917	1947	2016	2046	2115	2145	2214	2244	2313	2342	0012	0042			
Turnham Green Church	1825	1845	1905	1925	1954	2023	2053	2122	2152	2221	2251	2320	2349	0019	0049			





Car Club Bays

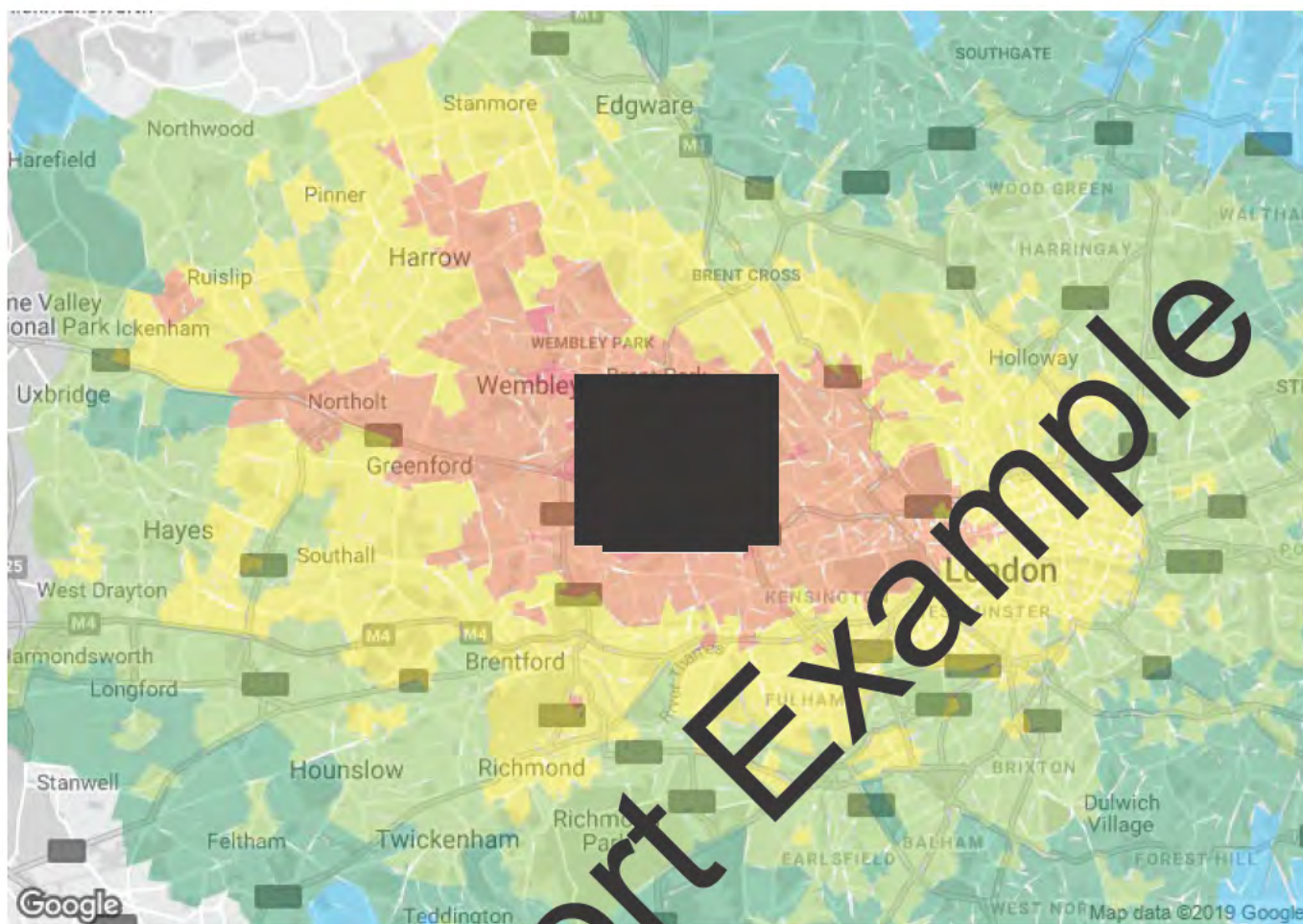
City Car Club

Hertz

Zipcar

Ealing Wards





#### TIM output for Base Year

Scenario Base Year Mode All public transport modes Time of day All peak Direction From location

Report generated 17/04/2019


Population and employment GLA forecasts  
Town Centres GLA 2016  
Education EduBase 2016  
Health NHS Direct CQC

Code NT086A05A

#### Map key- Travel Time

< 15 mins	15 30 mins
30 45 mins	45 60 mins
60 75 mins	75 90 mins
90 105 mins	105 120 mins
120 135 mins	135 150 mins

#### Map layers

 Travel Times



