

Reference	Name	Area	Location	Type of Area	Size	Parking	Rail/underground	Description	PT Info	Reason for excluding from assessment
CN-03-C01	BLOCK OF FLATS,	REGENTS PARK	Suburban area (out of town centre)	Residential Zone	12 units	0	Yes	This site is located on Oval Road in the north-western suburbs of London, near Camden. Oval Road runs south to join with Marylebone Road which runs east towards Notting Hill and West towards Shoreditch. Other local roads lead in all directions in and out of London city centre. This site has 2 pedestrian access points.		
EG-03-C-02	BLOCKS OF FLATS,	EALING	Edge of Town Centre	Residential Zone	137 units	1.37 per dwelling	Yes	This site is made up of a small network of roads with a singular vehicle access point onto Hanger Lane which runs north/south on the sites eastern boundary. There is a bus stop on either side of Hanger Lane. Central Ealing is to the west of the site and the rest of the surrounding area is residential. There are three underground stations within 1km of the site. A number of sports fields/grounds are close by to the site.		No bus/rail split
GR-03-C-01	FLATS,	BLACKHEATH	Edge of Town Centre	Built up Zone	134 units	0.761 per dwelling	Yes	This residential site is situated at the edge of the centre of Blackheath. It is a long cul-de-sac road with Blackheath Rail Station situated at the bottom. The surrounding area is built up housing and local shops.	Blackheath train station has suburban rail services to /from London Bridge, Charlton and Barnehurst as well as the Victoria service listed above. There are four bus routes running from: Elmers End - Woolwich There are a total of 620 buses/trains that stop within 1km of the site. Lewisham - Slade Green Lewisham - Stratford Crystal Palace - Blackheath	No bus/rail split
HG-03-C-01	BLOCK OF FLATS	HORNSEY	Suburban area (out of town centre)	Residential Zone	25 units	1.8 per dwelling	Yes	The site is located on Chadwell Lane, just off the A504 High Street. High Street runs west towards Hendon and the M1, and east towards Tottenham. Other local roads run south towards Holloway and Camden, and north towards Enfield and the M25. There are some residential developments, a pub, restaurants, and local shops in the surrounding area.		
HK-03-C-02	BLOCK OF FLATS	SHOREDITCH	Town Centre	Built up Zone	9 units	0	Yes	The site is located within close proximity to Old Street (A5201) which heads west towards Clerkenwell and east towards Shoreditch. There is one pedestrian access point to the site from Hoxton Square. There are shops, bars, restaurants and residential developments adjacent to the site. With various city centre developments in the local area.	There are excellent bus and rail services within proximity to the site. The bus services recorded in the bus accessibility table are the most frequent services there are numerous other services available. This is reflected in the Public Transport Provision Summary.	
IS-03-C-01	FLATS,	ISLINGTON	Suburban area (out of town centre)	Residential Zone	31 units	0.290 per dwelling	Yes	This site is located just off Essex Road, north of London city centre. Essex Road runs south-west into Angel and north towards Stoke Newington. Local roads lead in all directions in and out of central London. This site has 1 vehicle access point on Ramsey Walk. There is a park, a nursery school and some residential developments adjacent to the site. There are some cafes, local shops and further residential developments in the local area.		Rail <850m from site. Low use of rail services.
KI-03-C-02	BLOCK OF FLATS	KINGSTON UPON THAMES	Edge of Town Centre	None	132 units	1.129 per dwelling	Yes	The site is located close to Kingston town centre, just off Richmond Road. Richmond Road runs north towards Richmond and west London, and south to join the A243 towards the M25. Local roads lead in all directions. The site has 1 vehicle access, which is also shared with a pedestrian access. The site is located within close proximity to Kingston Rail Station, some local shops and residential developments.	The bus services shown are the 4 most frequent services. There are many other services passing the site to various surrounding areas. There are 2 rail stations within 1km of the site - Kingston Rail and Hampton Wick. Of the 4 trains per hour, 2 continue to Shepperton and the other 2 loop back to London via Richmond	
KN-03-C-01	BLOCKS OF FLATS	NOTTING HILL	Edge of Town Centre	Residential Zone	16 units	1.125 per dwelling	Yes	The site is located off the A40 Notting Hill Gate. Notting Hill Gate runs west towards Hammersmith and the M4, and east towards Bloomsbury. Local roads lead in all directions in and out of London. There are residential developments, pubs and various city centre developments in the local area. The site has 2 access points, 1 allowing vehicles.		
RD-03-C-01	BLOCKS OF FLATS	KEW	Suburban area (out of town centre)	Residential Zone			Yes	This site is located in Kew, west London, which is between Brentford and Chiswick. It is off the A307 Kew Road, close to its junction with the A205(T), which heads north towards main connections to Brentford and Chiswick. The Kew Road also heads south towards Richmond. The area is quietly residential and appears quite expensive. The Royal Botanic Gardens are directly to the west and south-west of the site, across Kew Road, and residential developments surround the site in other directions. Kew Gardens rail and Underground station is situated to the south of the site, within a reasonably short walking distance, with lines running north and south. There are 4 bus stops close to the site, 2 on either side of Kew Road. The site has a single vehicle access on Kew Road, and there is also a pedestrian access (which is also used as an access for emergency vehicles).		No bus/rail split
RD-03-C-02	BLOCK OF FLATS	BARNES	Suburban area (out of town centre)	Residential Zone	28 units	1.179 per dwelling	Yes	This site is located in a residential area in the south of Barnes. The site has 2 access points for all modes. The A205 main road is situated close to the site and runs west towards Richmond and east towards Putney, Wandsworth and the City of London. Many other local roads head in all directions away from Barnes. A grassed common area is located adjacent to the site as well as other residential developments. There is also a rugby club and a golf course in the local area.	In addition to the services shown, there is also a 6-per-hour bus service to Roehampton Bessborough Road (9 minutes journey time) and a once-daily bus service to the local ASDA store. There are some exceptions to the hourly bus and train services by which not all run to the same frequency every hour as those shown in the bus and train service tables.	
TH-03-C-02	FLATS	BETHNAL GREEN	Suburban area (out of town centre)	Built up Zone	24 units	1 per dwelling	Yes	This site is located just off Roman Road and Cambridge Heath Road. Cambridge Heath Road runs north towards Hackney and south towards Whitechapel. Other local roads run west into central London, and east towards Stratford and West Ham. There is 1 vehicle access point to the site, located on Burnham Street. There is a police station and some flats adjacent to the site. There are some shops, residential developments and a primary school in the local area.	The site is located within close proximity to a bus and underground station with frequent services.	
TH-03-C-03	FLATS	BETHNAL GREEN	Suburban area (out of town centre)	Residential Zone	69 units	0.754 per dwelling	Yes	The site is situated east of London city centre in Bethnal Green. The site is just north of the A11, which runs from Stratford to Whitechapel. Local roads lead in all directions. The site has 3 vehicle access on Palmers Road. There are industrial units, flats and a canal adjacent to the site. There are local shops and residential developments in the local area.		
NH-03-M-01	TERRACED/FLATS	PLAISTOW	Suburban area (out of town centre)	None	45 units	0.978 per dwelling	Yes	This site is located in a residential area of West Ham and has 3 access points, 2 of which are pedestrian accesses. There is good road access to and from the site with the A1261 running east to west along the Docklands area and towards City Airport. The A124 heads north-east towards Barking, and the A14 runs east towards Stratford, Mile End and the City of London. Developments adjacent to the site are mainly residential with a recreation ground also alongside. Developments in the local area include a rugby club as well as a cemetery.		
WF-03-M-01	TERRACED	CHINGFORD	Suburban area (out of town centre)	Residential Zone	40 units	1.525 per dwelling		This site is located in the northern suburbs of London. The site is located on Larshall Road which heads north to Chingford and south to Walthamstow. The site is located a short distance from New Road (A1009), which heads south-east through Woodford Green towards the M11 and west towards Tottenham. There are 3 access points to this site, 2 for vehicles of Larshall Road and 1 for pedestrians at the rear of the site off Lukin Crescent. The surrounding area is mainly residential development, there is also a school in the local area. A bus stop is located opposite the site entrances on Larkshall Road.		No access to rail

Based on daily trips

Splits	Walk	%	Cycle	%	Bus	%	Rail	%	Prop of Rail in all PT	PT	%	Car	%	Total
CN-03-C01	49	37.4%		0.0%	5	3.8%	30	22.9%	85.7%	35	26.7%	47	35.9%	131
HG-03-C-01	13	17.6%		0.0%	9	12.2%	38	51.4%	80.9%	47	63.5%	14	18.9%	74
HK-03-C-02	yes 15	46.9%		0.0%	5	15.6%	8	25.0%	61.5%	13	40.6%	4	12.5%	32
KI-03-C-02	yes 285	45.4%	9	1.4%	33	5.3%	92	14.6%	73.6%	125	19.9%	209	33.3%	628
KN-03-C-01	small data set 8	28.6%		0.0%	1	3.6%	7	25.0%	87.5%	8	28.6%	12	42.9%	28
RD-03-C-02	yes 53	31.2%	7	4.1%	13	7.8%	31	18.2%	70.5%	44	25.9%	66	38.8%	170
TH-03-C-02	yes 58	46.7%	5	2.4%	11	5.2%	43	20.5%	79.6%	54	25.7%	53	25.2%	210
TH-03-C-03	low rail 89	25.0%	12	3.5%	64	18.7%	64	18.7%	20.0%	128	37.3%	114	33.2%	343
NH-03-M-01	yes 103	25.4%	17	4.2%	33	8.1%	82	20.2%	71.3%	115	28.3%	171	42.1%	406
WF-03-M-01	no rail 258	33.8%	40	5.2%	108	14.1%	0	0.0%	0.0%	108	14.1%	358	46.9%	764
<b>Average</b>		<b>33.9%</b>		<b>2.1%</b>		<b>9.4%</b>		<b>21.6%</b>	<b>66.1%</b>		<b>31.1%</b>		<b>33.0%</b>	

Based on AM trips

Splits	Walk	%	Cycle	%	Bus	%	Rail	%	Prop of Rail in all PT	PT	%	Car	%	Total
CN-03-C01	3	13.6%		0.0%	0	0.0%	3	13.6%	100.0%	3	13.6%	16	72.7%	22
HG-03-C-01	0	0.0%		0.0%	0	0.0%	3	75.0%	100.0%	3	75.0%	1	25.0%	4
HK-03-C-02	2	66.7%		0.0%	0	0.0%	1	33.3%	100.0%	1	33.3%	0	0.0%	3
KI-03-C-02	21	33.9%	0	0.0%	6	9.7%	14	22.6%	70.0%	20	33.3%	21	33.9%	62
KN-03-C-01	0	0.0%	0	0.0%	0	0.0%	2	33.3%	100.0%	2	33.3%	4	66.7%	6
RD-03-C-02	2	10.0%	1	5.0%	3	15.0%	4	20.0%	57.1%	7	35.0%	10	50.0%	20
TH-03-C-02	1	5.9%	2	11.8%	0	0.0%	10	58.8%	100.0%	10	58.8%	4	23.5%	17
TH-03-C-03	8	17.3%	6	12.5%	12	25.0%	12	25.0%	50.0%	24	46.2%	13	25.0%	52
NH-03-M-01	12	22.2%	4	7.4%	9	16.3%	13	24.1%	61.3%	16	29.6%	22	40.7%	54
WF-03-M-01	50	48.1%	2	1.9%	17	16.3%	0	0.0%	0.0%	17	16.3%	35	33.7%	104
<b>Busters</b>		<b>28%</b>		<b>3%</b>		<b>25%</b>		<b>13%</b>	<b>28%</b>		<b>16.3%</b>		<b>27%</b>	
<b>Average</b>		<b>21.8%</b>		<b>3.8%</b>		<b>7.0%</b>		<b>30.4%</b>	<b>75.8%</b>		<b>37.4%</b>		<b>37.1%</b>	

Based on PM trips

Splits	Walk	%	Cycle	%	Bus	%	Rail	%	Prop of Rail in all PT	PT	%	Car	%	Total
CN-03-C01	3	42.9%		0.0%	0	0.0%	3	42.9%	100.0%	3	42.9%	1	14.3%	7
HG-03-C-01	1	16.7%		0.0%	1	16.7%	3	50.0%	75.0%	4	66.7%	1	16.7%	6
HK-03-C-02	2	66.7%		0.0%	0	0.0%	1	33.3%	100.0%	1	33.3%	0	0.0%	3
KI-03-C-02	51	50.0%	2	2.0%	5	4.9%	5	4.9%	50.0%	10	9.8%	39	38.2%	102
KN-03-C-01	0	0.0%	0	0.0%	0	0.0%	0	0.0%	#DIV/0!	0	0.0%	1	100.0%	1
RD-03-C-02	5	35.7%	1	7.1%	1	7.1%	1	7.1%	50.0%	2	14.3%	6	42.9%	14
TH-03-C-02	12	63.2%	0	0.0%	1	5.3%	2	10.5%	66.7%	3	15.8%	4	21.1%	19
TH-03-C-03	12	31.6%	0	0.0%	11	28.9%	10	26.3%	47.6%	21	55.3%	5	13.2%	38
NH-03-M-01	9	22.5%	1	2.5%	5	12.5%	5	12.5%	50.0%	10	25.0%	20	50.0%	40
WF-03-M-01	18	35.3%	3	5.9%	7	13.7%	0	0.0%	0.0%	7	13.7%	23	45.1%	51
<b>Busters</b>		<b>25%</b>		<b>3%</b>		<b>22%</b>		<b>15%</b>	<b>27%</b>		<b>13.7%</b>		<b>32%</b>	
<b>Average</b>		<b>36.4%</b>		<b>1.7%</b>		<b>8.9%</b>		<b>18.8%</b>	<b>#DIV/0!</b>		<b>27.7%</b>		<b>34.1%</b>	

	Brockley		New Cross		Telegraph Hill		Telegraph Hill		
	Count	Split	Count	Split	Count	Split	Count	Split	
All People	10650		11138		10857		183135		
All Workers excl working from Home	5996		6052		6158		106233		
Works mainly at or from home	481		421		470		8350		
Underground, metro, light rail or tram	1038	17%	1207	20%	977	16%	10094	10%	
Train	1799	30%	1252	21%	1587	26%	33003	31%	Average
Rail and Underground	2837	<b>47%</b>	2459	<b>41%</b>	2564	<b>42%</b>	43097	<b>41%</b>	43%
Bus, minibus or coach	1008	<b>17%</b>	1393	<b>23%</b>	1259	<b>20%</b>	15797	<b>15%</b>	20%
Taxi or minicab	20	0%	32	1%	22	0%	499	0%	
Driving a car or van	1340	22%	1352	22%	1490	24%	32833	31%	
Passenger in a car or van	102	2%	102	2%	109	2%	2482	2%	
Motorcycle, scooter or moped	85	1%	70	1%	117	2%	1656	2%	
Bicycle	129	2%	164	3%	179	3%	2121	2%	
On foot	447	7%	461	8%	393	6%	7342	7%	
Other	28	0%	19	0%	25	0%	406	0%	
Not currently working	4173		4665		4229		68552		