

Transport Matrix: **Table T10 - Total Development Quantum By Illustrative Phase, Whole BXC Site-area**
 Further definition for trip rate purposes, compared to Table T9

Land Use Quantum m2	PDP (Phase 1)	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	TOTAL m2
Retail Uses								
<i>BXSC</i>	38626	39507						78,133
<i>Supermarket</i>	19,509							19,509
<i>PFS</i>		326						326
<i>Neighbourhood</i>	3066	4367	557	140	2090	1626	1437	13,283
Office		9205	2322	5574	36416	196391	145389	395,297
Hotel & Conference	38934							38,934
<i>Hotel</i>						22330		22,330
Community Uses								
<i>Medical Centre</i>		7294						7,294
<i>Private Hospital</i>			20145					20,145
<i>Schools</i>	4241	17113						21,354
<i>Community Centre</i>		3646						3,646
<i>Creache</i>			252		252	252		756
Leisure Uses								
<i>Sports Centre</i>	6920	4019						10,939
<i>Cinema</i>	15139							15,139
Residential	124330	187393	174727	47006	178597			712,053
Industrial uses								
<i>General Industrial</i>				7432				7,432
<i>Waste Handling Facility</i>	24619							24,619
<i>Rail Freight Handling Facility</i>				29263				29,263
Total	275384	272870	198003	89415	217355	220599	146826	1420452

For Table T10 Above Note: These are the totals input into the TRICS/TRAVL spreadsheet
Data carried forward from Total_LU worksheet with some further subdivision into LU categories
as applied in TA trip generation

Note the following figures are not included:

- 2,416sq.m – train station
- 46sq.m – Cricklewood station; and
- 71sq.m – bus station.

Transport Matrix: Table T11 -BXC Number of 2-way Person Trips - Pre Demand Model (TRICS/TRAVL) - Phase 1

Applies TRICS/TRAVL trip rates to Land Use Quantum in PDP_Phase 1

Land Use	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Residential	771	547	341
Office	0	0	0
Retail & Leisure	1189	5737	8710
Community	389	42	151
Hotel & Conference	522	383	777
Industrial	0	0	0
Heavy Industrial	72	42	220
Total all Modes	2942	6751	10198

Mode	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Bus	342	973	1470
Rail	99	128	223
London Underground	111	283	517
Private Car (inc passengers)	1685	4079	6415
Walk	679	1217	1381
Cycle	10	21	77
Other modes (inc taxis)	16	49	115
Total all Modes	2942	6751	10198

Transport Matrix: Table T12 - BXC Number of 2-way Person Trips - Pre Demand Model (TRICS/TRAVL) - Phase 2

Applies TRICS/TRAVL trip rates to Land Use Quantum in Phase 2

Land Use	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Residential	1162	825	514
Office	235	250	15
Retail & Leisure	575	2286	4954
Community	2083	736	814
Hotel & Conference	0	0	0
Industrial	0	0	0
Heavy Industrial	0	0	0
Total all Modes	4055	4097	6298

Mode	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Bus	656	665	1232
Rail	188	160	105
London Underground	141	154	174
Private Car (inc passengers)	1583	2212	3831
Walk	1454	834	873
Cycle	25	40	51
Other modes (inc taxis)	9	32	31
Total all Modes	4055	4097	6298

Transport Matrix: Table T13 - BXC Number of 2-way Person Trips - Pre Demand Model (TRICS/TRAVL) - Phase 3

Applies TRICS/TRAVL trip rates to Land Use Quantum in Phase 3

Land Use	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Residential	1083	769	479
Office	59	63	4
Retail & Leisure	22	89	120
Community	511	365	316
Hotel & Conference	0	0	0
Industrial	0	0	0
Heavy Industrial	0	0	0
Total all Modes	1676	1286	920

Mode	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Bus	308	220	139
Rail	128	94	29
London Underground	57	47	37
Private Car (inc passengers)	877	676	539
Walk	288	236	152
Cycle	16	10	13
Other modes (inc taxis)	2	2	10
Total all Modes	1676	1286	920

Transport Matrix: Table T14 - BXC Number of 2-way Person Trips - Pre Demand Model (TRICS/TRAVL) - Phase 4

Applies TRICS/TRAVL trip rates to Land Use Quantum in Phase 4

Land Use	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Residential	291	207	129
Office	142	152	9
Retail & Leisure	6	22	30
Community	0	0	0
Hotel & Conference	0	0	0
Industrial	19	19	4
Heavy Industrial	16	8	64
Total all Modes	474	408	237

Mode	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Bus	70	57	20
Rail	64	55	10
London Underground	38	36	11
Private Car (inc passengers)	194	167	156
Waik	98	84	34
Cycle	6	6	3
Other modes (inc taxis)	4	4	3
Total all Modes	474	408	237

Transport Matrix: Table T15 - BXC Number of 2-way Person Trips - Pre Demand Model (TRICS/TRAVL) - Phase 5

Applies TRICS/TRAVL trip rates to Land Use Quantum in Phase 5

Land Use	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Residential	1107	786	490
Office	929	991	61
Retail & Leisure	83	333	452
Community	2	1	0
Hotel & Conference	0	0	0
Industrial	0	0	0
Heavy Industrial	0	0	0
Total all Modes	2121	2110	1002

Mode	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Bus	317	289	97
Rail	331	302	43
London Underground	218	218	57
Private Car (inc passengers)	717	772	602
Walk	478	474	178
Cycle	33	33	12
Other modes (inc taxis)	26	23	14
Total all Modes	2121	2110	1002

Transport Matrix: Table T16 - BXC Number of 2-way Person Trips - Pre Demand Model (TRICS/TRAVL) - Phase 6
 Applies TRICS/TRAVL trip rates to Land Use Quantum in Phase 6

	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
Land Use	0800-0900	1700-1800	1400-1500
Residential	0	0	0
Office	5008	5342	328
Retail & Leisure	65	204	240
Community	2	1	0
Hotel & Conference	299	220	446
Industrial	0	0	0
Heavy Industrial	0	0	0
Total all Modes	5373	5767	1014

	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
Mode	0800-0900	1700-1800	1400-1500
Bus	797	823	108
Rail	1159	1193	136
London Underground	900	928	168
Private Car (inc passengers)	860	1145	400
Walk	1336	1400	164
Cycle	177	176	17
Other modes (inc taxis)	144	101	22
Total all Modes	5373	5767	1014

Transport Matrix: Table T17 - BXC Number of 2-way Person Trips - Pre Demand Model (TRICS/TRAVL) - Phase 7

Applies TRICS/TRAVL trip rates to Land Use Quantum in Phase 7

Land Use	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Residential	0	0	0
Office	3707	3955	243
Retail & Leisure	57	229	310
Community	0	0	0
Hotel & Conference	0	0	0
Industrial	0	0	0
Heavy Industrial	0	0	0
Total all Modes	3765	4184	553

Mode	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Bus	591	616	54
Rail	858	879	55
London Underground	667	690	51
Private Car (inc passengers)	424	741	276
Walk	992	1051	104
Cycle	131	131	8
Other modes (inc taxis)	102	76	6
Total all Modes	3765	4184	553

Transport Matrix: Table T18 - BXC Number of 2-way Person Trips - Pre Demand Model (TRICS/TRAVL) - All Phases
 Sums peak hour trips for previous individual phases

Land Use	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Residential	4415	3133	1953
Office	10080	10752	660
Retail & Leisure	1997	8900	14816
Community	2986	1145	1281
Hotel & Conference	821	603	1223
Industrial	19	19	4
Heavy Industrial	88	50	284
Total all Modes	20405	24602	20222

Mode	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Bus	3081	3636	3092
Rail	2828	2817	609
London Underground	2131	2362	1024
Private Car (inc passengers)	6340	9775	12209
Walk	5325	5308	2900
Cycle	398	418	182
Other modes (inc taxis)	303	287	205
Total all Modes	20405	24602	20222

Transport Matrix: **Table T19 - BXC Number of 2-way Person Trips - Pre Demand Model (TRICS/TRAVL) - All Phases 1-7**

Land Use	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Residential	4415	3133	1953
Office	10080	10752	660
Retail & Leisure	1997	8900	14817
Community	2987	1145	1281
Hotel & Conference	821	603	1223
Industrial	19	19	4
Heavy Industrial	88	50	284
Total all Modes	20406	24603	20222

Mode	AM Peak	PM Peak	Saturday
	Hour	Hour	Hour
	0800-0900	1700-1800	1400-1500
Bus	3081	3643	3120
Rail	2828	2811	601
London Underground	2131	2355	1015
Private Car (inc passengers)	6340	9792	12218
Walk	5325	5297	2886
Cycle	398	417	181
Other modes (inc taxis)	303	286	202
Total all Modes	20406	24603	20222

Note: values are summed from all the individual Trip Data sheets for each Phase

Transport Matrix: **Table T20** - BXC Number of 2-way Person Trips - Post Demand Model
Forecasts

AM Peak Hour 0800-0900

Cumulative Numbers of "New" Trips Generated by New BXC Scheme

Excludes any allowance for trips being removed due to existing land-uses being demolished

Mode	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	All
Bus	500	1329	2082	2287	3606	4660	5714	5509
Rail	0	0	0	0	0	2663	3265	3265
London Underground	118	350	434	549	789	998	1224	1224
Private Car (inc passengers)	1912	4338	4944	5031	4958	5492	6734	6938
Walk	324	770	954	1006	1465	2163	2653	2653
Cycle	29	70	87	91	225	333	408	408
Other modes (inc taxis)	59	140	173	183	225	333	408	408
Total all Modes	2942	6997	8673	9147	11268	16641	20406	20405

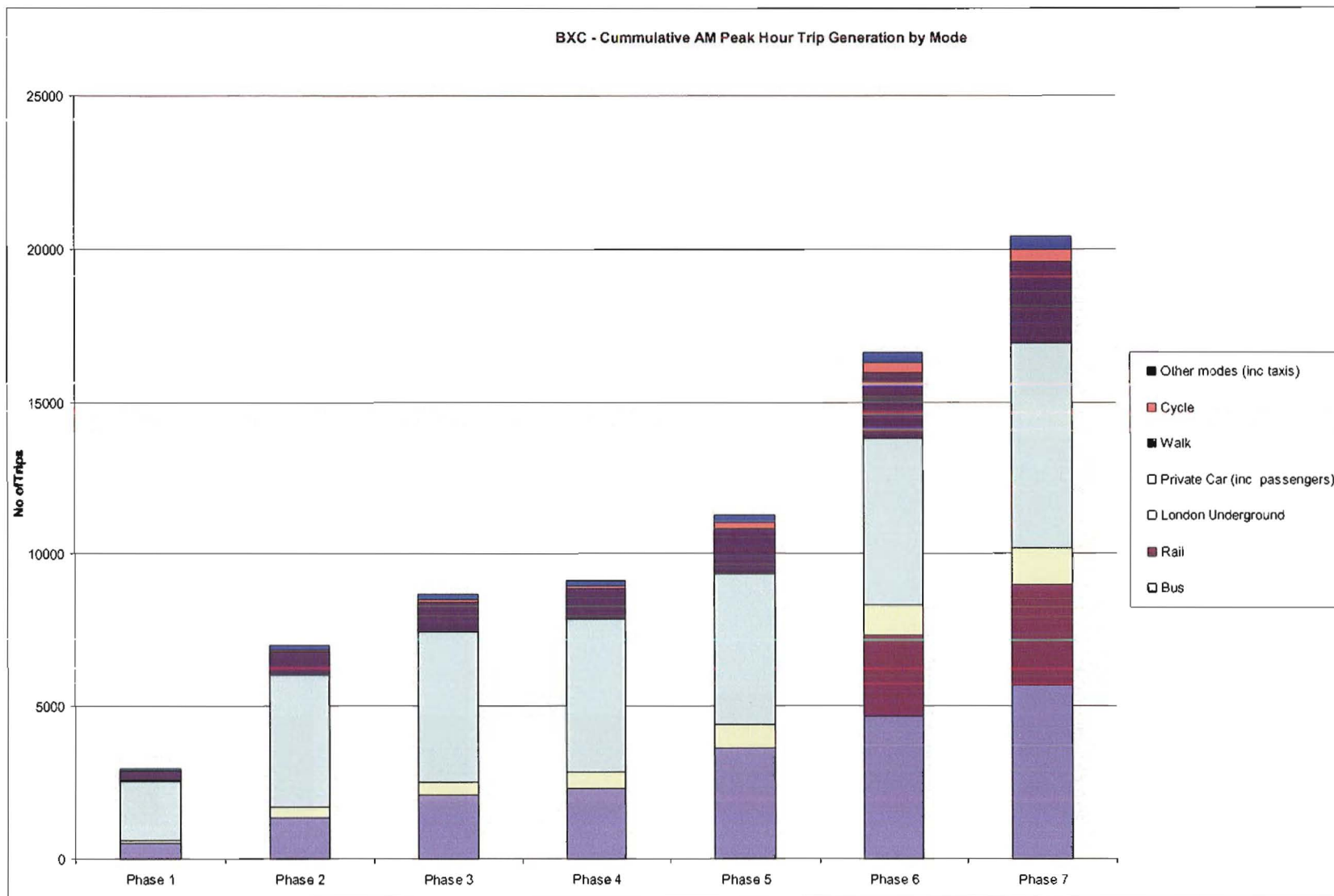
Mode Split Progression to Target in Framework Travel Plan (% trips all modes)

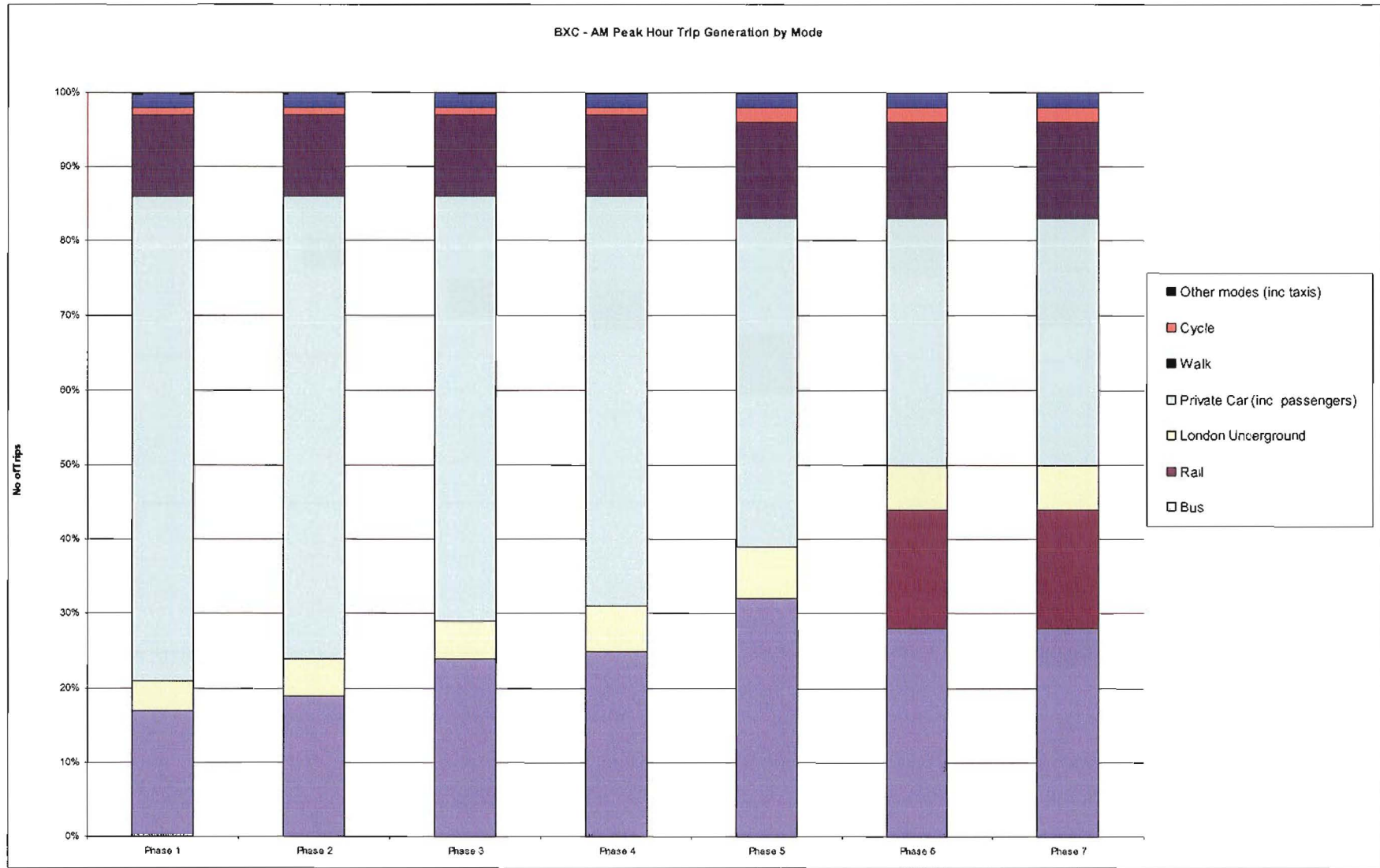
Applied to cumulative trips at the the end of these phases eg apply mode split 3 to trips generated in Phases 1-3

Mode	1	2	3	4	5	6	7	DF
Bus	17	19	24	25	32	28	28	27
Rail	0	0	0	0	0	16	16	16
London Underground	4	5	5	6	7	6	6	6
Private Car (inc passengers)	65	62	57	55	44	33	33	34
Walk	11	11	11	11	13	13	13	13
Cycle	1	1	1	1	2	2	2	2
Other modes (inc taxis)	2	2	2	2	2	2	2	2
Total	100	100	100	100	100	100	100	100

Take total numbers of trips for each individual phase, and accumulate. For each cumulative position then apply the mode split progression at that stage to determine the trips shown in the charts below







Transport Matrix: Table T21 - BXC Number of 2-way Person Trips - Post Demand Model Forecasts

PM Peak Hour 1700-1800

Cumulative Numbers of "New" Trips Generated by New BXC Scheme

Excludes any allowance for trips being removed due to existing land-uses being demolished

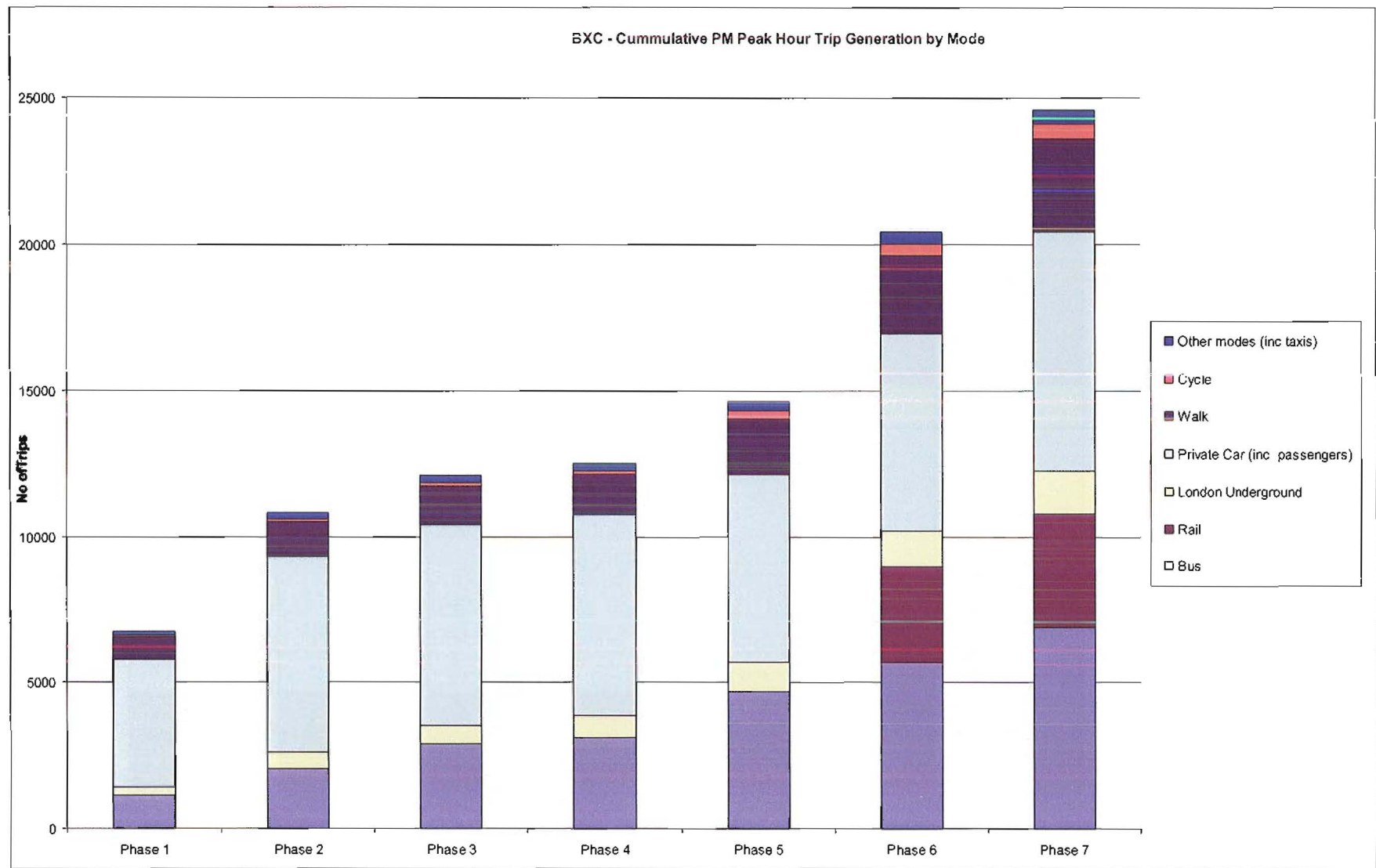
Mode	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	All
Bus	1148	2061	2912	3136	4689	5717	6889	6643
Rail	0	0	0	0	0	3267	3936	3936
London Underground	270	542	607	753	1026	1225	1476	1476
Private Car (inc passengers)	4388	6726	6916	6898	6447	6738	8119	8365
Walk	743	1193	1335	1380	1905	2654	3198	3198
Cycle	68	108	121	125	293	408	492	492
Other modes (inc taxis)	135	217	243	251	293	408	492	492
Total all Modes	6751	10848	12134	12542	14652	20419	24603	24602

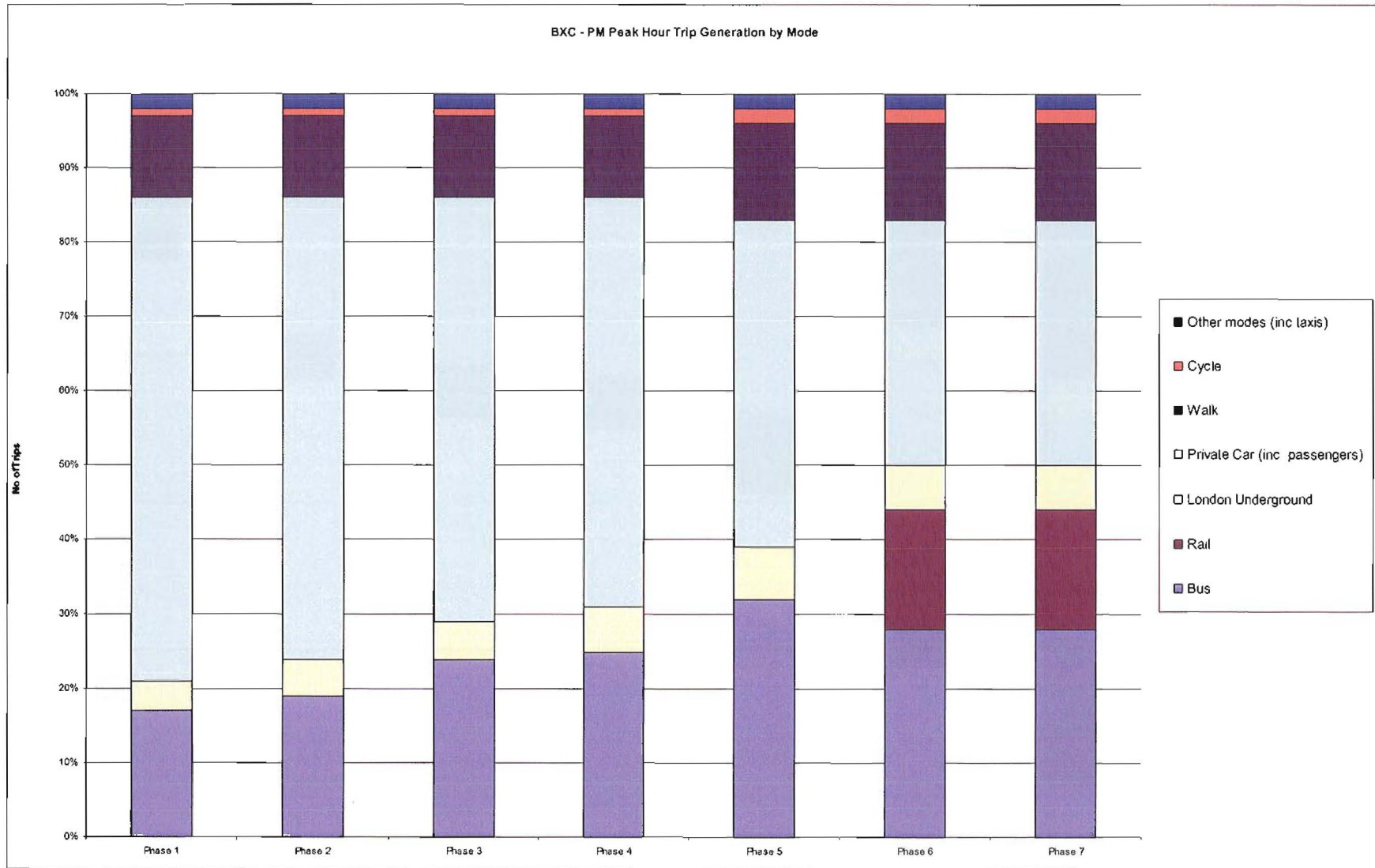
Mode Split Progression to Target in Framework Travel Plan (% trips all modes)

Applied to cumulative trips at the the end of these phases eg apply mode split 3 to trips generated in Phases 1-3

Mode	1	2	3	4	5	6	7	DF
Bus	17	19	24	25	32	28	28	27
Rail	0	0	0	0	0	16	16	16
London Underground	4	5	5	6	7	6	6	6
Private Car (inc passengers)	65	62	57	55	44	33	33	34
Walk	11	11	11	11	13	13	13	13
Cycle	1	1	1	1	2	2	2	2
Other modes (inc taxis)	2	2	2	2	2	2	2	2
Total	100	100	100	100	100	100	100	100

Take total numbers of trips for each individual phase, and accumulate. For each cumulative position then apply the mode split progression at that stage to determine the trips shown in the charts below





Transport Matrix: Table T22 - BXC Number of 2-way Person Trips - Post Demand Model Forecasts

Sat Peak Hour 1400-1500

Cumulative Numbers of "New" Trips Generated by New BXC Scheme

Excludes any allowance for trips being removed due to existing land-uses being demolished

Mode	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	All
Bus	1734	3134	4180	4413	5970	5507	5662	5460
Rail	0	0	0	0	0	3147	3236	3235
London Underground	408	825	871	1059	1306	1180	1213	1213
Private Car (inc passengers)	6629	10228	9927	9709	8208	6491	6673	6875
Walk	1122	1815	1916	1942	2425	2557	2629	2629
Cycle	102	165	174	177	373	393	404	404
Other modes (inc taxis)	204	330	348	353	373	393	404	404
Total all Modes	10198	16496	17416	17653	18655	19669	20222	20222

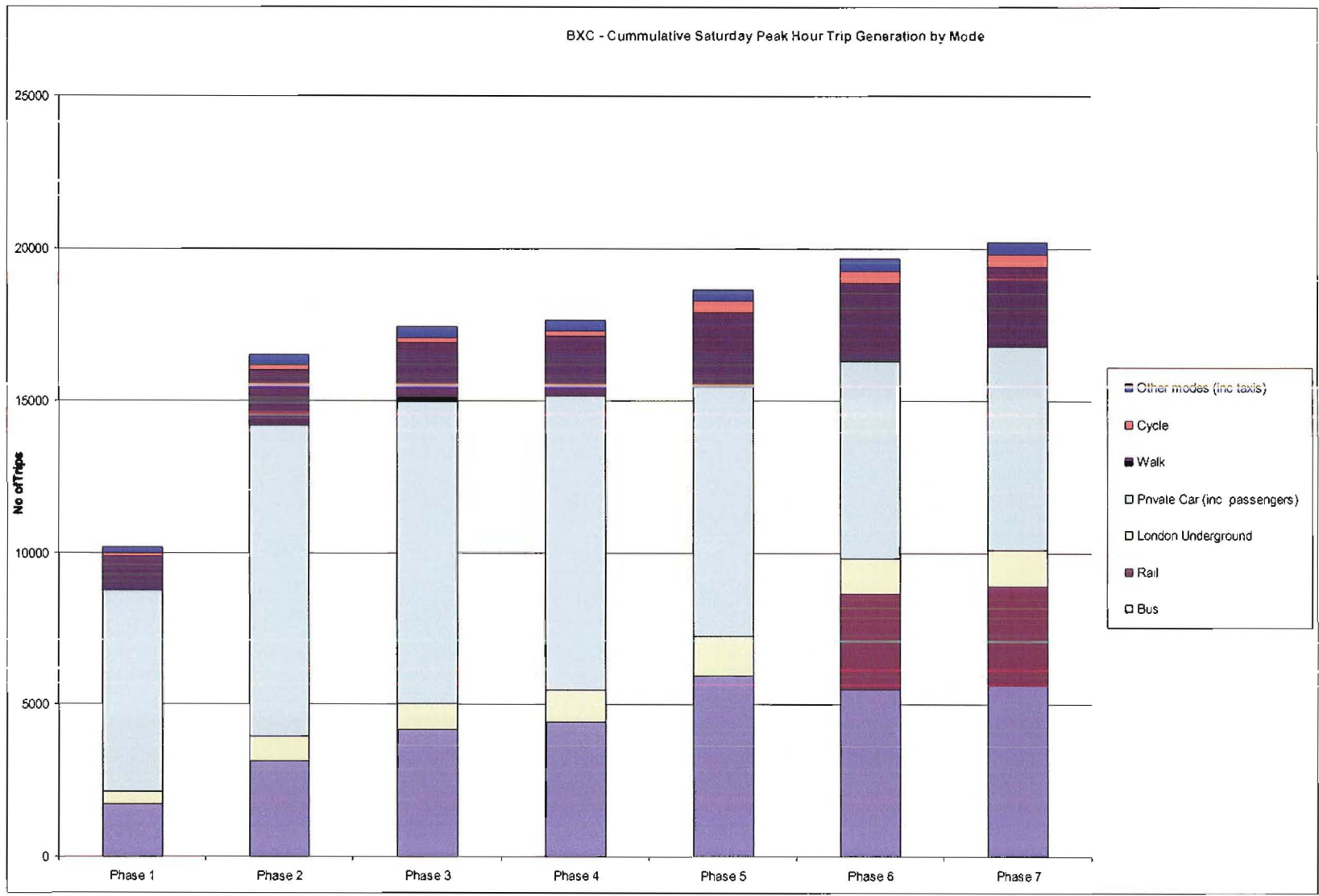
Mode Split Progression to Target in Framework Travel Plan (% trips all modes)

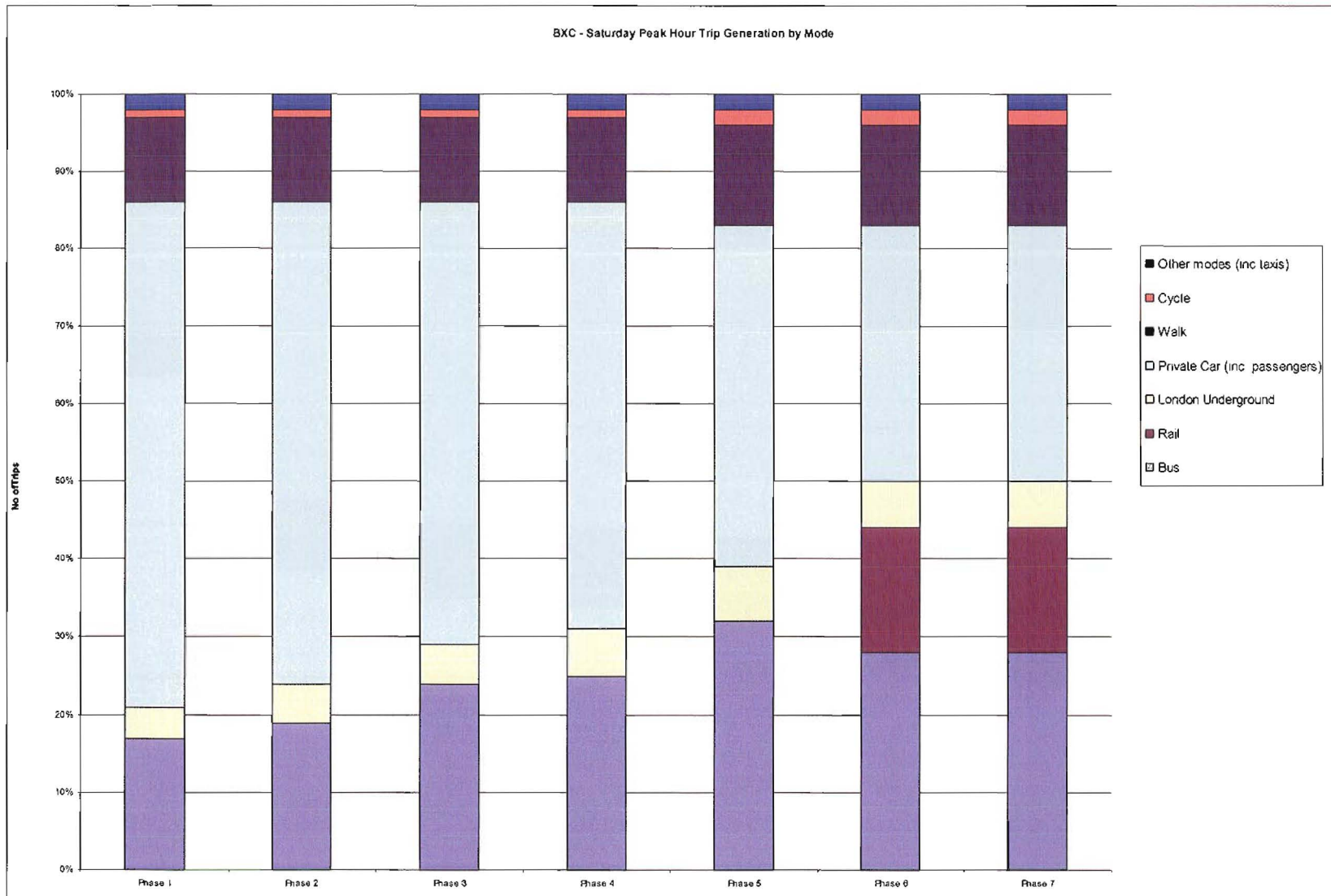
Applied to cumulative trips at the the end of these phases eg apply mode split 3 to trips generated in Phases 1-3

Mode	1	2	3	4	5	6	7	DF
Bus	17	19	24	25	32	28	28	27
Rail	0	0	0	0	0	16	16	16
London Underground	4	5	5	6	7	6	6	6
Private Car (inc passengers)	65	62	57	55	44	33	33	34
Walk	11	11	11	11	13	13	13	13
Cycle	1	1	1	1	2	2	2	2
Other modes (inc taxis)	2	2	2	2	2	2	2	2
Total	100	100	100	100	100	100	100	100

Take total numbers of trips for each individual phase, and accumulate. For each cumulative position then apply the mode split progression at that stage to determine the trips shown in the charts below







Transport Matrix: Table T23 - Infrastructure Works triggers, by Area, By IllustrativePhase

PDP/Development Zone	REQUIREMENT / OBLIGATION	Summary of Trigger for Provision (Based Planning Conditions document dated 7 September 2009, refer to this document for a full definition of the relevant Condition)	Illustrative Phase
PDP	A406 Brent Cross Ingress/Egress Junction	Not to occupy or open for trade the existing John Lewis store once vacated or any of the retail floorspace within Brent Cross East Zone, with the exception of the new John Lewis store.	1
	A41 / A406 Junction Works including Brentfield Gardens Junction Works and A41 Underpass works	Not to occupy or open for trade the existing John Lewis store once vacated or any of the retail floorspace within Brent Cross Shopping Centre East Zone, with the exception of the new John Lewis store.	1
	Brent Cross Pedestrian Underpass Works	Not to occupy or open for trade the existing John Lewis store once vacated or any of the retail floorspace within Brent Cross Shopping Centre East Zone, with the exception of the new John Lewis store.	1
	Diversion of Prince Charles Drive	Not to occupy or open for trade the existing John Lewis store once vacated or any of the retail floorspace within Brent Cross Shopping Centre East Zone, with the exception of the new John Lewis store.	1
	Eastern River Brent Alteration & Diversion Works	Not to occupy or open for trade the existing John Lewis store once vacated or any of the retail floorspace within Brent Cross Shopping Centre East Zone, with the exception of the new John Lewis store.	1
	Brent Cross London Underground Transport Interchange (forecourt works)	Not construction work shall commence on Transport Interchange T3 (Brent Cross Underground Station) Forecourt Works until full details of the work shall have been submitted and approved by the LPA.	1

New A406 Bridge, Tempelhof Avenue and Link Road	Not to occupy or open for trade the existing John Lewis store once vacated or any of the retail floorspace within Brent Cross Shopping Centre East Zone, with the exception of the new John Lewis store.	1
Claremont Avenue	Not to occupy more than 1,000 residential units south of the A406 or to occupy or bring into use the New Superstore (within the Eastern Lands zone).	1
Claremont Avenue Junction with Tilling Road	Not to occupy or open for trade the existing John Lewis store once vacated or any of the retail floorspace within Brent Cross Shopping Centre East Zone, with the exception of the new John Lewis store.	1
Claremont Road North Junction	No to to occupy more than 1,000 residential units or to occupy or bring into use the New Superstore (in the vicinity of Plot 28 within the Eastern Lands zone).	1
Claremont Park Road (Part 1)	Not to occupy more than 100 residential units on land immediately north of Claremont Park comprising those on plots 11, 12, 14 and 15).	1
Cricklewood Lane (A407)/Claremont Road and A407/A5 Junction Works	Not to occupy any part of the development south of the A406 prior to practical completion of the works. Not to commence works until any traffic management measures or other mitigation measures to Chichelle Road and required by the LB Brent have been authorised by a section 278 highways agreement.	1
Cricklewood Station Transport Interchange (forecourt works)	No construction work shall commence on Transport Interchange T4 (Cricklewood Station) Forecourt Works until full details of the work shall have been submitted and approved by the LPA.	1
Waste Handling Facility	The development shall not prevent the operation of the existing Waste Transfer Station until a New Waste Handling Facility has been completed.	1
Waste Handling Facility Rail Sidings with Gantry Crane	The WHF shall not be opened prior to practical completion of the WHF Rail Sidings and Gantry Crane	1
A5 Junction to Waste Handling Facility	The WHF shall not be occupied prior to practical completion of the A5 junction. Works shall not be commenced until any traffic management measures to Humber Road (as identified in the A5 Corridor Study) and required by LB Brent have been authorised by a section 278 agreement.	1

	Tilling Road West Realignment & Improvement Works (Part 1)	Not to occupy more than 1,000 residential units south of the A406 to occupy or bring into use the New Superstore.	1
Brent Cross East Zone (post PDP)	Central River Brent Alteration & Diversion Works	Not to occupy more than 45,000 m2 of new built comparison retail within the Brent Cross East Zone.	2
	Brent Cross Bus Station	The new John Lewis Store shall not be occupied prior to the completion of the temporary enhancement works. Unless there is a legal commitment to construct the Replacement Brent Cross Bus station (by commencing Phase 2 or otherwise), not to occupy the new John Lewis Store until the permanent works and their programming have been approved . Not to occupy the New John Lewis store unless and until it shall have submitted to the LPA and obtained approval to the Bus Station Permanent Enhancement Works which shall be completed no later than 3 years from the occupation and opening for trade of the New John Lewis Store or 5 years from the commencement of the development.	1, 2
	High Street North	Not to occupy more than 50,000 m2 of new built comparison retail floorspace within the Brent Cross East Zone.	2
	M1/A406 and A5/A406 Junction (and Pedestrian Bridge)	Not more than 1,349 residential units, nor more than 61,201 sq m of A Class Uses (which includes the relocated John Lewis Store), nor more than 24,619 sq m of B class uses shall be occupied. The construction of the junction shall not be commenced until any traffic management measures to A406(W)(as identified in the A5 Corridor Study) and required by the LB Brent or TfL or the Highways Agency shall have been authorised by a section 278 highways agreement as part of the M1/A406/A5 junction.	2
Brent Cross West Zone (post PDP)	River Brent Alteration & Diversion Works	Not to occupy more than 500 residential units within the Brent Cross West Zone.	3
Eastern Lands (post PDP)	A41 Junction (inc Highfield Avenue Junction Works)	Not to occupy more than 1,250 residential units in the Eastern Lands Zone.	2
	A41 Pedestrian Bridge	Not to occupy more than 1,250 residential units in the Eastern Lands Zone or 3,000 residential units south of the A406.	2

	Brent Cross Underground Transport Interchange (step free access)	No construction work shall commence on Transport Interchange T3 (Brent Cross Underground Station) Step Free Access works until full details of the work shall have been submitted and approved by the LPA.	2
	Tilling Road East Improvements	Not to occupy more than 2,000 residential units in the Eastern Lands Zone or 3,000 residential units south of the A406.	2
	Whitefield Avenue	Not to occupy more than 2,000 residential units in the Eastern Lands Zone.	2
	Whitefield Street	Not to occupy more than 1,250 residential units in the Eastern Lands Zone =.	2
	A406 Pedestrian Bridge	Not to occupy more than 2,000 residential units in the Eastern Lands Zone.	3
Market Quarter (post PDP)	High Street South	Not to occupy more than 5,000 sqm of new retail floorspace.	2
	Claremont Park Road (Part 2)	Not to occupy more than 700 residential units on land immediately north of Claremont Park (comprising those on Plots 11, 12, 14 and 15) shall be occupied prior to practical completion	2
Brent Terrace (post PDP)	Claremont Road Junction South	Not to occupy more than 750 residential units within the Brent Terrace Zone south of the MML Bridge.	4
	A5 Junction	Not to occupy more than 1,000 residential units in the Brent Terrace Zone or 4,500 residential units in the southern development. Its development shall not be commenced until any traffic management measures to Oxgate Gardens and Dollis Hill Lane (between its junction with the A5 and Coles Green Road (as identified in the A5 Corridor Study) and required by LB Brent are covered by a section 278 agreement	5

	Road Bridge Over MML	Not to occupy more than 1,000 residential units in the Brent Terrace Zone or 4,500 residential units south of the A406 in the southern development. Its development shall not be commenced until any traffic management measures to Oxgate Gardens and Dollis Hill Lane (between its junction with the A5 and Coles Green Road (as identified in the A5 Corridor Study) and required by LB Brent are covered by a section 278 agreement	4
	Spine Road South	Not to occupy more than 750 residential units south of the new Road Bridge over the MML in the Brent Terrace Zone.	5
	Spine Road North	Not to occupy more than 750 residential units north of the new Road Bridge over the MML in the Brent Terrace Zone.	5
Cricklwood Lane post PDP)	Cricklewood Station Transport Interchange (step free access)	No construction work shall commence on Transport Interchange T4 (Cricklewood Station) Step Free Access works until full details of the work shall have been submitted and approved by the LPA.	2
Railway Lands (post PDP)	New MML - Train Stabling Facility	Prior to the commencement of the MML Train Stabling Facility as shown on Parameter Plan 002 Rev 13 and Illustrative Infrastructure Drawing Ref No 224_PD_IF_000 Rev G and described within the Detailed Delivery (Non-PDP) Programme full details will be submitted to and approved by the LPA in accordance with relevant planning obligations contained in the Initial Planning Agreement and the relevant Phase Details.	4
	Plot 60 - Rail Freight Facility	No development shall commence within Phase 4 until a RMA and OMA.	4

	Midland Mainline Railway Station Enabling works	Prior to the commencement of any Rail Enabling Works in accordance with the programme as described within the ICP full details shall be submitted to and approved by the LPA in accordance with relevant planning obligations contained in the Initial Planning Agreement and the relevant Phase Details.	N/A
	A5 Junction to Rail Freight Facility	Not to occupy the new RFF in the Railway Lands Zone shall not be occupied until practical completion of this junction	4
Station Quarter (post PDP)	New Train Station & Transport Interchange	Not to commence business floorspace in Station Quarter zone until completed an unconditional contract with Network Rail or its agents, and not to occupy more than 100,000 sqm of business floorspace in the Station Quarter Zone until station available for occupation	5
	Geron Way Pedestrian Bridge	Not to occupy more than 100,000 sqm of business floorspace in the Station Quarter Zone.	5
	Tilling Road West Re-Alignment and Improvement (Part 2)	Not to occupy office floorspace hereby approved on the site of the existing Brent South Shopping Park.	7
Clitterhouse Playing Fields (post PDP)	N/A		

Transport Matrix: Table T24 - GATEWAY JUNCTION MATRIX - To accompany Reserved Matters Transport Reports (RMTRs)

Gateway Junction	Summary of Relationship	Persons						Base Year PCUs			2016 PDP Flow Adjustments (From SATURN to Junction Modelling Software)						2016 PDP PCUs **						2026 End State Flow Adjustments (From SATURN to Junction Modelling Software)						2026 End State PCUs						
		Peak Hour Trip Rate		Peak Hour Trips at Quantum		Junction Demand			Do Minimum			Do Something			Do Minimum Junction			Do Something Junction			Do Minimum Junction			Do Something Junction											
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM
Jn 1 - A408/A41 Mid-level Junction Group (for new A41 junction)	a) Retail @ Brent Cross East Zone	1.34	0.32	10.07	425	2003	3192	3036	3620	3540	YES* (+19.2%)	NO* (0.0%)	YES* (+19.6%)	NO (0.0%)	NO (0.0%)	NO (0.0%)	4389	3704*	4630	4046	4059	4444	YES* (+21.1%)	YES* (+4.4%)	YES* (+2.2%)	NO (0.0%)	NO (0.0%)	NO (0.0%)	4803	4042	3929	8150	8572	8450	
Jn 2 - M1/A408/A5 Staples Corner	a) Brent Cross East Zone residential 1340 units, A Class Linear S1201 sqm not more than 24619 sqm B Class uses	see table below	see table below	see table below	5369	8927	14062	6006	6968	6071	YES* (+4.7%)	YES* (+5.0%)	YES* (+3.7%)	YES* (+12.9%)	YES* (+5.0%)	YES* (+6%)	7498	7632	7176	6063	7475	8794	YES* (+3.8%)	YES* (+5.0%)	YES* (+3.7%)	YES* (+12.3%)	YES* (+5.0%)	YES* (+13.8%)	7764	8176	7376	8347	8700	8269	
Jn 3 - A407/A5 Crichole Road	a) Development south of A408 b) Traffic management works	0.62	0.44	0.27	508	403	247	2162	1825	2010	YES* (-15.6%)	N/A	YES* (-34.8%)	YES* (-14.4%)	N/A	YES* (+0.1%)	2632	N/A	2416	2548	N/A	2630	YES* (-12.9%)	YES* (-21.3%)	YES* (-33.9%)	YES* (-8.4%)	YES* (-17.5%)	YES* (-30.9%)	2695	2261	2306	2583	2640	2426	
Jn 4 - A407/A5 Claremont Road	a) Development south of A408 b) Traffic management works	0.62	0.44	0.27	508	403	247	2066	2097	1772	YES* (+25.5%)	N/A	YES* (+27.2%)	YES* (+31%)	N/A	YES* (+20.8%)	2647	N/A	2180	2789	N/A	2766	YES* (+26.5%)	YES* (+29.9%)	YES* (+26.8%)	YES* (+29.3%)	YES* (+33.4%)	YES* (+19.0%)	2760	2198	2190	2343	3049	2443	
Jn 6 - A6/MML Bridge Link	a) 1000 residential units in Brent Terrace Zone b) 4500 residential units south of A408	0.62	0.44	0.27	508	403	247	2436	2353	2180	YES* (+12.8%)	N/A	YES* (+3.1%)	YES* (+14.4%)	N/A	YES* (+6.5%)	2616	N/A	2637	2662	N/A	2186	YES* (+12.6%)	YES* (+2.1%)	YES* (-3.3%)	NO (0.0%)	NO (0.0%)	NO (0.0%)	2582	2741	2304	6567	6627	6771	

Based TA Vol 2 Appendix B Tables H5.2 and H5.3(per 100 m2)

PM PDP Plus amended to reflect latest model runs undertaken

* Adjusted as described in Volume 2 Appendix IV (I.1) of the TA
** Adjustments to PDP in line with End-state methodology

TA SR Tables D2.2.1 and D2.2.2 - Quantum	PDP	P2 overlap with PDP	Total	Trip Rate AM	Trip Rate PM	Trip Rate Sat	Trips AM	Trips PM	Trips Sat
Residential Units (No)	1349	1337	2686	0.62	0.44	0.27	1636	1092	670
Leisure (gela m2)	17253	4658	21911	1.34	0.32	10.07	294	1385	2300
Comparison Retail (gela m2)	58135	30067	97222	1.34	0.32	10.07	1303	6144	8790
Neigh hood Retail (gela m2)	3095	2090	5728	0	0	0	0	0	0
Hotel (gela m2)	31722	0	31722	0.99	1.01	2.90	314	320	854
Community (gela m2)	8188	22871	31059	5.51	2.14	2.37	1711	665	736
Industrial (gela m2)	24610	0	24610	0.25	0.26	0.06	62	64	15
Office (gela m2)	0	6766	6766	2.55	2.72	0.17	147	157	10
Assume average unit size (sq m) - gela m2	92.4			Total			6369	8827	14062

Compatible with the Junction Assessments