

## Appendix 9

### MONITORING FRAMEWORK

#### 1. MONITORING FRAMEWORK

- 1.1 To monitor each of the Monitoring Criteria as set out in paragraph 1.7 of this Appendix for the Earl's Court Development against the agreed baseline conditions and the forecast impacts as presented in the Transport Assessment.
- 1.2 To monitor the implementation of obligations contained in Schedules 2 and 3 of this Deed to ensure that the forecast impacts and proposed mitigation remain appropriate.
- 1.3 To ensure that all monitoring is carried out in accordance with the methodology and timing specified in the Monitoring Strategy.
- 1.4 To monitor the implementation and on-going application of the Travel Plans required pursuant to Schedule 2 of this Deed.
- 1.5 To ensure that all modelling and/or assessments submitted in respect of the Monitoring Strategy or Monitoring Reports reflect up to date TfL modelling guidelines and other policy and best practice as is relevant at the time.
- 1.6 To propose, where necessary, alternative mitigation measures and/or further transport assessments and/or modelling to ensure that actual incremental impacts of the Earl's Court Development are not significantly worse than those forecast in the Transport Assessment. For the avoidance of doubt, the STRG shall monitor and recommend mitigation which directly relates to the incremental impact of the Earl's Court Development.
- 1.7 The Monitoring Criteria are as follows:
  - (a) trip rates;
  - (b) trip generation;
  - (c) journey time reliability;
  - (d) bus journey times;
  - (e) modal split;
  - (f) signal timing and junction performance in accordance with plan reference 0926/SK/221 Rev A attached hereto at Appendix 14 (plan 14.24);
  - (g) construction traffic volumes and routing;
  - (h) accident data;
  - (i) primary pedestrian routes performance within the Earl's Court Development;
  - (j) primary cycle routes performance within the Earl's Court Development;
  - (k) cycle hire utilisation (only once Docking Station(s) have become operational pursuant to Schedule 2 hereto) within the Earl's Court Development;
  - (l) car parking within the Earl's Court Development;
  - (m) electric vehicle charging points utilisation within the Earl's Court Development; and
  - (n) cycle parking utilisation within the Earl's Court Development;
  - (o) bus passenger demand; and
  - (p) Earl's Court, West Kensington and West Brompton station entry and exit flows.
- 1.8 Prior to first Occupation of the Earl's Court Development some of the above Monitoring Criteria may be omitted at the agreement of the Councils, following a recommendation by the STRG. Following first Occupation of the Earl's Court Development all of the above Monitoring Criteria shall be adhered to unless otherwise agreed by the Councils in writing, following a recommendation by the STRG. The Monitoring Criteria may be amended by consensual agreement of the STRG.

1.9 The monitoring results and any recommendations will be presented in the Monitoring Report(s) by the Transport Co-ordinator to the STRG and then used to inform any relevant Reserved Matters Applications (including but not limited to the detailed design of the agreed junctions).