CANEPARO ASSOCIATES
Transport Planning & Highway Design

Platignum Properties Limited

300 Grays Inn Road

Transport Statement

May 2023

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Appendices

1 INTRODUCTION

1.1 Caneparo Associates are appointed by Platignum Properties Limited ('the Applicant') in relation to the redevelopment of 300 Grays Inn Road, WC1X 8DX ('the Site'), located within the London Borough of Camden ('LBC').

1.2 The Site is situated on the southern side of Acton Street at the junction with the A5200 Grays Inn Road, approximately 450m southeast (6 minutes' walk) of King's Cross St. Pancras Station.

1.3 The Site currently forms a part 3-storey, part 8-storey building comprising 3,785.2 sqm (GIA) of office floorspace alongside an associated rear courtyard accessed from Acton Street leading to an area of hard standing currently used for parking, servicing and waste storage.

1.4 The planning application seeks the extension, reconfiguration, and refurbishment of the building to provide a qualitative and quantitative uplift in office floorspace alongside the provision of 7 residential units (3 x 1 bedroom, 3 x 2 bedrooms and 1 x 3 bedrooms) fronting Acton Street. The proposals remove the existing vehicle crossover on Acton Street to deliver the residential units, a garden space, and high-quality cycle parking facilities. The Architect's layout plans are included at **Appendix A**.

1.5 Specifically, the planning application seeks:

"Refurbishment and extension of the building to provide residential flats (Class C3) and commercial, business and service use (Class E) including external alterations for new facades to all elevations, the introduction of terraces, reconfiguration of entrances and servicing arrangements, new hard and soft landscaping, provision of cycle parking and other ancillary works."

1.6 This Transport Statement has been prepared following pre-application discussions with LBC and Transport for London (TfL). The report reviews the proposal in traffic and transportation terms, setting out the existing situation and considering the effects of the proposal on trip generation, parking, and servicing. It concludes that the proposals do not result in an unacceptable impact on the surrounding transport network.

1.7 A BREEAM Travel Plan, Draft Delivery & Servicing Plan and Construction Management Plan have been prepared to fully consider and mitigate the potential transport effects of the proposals.

1.8 The remainder of the report is set out as follows:

- Section 2 - outlines the existing situation
- Section 3 - summarises the accessibility of the Site;
- Section 4 - discusses the relevant transport planning policy;
- Section 5 - summarises the development proposal;
- Section 6 - sets out the servicing strategy;
- Section 7 - considers the trip generation of the proposal; and
- Section 8 - provides a summary and conclusion.

2 EXISTING SITUATION

2.1 The Site comprises the building of 300 Grays Inn Road which fronts Acton Street to the north and the A5200 Grays Inn Road to the west. The Site is located approximately 450m southeast (6 minutes' walk) of the King's Cross entrance to King's Cross St. Pancras Station.

2.2 The surrounding area comprises a combination of land uses with a mix of low-density residential terrace properties to the east and south, high density residential towers to the west, with commercial properties focused along the A5200 Grays Inn Road heading towards King's Cross to the north. The Site benefits from convenient access to a range of amenities located along the A5200 Grays Inn Road and surrounding road networks. The Site has excellent accessibility to public transport infrastructure including rail (including international Eurostar), underground and bus services as indicated in **Figure 2.1** below.

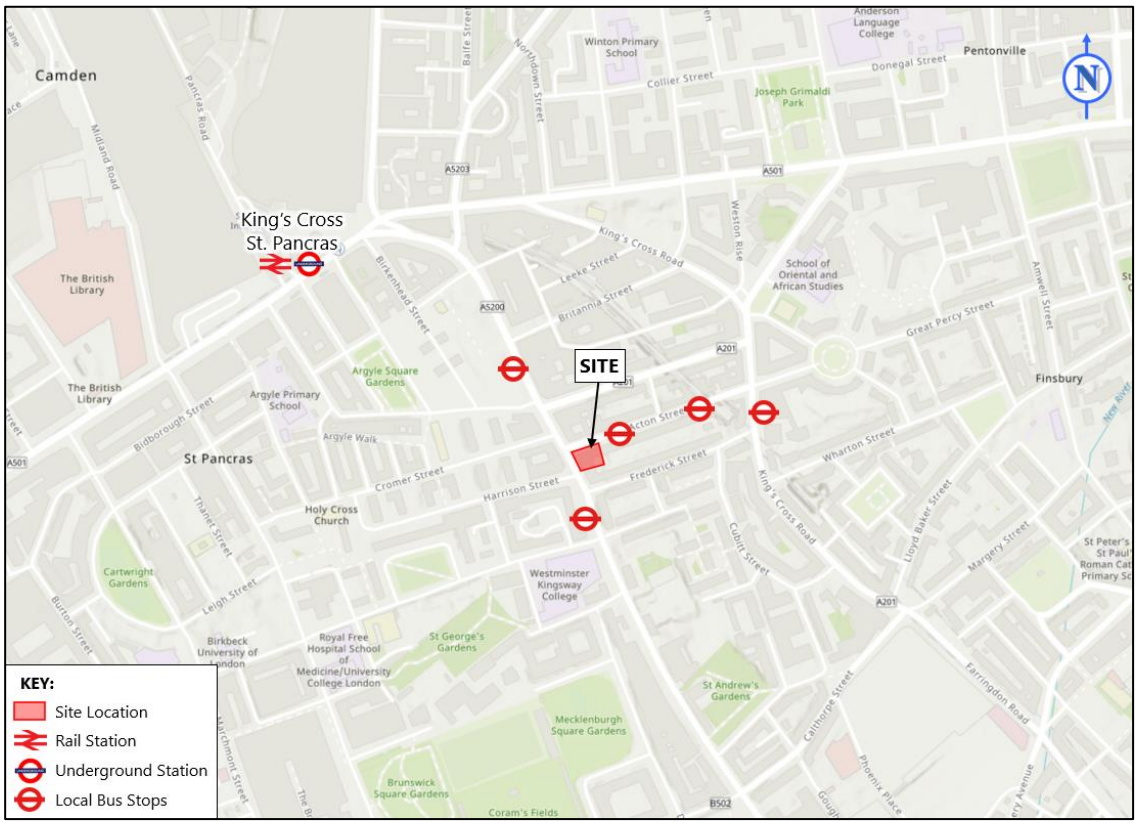


Figure 2.1: Site Location Plan *Source: ArcGIS Pro 2023*

2.3 The existing Site forms a 3-8 storey building comprising circa 3,785 sqm (GIA) of office floorspace provided at ground level along with associated rear courtyard accessed from Acton Street leading to an area of hard standing for car parking and waste storage.

Existing Highway Network

Acton Street

2.4 Acton Street is located to the north of the Site and operates in a general east-west orientation, connecting the A201 King's Cross Road to the east with the A5200 Grays Inn Road to the west. Acton Street is a one-way road that allows two lanes of traffic to flow in the westbound direction, subject to a 30mph speed limit, with the route splitting into two demarcated lanes of traffic as it approaches the three-arm zebra crossing on Grays Inn Road, allowing vehicles to continue northbound or southbound on Grays Inn Road. Acton Street is circa 10m in width, however due to there being parking bays on the north side of the carriageway, the effective width is 8m close to the Site.

2.5 Acton Street forms part of the A501 and is part of Transport for London's ('TfL') 'red route', operating between the A201 Kings Cross Road to the east and the A501 Grays Inn Road to the west. Outside of the Site there are single red lines, which prevent loading and waiting between 08:00-19:00 from Monday to Saturday.

2.6 On the southern side of Acton Street located adjacent to the Site to the east, there is a circa 42.5m long bus stop. To the east of the circa 42.5m long bus stop there is a red route loading bay, which prevents loading and waiting between 08:00-19:00 from Monday to Saturday, except for between 10:00-16:00 when loading is allowed for a maximum of 20 minutes and blue badge holders can park for up to 3 hours. On the northern side of Acton Street there are parking bays, which make the effective width of Acton Street circa 4.5m adjacent to the Site where the parking bays and bus stop can be found.

2.7 At the junction of Acton Street and the A5200 Grays Inn Road there are three zebra crossings with a central pedestrian refuge island in the middle of the junction. Close to the zebra crossings there are zig-zag white lines which prevent vehicles from stopping at all times.

A5200 Grays Inn Road

2.8 The A5200 Grays Inn Road is located to the west of the Site and operates in a general north-south orientation, connecting the A40 Holborn / High Holborn to the south with the A501 Euston Road / Pentonville Road to the north.

2.9 The section of the A5200 Grays Inn Road to the north of the Site features four lanes of northbound vehicle traffic, with one of these lanes being a dedicated bus lane which is in operation at all times. Both sides of the road feature either zig-zag white lines or double red lines, which prevent loading and waiting at all times. The effective width of the northern section of the A5200 Grays Inn Road is circa 10.5m and the carriageway is subject to a 30mph speed limit.

2.10 The section of the A5200 Grays Inn Road to the south of the Site features a single lane of vehicle traffic and a segregated cycle lane in each direction. Due to the provision of cycle lanes, the effective width of this part of the A5200 Grays Inn Road is circa 6.5m. The southern section of the A5200 Grays Inn Road is subject to a 20mph speed limit. In addition to the CA-D CPZ rules, along the southern section of the A5200 Grays Inn Road, between 18:30-08:00 goods vehicles over 5 tonnes and buses are not allowed to stop.

Controlled Parking Zones

2.11 The Site and the surrounding streets fall within the Controlled Parking Zone ('CPZ') CA-D and therefore parking is limited to permit holders only from 08:30-18:30 between Monday to Friday and 08:30-13:30 on Saturdays. No restrictions are in place on Sundays.

Existing Servicing Arrangements

2.12 An element of servicing and waste collection is currently undertaken to the rear of the Site using the hardstanding courtyard accessed via a vehicle crossover from Acton Street. At present, larger servicing vehicles are unable to turn around within the courtyard and are therefore required to reverse onto Acton Street, which is not ideal in safety terms.

Collision Data

2.13 In line with TfL's Healthy Streets approach and Vision Zero aim: '*the elimination of all deaths and serious injuries from London's streets by 2041*', collision data must be interrogated for adjacent highways, and in the event of a 'cluster' of collisions (defined as a single death or two or more serious collisions) a thorough investigation must be undertaken, with potential remedial measures recommended.

2.14 Collision data has been obtained from TfL for the area surrounding the Site, highlighted in **Figure 2.2**, for five-year period up to November 2022. The study area includes the A5200 Grays Inn Road and Acton Street. **Appendix B** includes the collision data.

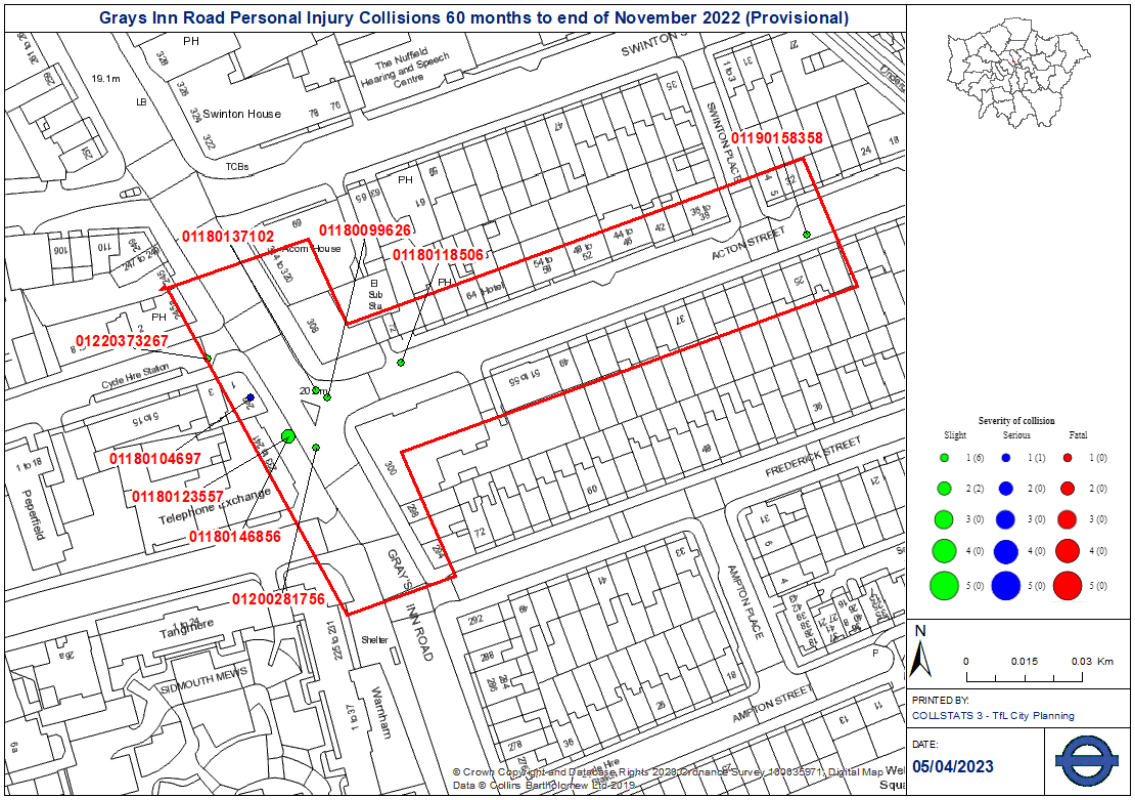


Figure 2.2: TfL Collision Data *Source: TfL 2023*

2.15 In total, 9 collisions were recorded over the five-year period with 0 fatalities, 1 serious collision and 8 slight collisions. In total, 5 pedestrians were involved in collisions.

2.16 The serious collision (ID '01180104697') took place at the junction of the A3211 Lower Thames Street with Acton Street. This collision took place at night in good weather conditions and involved a bus colliding with a motorcyclist. The incident was caused by the bus driver travelling at an inappropriate speed and failing to look properly before crossing the junction.

2.17 The data across the study network illustrates that the causative factors behind the serious collision was the result of careless driving from the bus. As a result, there is no evidence to suggest that there is an existing road safety problem in the area. The low number of collisions over the last five years and the fact circa 90% of collisions were slight indicates there is no significant road safety issue within the study area.

Local Census 2011 Data

Method of Travel to Work

2.18 The 2011 Census data has been obtained for the local area, Camden 024, to inform what mode of travel employees in the locality may currently utilise for their journey to work, as detailed within **Table 2.1**. The Census data is now considered outdated when compared with the current travel patterns within London, with a higher proportion of public transport, walking and cycling trips expected following investment in such infrastructure since 2011.

Table 2.1: Method of Travel to Work (Employees)	
Method of Travel	**Percentage (%)**
Underground	36.9%
Rail	23.9%
Bus	16.5%
Taxi	0.2%
Motorcycle	1.6%
Car Driver	6.8%
Car Passenger	0.5%
Bicycle	6.1%
Walking	7.5%
Total	100%

2.19 The 2011 Census data has been obtained for the local area, Camden 024, to inform what mode of travel residents in the locality may currently utilise for their journey to work, as detailed within **Table 2.2**. This Census data can also be considered outdated, for the same reasons as outlined in Paragraph 2.18 above.

Table 2.2: Method of Travel to Work (Residents)	
Method of Travel	**Percentage (%)**
Underground	22.8%
Rail	6.6%
Bus	19.9%
Taxi	0.2%
Motorcycle	0.8%
Car Driver	5.0%
Car Passenger	0.8%
Bicycle	8.6%
Walking	35.4%
Total	100%

3 SITE ACCESSIBILITY

3.1 This section is a summary of the accessibility of the Site by sustainable transport modes. Further details of current operating frequencies for all public transport services noted below are also provided on TfL's Journey Planner website at: http://journeyplanner.tfl.gov.uk, or other travel planning applications such as Citymapper: www.citymapper.com.

Active Modes

3.2 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).

Access by Walking

3.3 **Figure 3.1** presents the 20-minute walking isochrone from the Site. This indicates that Farringdon, Holborn, Euston, King's Cross and Caledonian Road are all within a walking distance.

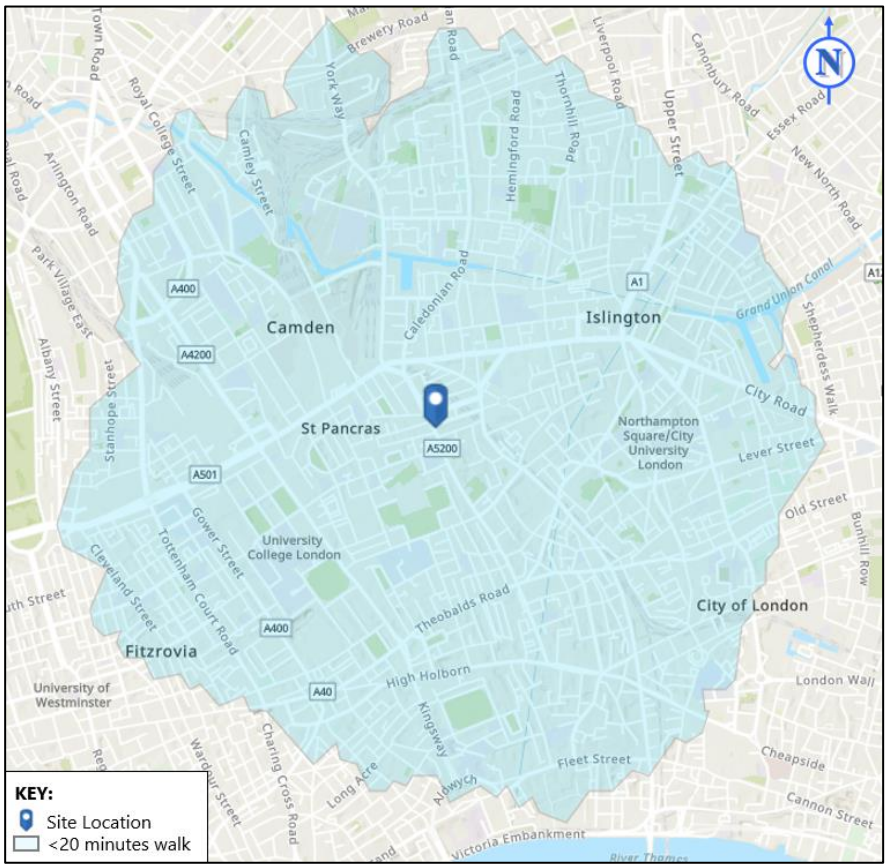


Figure 3.1: Walking Isochrone (20 minutes) *Source: ArcGIS 2023*

3.4 In addition, the roads surrounding the Site provide a wide array of retail and commercial properties including food retailers, cafes and restaurants, all within a reasonable walking distance. **Table 3.1** details a list of local amenities within an acceptable walking distance from the Site.

Table 3.1: Approximate Distances to local amenities			
Amenity	**Location**	**Distance (metres / km)**	**Approximate Walking Time (minutes)**
Public Transport Opportunities			
Bus Stops	Acton Street (Stop 'HA')	60m	1 minute
	Acton Street (Stop 'HF')	80m	1 minute
Underground / Rail Station	King's Cross / St Pancras International	450m	6 minutes
Facilities and Amenities			
Costa Coffee	A5200 Grays Inn Road	120m	2 minutes
Co-op Food	A5200 Grays Inn Road	160m	2 minutes
Regent Square Gardens	Regent Square	240m	3 minutes
Cromer Street Post Office	Cromer Street	290m	4 minutes
Cash Point	A201 King's Cross Road	340m	4 minutes
Argyle Primary School	Tonbridge Street	450m	6 minutes
John Walker Chemist	Leigh Street	480m	6 minutes
Thomas Coram Nursery	Mecklenburgh Square	530m	7 minutes
Anytime Fitness King's Cross	A501 Pentonville Road	540m	7 minutes

3.5 Pedestrians are well provided for in the vicinity of the Site with footways along both sides of all roads within the immediate vicinity along the A5200 Grays Inn Road and Acton Street. A three-arm zebra crossing is located at the Grays Inn Road / Acton Street junction provided with dropped kerbs, tactile paving and belisha beacons which allow pedestrians of all abilities to cross the road near the Site with ease.

Access by Cycling

3.6 **Figure 3.2** indicates the Active Travel Zone for the Site based on a 20-minute cycle distance which would include Finsbury Park, Hackney, Whitechapel, Elephant & Castle, Victoria, Hyde Park, Paddington and Hampstead – along with all of central London.

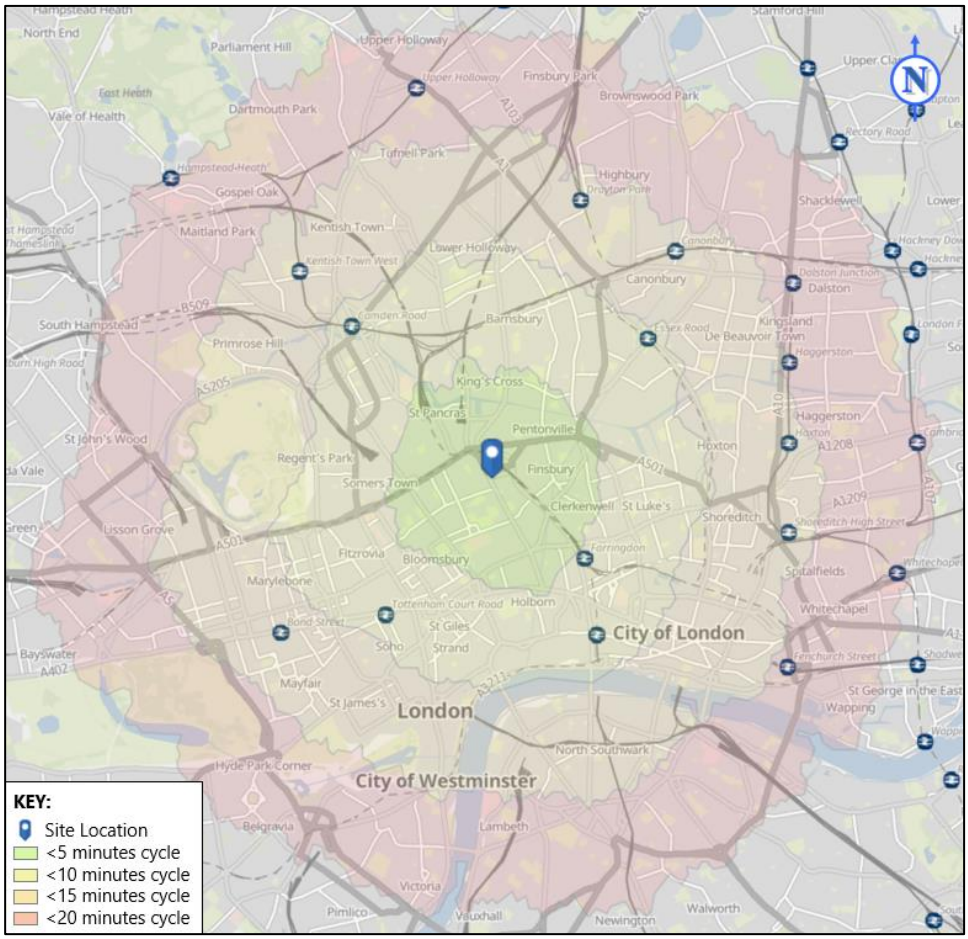


Figure 3.2: Cycle Isochrone (20 minutes) *Source: ArcGIS 2023*

3.7 There are a number of cycle routes in the locality which provide connections to local facilities and public transport nodes. Cycleway 6 is located approximately 90m south of the Site, providing a cycle route which operates towards Camden Town in the north and to Elephant & Castle in the south. Dedicated cycle lanes that are not designated as part of the Cycleway network connect the Site with Cycleway 6, which means that there is a safe and fast route to this Cycleway. Cycleway 6 offers fast connections to the rest of the TfL Cycleway network, including direct access to Cycle Superhighway 7.

3.8 There are also a number of TfL cycle hire docking stations within a short walking distance of the Site, including:

- Cromer Street, Bloomsbury (28 cycles) – circa 50m west of the Site (1 minutes walk);
- Ampton Street, Clerkenwell (21 cycles) – circa 80m south of the Site (1 minute walk);
- Great Percy Street, Clerkenwell (16 cycles) – circa 210m east of the Site (3 minutes' walk); and
- St. Chad's Street, King's Cross (21 spaces) – circa 270m north of the Site (3 minutes' walk).

Public Transport

Public Transport Accessibility Level (PTAL)

3.9 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.10 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.

3.11 Using the TfL web-based connectivity assessment toolkit, it has been determined that the centre of the Site has a PTAL rating of 6B, the highest possible rating, demonstrating an excellent level of accessibility to public transport. **Appendix C** includes the TfL PTAL report.

Bus Services

3.12 The Site is provided with excellent access to bus services, with the nearest bus stops located within 60-80m of the Site (Acton Street Stop 'HA' and Stop 'HF'). The services operating from nearby bus stops provide regular connections to destinations throughout London, with intermediate stops including rail and underground stations, enabling people to readily access a wide variety of destinations.

3.13 The PTAL report suggests the Site is walking distance (640m) to 14 bus routes amounting to 121 bus services per hour connecting the Site to the remainder of Inner and Outer London. Details of these routes can be found in **Table 3.2** below, with the relevant TfL bus spider map included at **Appendix D.**

Table 3.2 – Summary of Bus Service Frequency

No.	Route	Frequency (Every 'x' Minutes)		
		Mon – Fri	Saturday	Sunday
17	Archway – Caledonian Road – King's Cross – Holborn – St Paul's – London Bridge	7 – 10	8 – 11	15
30	Marble Arch – Marylebone – King's Cross – Highbury – Dalston – Hackney Wick	9 – 13	10 – 13	13

Table 3.2 – Summary of Bus Service Frequency				
No.	**Route**	**Frequency (Every 'x' Minutes)**		
		Mon – Fri	**Saturday**	**Sunday**
46	City of London – King's Cross – Camden Town – Hampstead – St John's Wood – Paddington	6 – 10	10 – 11	15
59	Euston – Holborn – Strand – Waterloo – Kennington – Brixton – Streatham Hill	6 – 10	7 – 10	11 – 12
63	King's Cross – Farringdon – Blackfriars – Elephant & Castle – Peckham – Forest Hill	5 – 8	7 – 10	9 – 12
73	Stoke Newington – Canonbury – King's Cross – Euston – Oxford Circus	6 – 10	5 – 8	7 – 10
91	Crouch End – Holloway – Barnsbury – King's Cross – Holborn – Strand – Leicester Square	8 – 12	8 – 12	8 – 12
205	Paddington – Marylebone – King's Cross – Old Street – Liverpool Street – Mile End – Bow	7 – 10	9 – 13	11 – 12
214	Highgate – Kentish Town – Camden Town – King's Cross – Angel – Old Street	5 – 8	6 – 10	10 – 14
259	Edmonton – Tottenham – Holloway – Barnsbury – King's Cross	7 – 10	8 – 12	10 – 13
390	Upper Holloway – King's Cross – Euston – Oxford Circus – Marble Arch – Victoria	5 – 8	7 – 11	8 – 12
476	Tottenham – Seven Sisters – Stoke Newington – Canonbury – Angel – King's Cross	7 – 11	9 – 12	10 – 12

London Underground Services

3.14 The Site is well provided for in terms of London Underground access, with the King's Cross St. Pancras International station complex located circa 450m (6 minutes' walk) northeast of the Site. Step-free access is provided to all London Underground services at King's Cross St. Pancras.

3.15 **Table 3.3** provides a summary of the Underground services provided from the station, according to the PTAL report.

Table 3.3: Summary of Underground Services			
Station	**Lines**	**Route**	**Service Frequency**
King's Cross St. Pancras	Circle	Edgware Road / Hammersmith / Aldgate – Liverpool Street	6tph
	Hammersmith & City	Hammersmith – Barking	6tph

Table 3.3: Summary of Underground Services			
Station	**Lines**	**Route**	**Service Frequency**
	Metropolitan	Aldgate – Uxbridge / Chesham / Watford / Amersham	16tph peak 12tph off-peak
	Northern	Edgware / High Barnet / Morden / Mill Hill East	24tph peak 20tph off-peak
	Piccadilly	Cockfosters – Uxbridge / Heathrow Terminal 4 / Heathrow Terminal 5	24tph peak 21tph off-peak
	Victoria	Brixton – Walthamstow Central	36tph peak 26tph off-peak

Rail Services

3.16 King's Cross St. Pancras offers access to a wide range of National Rail services, with over 50 services departing from the station complex during peak hours. Access to all National Rail services at King's Cross St. Pancras is step-free.

3.17 Great Northern, London North Eastern Railway and Thameslink services operate from King's Cross to destinations such as Leeds, Cambridge and Edinburgh. Thameslink, Southeastern and East Midlands Railway services operate out of St. Pancras, with destinations including Nottingham, Sheffield, Brighton, Bedford, Sutton and St Albans City.

3.18 St. Pancras International Station also provides access to Eurostar services to mainland Europe. The following services operate from this station:

- 15 trains per day to Paris;
- 9 trains per day to Brussels; and
- 2 trains per day to Amsterdam.

Car Club

3.1 The Site is located within walking distance to a number of car clubs. The car club bays within an acceptable walking distance from the Site are detailed below:

- Cubitt Street (Enterprise) – 190m / 2 minutes' walk from the Site;
- Belgrove Street (Enterprise) – 410m / 5 minutes' walk from the Site;
- Northdown Street (Hiyacar) – 500m / 6 minutes' walk from the Site;

4 POLICY GUIDANCE

4.1 This section provides an overview of key national, strategic and local planning policies relevant to securing Travel Plans.

National Policy

National Planning Policy Framework (July 2021)

4.2 The revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

4.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy. The Chapter notes at Paragraph 104 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) *"the potential impacts of development on transport networks can be addressed;*

b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*

d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

4.4 Paragraph 111 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

4.5 Paragraph 112 highlights what developments should provide which are listed below:

a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

4.6 The Chapter concludes at Paragraph 113 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

Strategic Policy

The London Plan (March 2021)

4.7 The London Plan (March 2021) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The policies set out in the London Plan which are pertinent to the proposed Site are set out below.

4.8 Policy T1 sets out a number of strategic aims, key aims include:

A. *"Development Plans should support, and development proposals should facilitate:*

1) *the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.*

B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

4.9 Policy T4 - Assessing and mitigating transport impacts provides the following advice:

B. *"When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."*

4.10 Policy T5 - Cycling provides the following advice on cycle parking quantity, standards and on-street parking:

A. "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.182 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C. Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D. Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision."

4.11 The minimum standards from Table 10.2 of the London Plan can be found in **Table 4.1** below. The Site is located in the LBC which has higher cycle parking standards.

Table 4.1: Minimum Cycle Parking Standards

Use Class	Long-stay (e.g. for residents or employees)	Short-stay (e.g. or visitors or customers)
B1 business offices	• Areas with higher cycle parking standards: 1 space per 75 sqm • Rest of London: 1 space per 150 sqm (GEA)	• First 5,000 sqm: 1 space per 500 sqm • Thereafter: 1 space per 5,000 sqm
C3-C4 dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

Mayor's Transport Strategy (2018)

4.12 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

4.13 The Mayor's Transport Strategy vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

4.14 Central to this vision are the following three transport aims:

1. "By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.

2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*

3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."*

Local Policy

Camden Local Plan (2017)

4.15 The Camden Local Plan was adopted in July 2017 and acts as planning guidance for all Site in the borough to contribute to the Camden Plan and other local priorities. The Camden Local Plan will cover the period of 2016-2031.

4.16 Policy T1 Prioritising walking, cycling and public transport describes the measures put in place by LBC to promote sustainable transport in the Borough. These measures include the following:

"Walking - In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

a. *improve the pedestrian environment by supporting high quality public realm improvement works;*

b. *make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*

c. *are easy and safe to walk through ('permeable');*

d. *are adequately lit;*

e. *provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*

f. *contribute towards bridges and water crossings where appropriate.*

Cycling - In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

g. *provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*

h. *provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*

i. *makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*

j. *is easy and safe to cycle through ('permeable'); and*

k. *contribute towards bridges and water crossings suitable for cycle use where appropriate.*

Public Transport - In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort"

4.17 Policy T2 on Parking and car-free development states how the Council will permit parking at new developments and will aspire to be predominantly car-free as follows:

a. *"not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*

b. *limit on-site parking to:*

   i. *spaces designated for disabled people where necessary, and/or*

   ii. *essential operational or servicing needs;*

c. *support the redevelopment of existing car parks for alternative uses; and*

d. *resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

4.18 Paragraph 10.19 states how parking should be treated in redevelopments, with the policy supporting the proposals set out by the Applicant. It states:

"Land is an important resource, particularly within a densely populated area such as Camden. The Council will therefore support the development of parking space for alternative uses."

4.19 Policy T4 Sustainable movement of goods and materials states:

"The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:

a. *encourage the movement of goods and materials by canal, rail and bicycle where possible;*

b. *protect existing facilities for waterborne and rail freight traffic and;*

c. *promote the provision and use of freight consolidation facilities.*

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

d. *minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;*

e. *accommodate goods vehicles on site; and*

f. *provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate."*

Camden Planning Guidance: Transport (January 2021)

4.20 The LBC planning guidance for transport was adopted in January 2021 and dictates the borough's requirements for transport related planning concepts such as travel plans, parking and servicing.

4.21 Paragraph 3.12 and 3.13 discuss the requirements for workplace travel plans as follows:

"A workplace travel plan will be specific to each individual site and the nature of the business activity there (as discussed in paragraph 3.1, higher education institutions should be treated as requiring workplace travel plans). As with residential travel plans, thresholds for workplace travel plans are set out in Appendix D. The focus should be on giving priority to active travel, then reducing non-essential car travel. Workplace travel plans are suitable for any organisation that generates a significant number of employee trips including offices, hospitals, hotels, distribution centres, large shops and supermarkets, cinemas and theatres, primary care centres, GP surgeries etc. School car parking should be monitored through School Travel Plans which are discussed later in this guidance.

A workplace travel plan should address staff travel to and from work and on business. It is also required to address visitor, client and customer travel. Other aspects such as suppliers making deliveries, contractors undertaking work on site as well as fleet procurement / management should be taken into account within travel plans where they are an important aspect of the development."

4.22 Paragraph 5.6 and 5.7 discuss the conditions under which LBC will expect car-free development to take place:

"The Council will expect all new residential development to be car-free, including redevelopments (and changes of use) with new occupiers. The car-free policy applies across the whole borough, regardless of public transport accessibility level (PTAL) ratings. Where dwellings are created as part of an amalgamation, sub-division or an extension of an existing development these will be expected to be car free.

All new non-residential developments will also be expected to be car free in accordance with Local Plan Policy T2, including:

- *The redevelopment and/or conversions of existing sites with new occupiers; and*
- *Extensions where the proposed new floor space leads to an increase in occupancy."*

4.23 Paragraph 8.6, 8.7 and 8.9 describe how LBC implements their cycle parking standards on developments within the borough, along with the relation between their policies and the London Plan.

"As stated in the Local Plan Policy T1, the Council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan. The Council will also seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden. The Mayor of London has published 'London Cycling Design Standards' – applicants should in particular have regard to the recommended space requirements set out in Figure 8.1 and the advice to applicants on making the most efficient use of space in paragraph 8.2.3.

Where a development crosses the thresholds set out in the London Plan, requirements apply to the entire floorspace and not only the floorspace above the threshold. For example, at a new food retail development, if from a threshold of 100 sqm it is required to provide one long-stay cycle parking space per 175 sqm gross external area (GEA), this means that no requirement applies to a facility of, e.g. 50 sqm, but two long-stay spaces are required for a facility of 350 sqm.

For mixed-use developments where the floor area of individual uses falls below the thresholds set out in the London Plan, the Council will expect applicants to consider the cumulative impact of all of the uses and thus the Council will seek cycle parking spaces as part of the wider development. This may occur, for example, when a development consists of a food retail unit of 90 sqm and a restaurant of 85 sqm. If policy requires each of the units to provide one long-stay cycle parking space per 175 sqm, but from a threshold of 100 sqm, the Council would seek at least one space based on the cumulative requirement."

4.24 Paragraph 8.14, 8.15 and 8.16 describe how LBC expects cycle parking and facilities to be designed, along with where they should be located.

"Well located and secure cycle parking facilities, both at the start and destination of journeys, are a key factor in encouraging people to travel by cycle. Inaccessible cycle parking and a lack of supporting facilities, such as showers and lockers, can make cycling unappealing and, at times, impossible.

Cycle parking should be provided off-street, within the boundary of the site and close to the site entrance. Cycle parking needs to be accessible (in that everyone who uses a cycle can easily store and remove it from the cycle parking) and secure (in that both wheels and the frame can easily be locked to the stand). Security is a critical concern and careful consideration must be given to the location, design, enclosure and surveillance of all cycle parking.

The route to cycle parking from street level must be step free. If level access is unachievable, the cycle parking must be accessible via a ramp or a lift that is adequate in size to accommodate a cycle and its user. Lifts should measure a minimum of 2m x 2m, although where many users are likely to arrive at a similar time, for example at a large office development, lifts will not be an acceptable option, as convenient access would be compromised."

Policy Summary

4.25 The development proposals accord with the London Plan and Camden's Local Plan by removing all general car parking and promoting the use of walking and cycling as the main modes of travel to / from the Site and public transport nodes. The location of the proposed development, with its existing public transport facilities and real opportunities for the use of active modes of transport, means that the Site is highly suited to an increase in employees.

4.26 Cycle parking will be provided in line with the London Plan, resulting in a high-quality provision of cycle parking, along with showers, changing facilities and lockers available alongside a dedicated cycle entrance.

4.27 The removal of the on-site courtyard will remove the ability to accommodate some servicing within the red line boundary but is deemed acceptable given it will end the practice of unsafe reversing from the courtyard onto the TfL red route. A new loading bay is proposed on Acton Street to accommodate the servicing requirements for the development, which as shown in the swept path analysis (detailed in Section 6) will not impact bus routes that operate along Acton Street.

5 DEVELOPMENT PROPOSALS

5.1 This section provides an overview of the proposed development. A copy of the Architect's layout plans is provided at **Appendix A** of this report, with further detail provided in the Design and Access Statement submitted with the planning application.

5.2 The development proposals seek the following:

"Refurbishment and extension of the building to provide residential flats (Class C3) and commercial, business and service use (Class E) including external alterations for new facades to all elevations, the introduction of terraces, reconfiguration of entrances and servicing arrangements, new hard and soft landscaping, provision of cycle parking and other ancillary works".

5.3 **Table 5.1** below summarises the net change in floor areas (sqm GIA) resulting from the proposed development. The development proposals include 3 x 1-bed 2-person, 3 x 2-bed 4-person and 1 x 3-bed 5-person flats.

Table 5.1: Summary of Existing and Proposed Land Uses (sqm GIA)

Land Use	Existing	Proposed	Net Change
Office	3,785	4,342	+557
Residential	0	714	+714
Total	3,785	5,056	+1,271

Pedestrian & Cyclist Access

5.4 Pedestrian access to the office for employees, visitors and general deliveries will be provided from the entrance on A5200 Grays Inn Road, relocated from the corner where it is currently provided which will prevent pedestrian crowding near to the three-arm zebra crossing. Cycle and waste access will be from Acton Street.

5.5 All access to the residential units will be from Acton Street. Council waste operatives will access the residential waste store from Acton Street.

5.6 **Figure 5.1** details the various access arrangements for pedestrian, cycle, delivery and waste access across ground floor while **Figure 5.2** details cycle access at basement level.

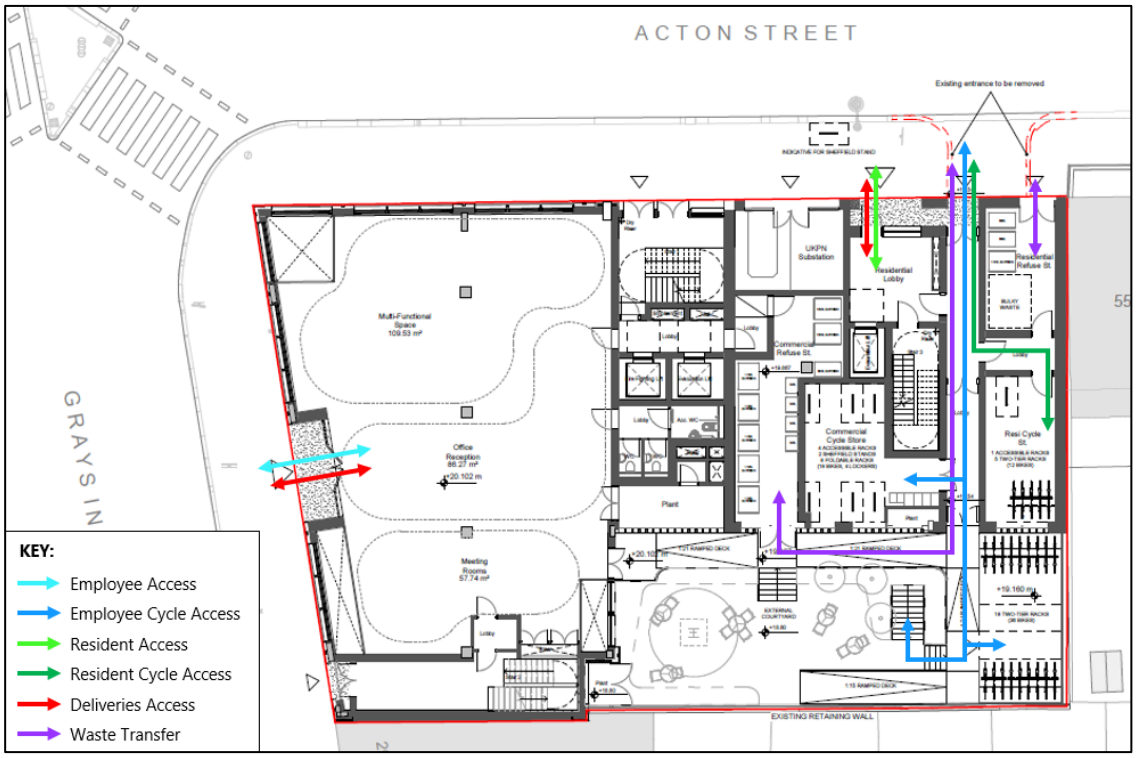


Figure 5.1: Ground Floor Access Points *Source: Haptic Architects 2023*

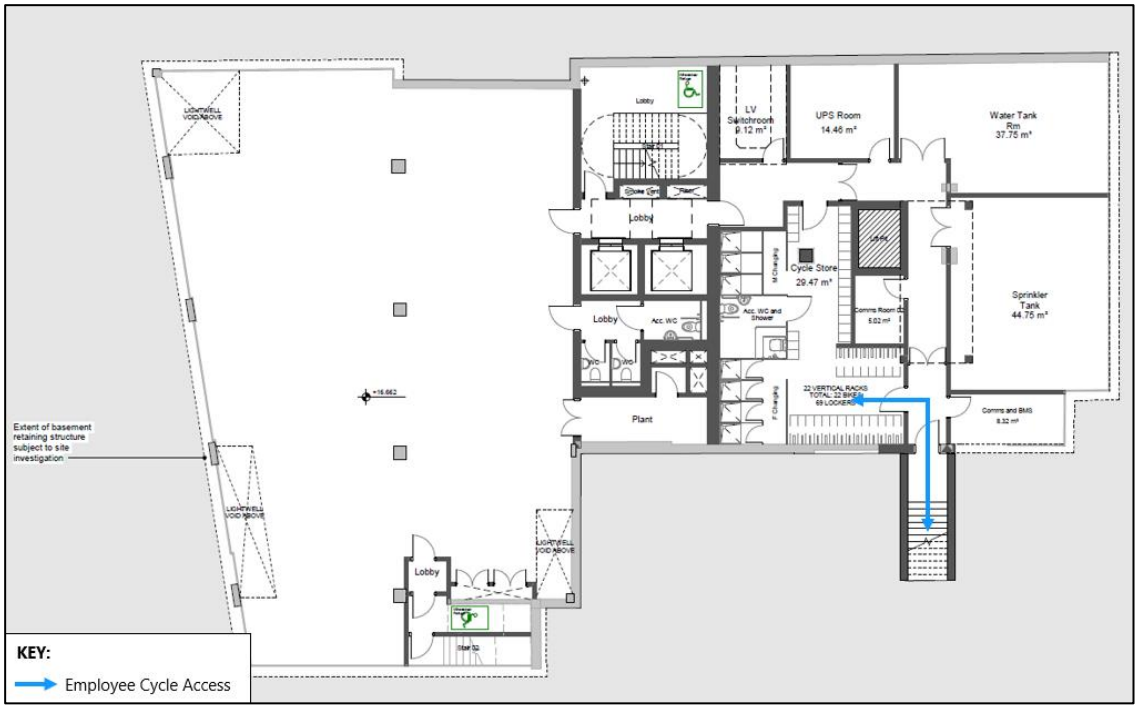


Figure 5.2: Basement Cycle Access *Source: Haptic Architects 2023*

Parking Provision

Car Parking

5.7 The proposals are car-free with the existing courtyard accessed from Acton Street removed with the associated crossover reverted to footway, in line with Policy T2 of the Camden Local Plan (2017) and Paragraph 5.6 and 5.7 of Camden Planning Guidance: Transport (2021). This is considered a significant benefit of the scheme which reduces the number of vehicle trips and reflects the Site's excellent accessibility to public transport (PTAL 6b) and cycle route provision.

5.8 Policy T6.5 of the London Plan (2021) requires the provision of at least one on or off-street disabled persons parking bay per non-residential land use which generates a theoretical demand for 1 disabled parking bay.

5.9 Policy T6.1 of the London Plan (2021) requires the provision of disabled persons parking for new residential developments delivering ten or more units. The threshold is not met for this development and as such no provision for disabled persons parking is required.

5.10 The Applicant is willing to provide a Section 106 financial contribution to LBC towards the provision of 1 x disabled parking bay on Acton Street. A provisional location is identified in **Appendix E** on the northern side of Acton Street. It is understood that LBC would only provide the disabled bay once demand warrants and as such this would not be delivered on 'day one' of occupation of the building.

Cycle Parking

5.11 The number of cycle parking spaces will be provided in accordance with the London Plan (2021) standards. The total provision of long-stay cycle parking and the type provided are summarised in **Table 5.2**.

Table 5.2: Summary of Long-Stay Cycle Parking Provision

Land Use	Two-Tier Stand Spaces	Sheffield Stand Spaces	Accessible Sheffield Stand Spaces	Vertical Stand Spaces	Foldable Bike Locker Spaces	Total Provision
Residential	10	0	2	0	0	12
Office	36	6	4	22	8	76
Total	46	6	6	22	8	88

5.12 The mix of cycle parking typology seeks to maximise the number of 'accessible' cycle parking spaces whilst recognising the layout constraints of the existing building structure and the desire to deliver landscaped amenity space external to the building.

5.13 The majority of the long-stay cycle parking for the office floorspace is provided at ground level, with the spaces split between three secure cycle stores. The internal store on the ground floor will be fully accessible and contain 18 long-stay spaces, including 4 accessible Sheffield stand spaces, 6 standard Sheffield stand spaces and 8 foldable bicycle lockers. The courtyard cycle store will be fully enclosed and contains 18 two-tier cycle racks which provide 36 long-stay spaces in total. A further 22 long-stay cycle parking spaces will be located at basement level, with this provision being made up of 22 vertical rack spaces. Cyclists will enter the cycle store via a dedicated entrance on Acton Street which can be used to reach all storage areas (see **Figure 5.2**).

5.14 The long-stay cycle parking for the residential units is provided at ground level, with the cycle store accessed from Acton Street via a corridor shared with the access route to the commercial cycle / waste stores. The residential cycle store contains 5 two-tier racks (10 spaces) and 1 accessible Sheffield stand (2 spaces).

5.15 To encourage employees to cycle to work, facilities associated with cycling have been installed. These include 8 showers (1 of which is accessible), changing rooms and 73 lockers.

5.16 Short-stay visitor cycle parking for the Site will be provided on-street. A total of 2 spaces will be provided for the residential use and 12 spaces provided for the office floorspace, which will equal 7 x Sheffield stands (14 spaces). The Applicant is willing to provide a Section 106 contribution towards the provision of the Sheffield stands on the local highway network. The most appropriate location for the office use is on the western side of the A5200 Grays Inn Road, immediately south of the zebra crossing, while for the residential use it is directly outside the residential lobby. The locations are detailed at **Appendix A**.

Deliveries, Servicing & Waste Collection

5.17 The development proposals will remove the existing courtyard and associated vehicular crossover thus requiring all deliveries and waste collection to take place on-street from Acton Street.

5.18 The Applicant will provide a contribution towards the re-organising of kerbside loading / bus stop locations on Acton Street to secure a new shared loading / parking bay near the building. The proposed highway arrangement is indicated at **Appendix E** with further assessment undertaken at Section 6.

5.19 Waste will be stored at ground floor level for both the residential and commercial land uses and transferred to Acton Street for collection via the new shared loading / parking bay. Further details are provided at Section 6.

Travel Plan

5.20 A Travel Plan has been submitted as part of this planning application which includes specific measures to promote cycling within this location. The primary objective of the Travel Plan is to set out a long-term strategy to facilitate and encourage active travel to the Site which reflects current central Government policy as well as the aspirations of LBC for this location within the borough.

5.21 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking. The 'soft' measures include initiatives such as cycle training courses and providing information on public transport services.

5.22 The Aim Target aims to increase the use of active modes of travel. To achieve this aim, the Travel Plan presents measures to promote walking and cycling initiatives.

5.23 The Travel Plan will be supported by appointed Travel Plan Coordinator who will report the findings of monitoring surveys back to the Council. Baseline surveys will be undertaken once 75% of the employment space is occupied (Year 0), with further monitoring surveys occurring 3 and 5 years subsequently.

Stopping Up

5.24 A section of public footway on Acton Street will be stopped up as part of the proposals to create a uniform building line. The stopping up plan is indicated at **Appendix F**. The stopping up of part of the public footway is counterbalanced by the removal of an existing air vent on Acton Street which obstructs part of the footway.

6 SERVICING STRATEGY

Existing Situation

6.1 At present, the servicing strategy for the Site is unregulated and informal; small delivery vehicles (<4.6t transit vans) can use the courtyard with large delivery vehicles (7.5t panel vans, 7.5t box vans) required to either reverse into or out of the vehicle crossover from Acton Street, as indicated at **Appendix G**. A number of other delivery trucks make use of the shared-use loading bays located on Acton Street, circa 50 metres east of the Site.

6.2 The act the existing courtyard is also used for car parking means in reality the courtyard does not provide any turning facilities such that delivery and servicing vehicles are required to either stop in the covered entrance and protrude into the footway or make use of the shared-use loading bays on Acton Street.

Proposed Servicing Strategy

6.3 The proposals result in the removal of the vehicular access to the courtyard and thus the ability to service the development from within the Site demise. To facilitate servicing on-street within a suitable distance of the Site, the proposals envisage circa 15m of the existing bus stop on Acton Street (Acton Street Stop HA) moving further east and part of the existing shared-use loading bay relocated to within 10 metres of the site boundary, rather than the circa 50 metres where it is currently located. The proposed highway alterations are included at **Appendix E.**

6.4 The changes do not introduce additional bays or reduce the length of the bus stop or the length of available loading bay facilities; the only change relates to the location of the existing kerbside uses on Acton Street. The Applicant is willing to provide a financial contribution towards the highway works and / or engage in a Section 278 Agreement with TfL to deliver the highway works.

6.5 The proposed servicing arrangement is similar to the strategy approved for the nearby Acorn House scheme (LPA reference: 2020/3880/P). Acorn House included the closure of the existing vehicular crossover and relocation of all loading activity onto Swinton Street via a loading bay situated approximately 10m from the site boundary. The approved Acorn House servicing strategy mirrors the proposals for the Proposed Development with regards to servicing and sets a precedent for the closure of an existing vehicle access and relocation of all loading activity on-street.

6.6 **Figure 6.1** details the transfer routes for deliveries and waste to / from the shared-use loading bay on Acton Street.

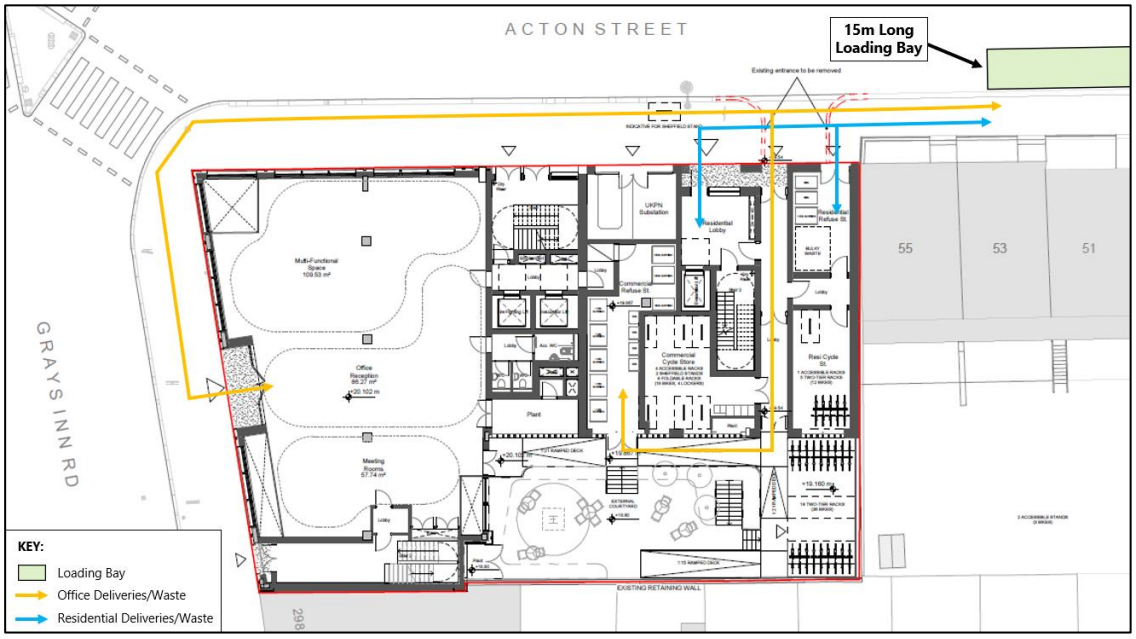


Figure 5.5: Waste Collection and Servicing Locations *Source: Haptic Architects 2023*

Servicing Movements

6.7 An assessment of the servicing trip generation has been based on the City of London's Loading Bay Reckoner (2018) which stipulates 0.2 deliveries per 100sqm (GEA) of office floorspace and 15 deliveries per 100 residential units.

6.8 The existing 3,785.2 sqm GIA of office floorspace (4,175.6 sqm GEA) can be expected to generate 8-9 deliveries per day. Following the increase in office floorspace to 4,342.1 sqm GIA (4,828.8 sqm GEA) the office aspect of the development can expect to receive 9-10 deliveries per day. Following the introduction of 7 residential units, the Site can be expected to receive 0-1 new deliveries per day for the residential aspect of the development.

6.9 Therefore, the Site can overall be expected to see an increase of 1-3 deliveries, which reflects a small increase in servicing in comparison to the existing office development.

6.10 The corresponding servicing trips for both the existing and proposed development is summarised in **Table 6.1** below. The figures presented are based on a typical mix of Light Goods Vehicles (LGV) and Other Goods Vehicles (OGV) in the ratio 90:10, reflecting the drive to reduce the size of delivery vehicles within London.

Table 6.1: Summary of Daily Servicing Trips

Land Use	LGV Arrivals	LGV Departures	OGV Arrivals	OGV Departures	Total (two-way)
Existing Office	8	8	1	1	18
Total Existing Use	8	8	1	1	18
Proposed Residential	1	1	0	0	2
Proposed Office	9	9	1	1	20
Total Proposed Use	10	10	1	1	22
Net Change	+2	+2	0	0	+4
Note: Discrepancies relate to rounding of numbers					

6.11 The proposed development results in an expected uplift of 2 servicing vehicles per day (2 LGV arrivals and 2 LGV departures) when compared with the existing development, which equates to approximately 1 additional office delivery and 1 new residential delivery per day.

Acton Street - Traffic Queue Assessment

6.12 At the request of TfL, a queue survey has been undertaken along Acton Street to understand how existing queuing during the AM and PM peak periods influences the ability for buses to exit the bus stop in a scenario whereby the new loading bay is implemented immediately west of the bus stop i.e. buses must merge with traffic rather than continuing straight ahead to exit the bus stop.

6.13 A queue survey was undertaken on Tuesday 28th March 2023 with survey recordings analysed for 5-minute intervals between 07:00-10:00 and 16:00-19:00 for vehicle queuing along Acton Street towards the three-arm zebra crossing at the junction with Grays Inn Road.

6.14 The raw data is included at **Appendix H** while a summary of the busiest morning (08:40-09:40) and evening (16:10-17:10) is provided in **Table 6.2**. The data is presented in Passenger Car Unit (PCU) values which convert all vehicle types into standard value to understand how much space is occupied on the carriageway noting that buses occupy more space than motorcycles, for example. The longest queue within each 5-minute interval has been recorded, giving a worst case analysis.

Table 6.2: Summary of Traffic Queues on Acton Street (Passenger Car Unit Values)		
Time Interval	**Busiest 5-minute Interval**	
	Nearside (heading South on Grays Inn Road)	**Farside (heading North on Grays Inn Road)**
08:40-08:45	11	5
08:45-08:50	11	1
08:50-08:55	12	6
08:55-09:00	14	8
09:00-09:05	15	1
09:05-09:10	14	3
09:10-09:15	12	4
09:15-09:20	6	4
09:20-09:25	17	2
09:25-09:30	21	2
09:30-09:35	12	5
09:35-09:40	4	4
16:10-16:15	1	8
16:15-16:20	0	5
16:20-16:25	2	3
16:25-16:30	0	2
16:30-16:35	3	4
16:35-16:40	2	7
16:40-16:45	3	6
16:45-16:50	0	6
16:50-16:55	2	4
16:55-17:00	1	5
17:00-17:05	0	5
17:05-17:10	1	3
Note: Discrepancies relate to rounding of numbers		

6.15 Table 6.2 indicates that the busiest period of queuing across the recorded hours took place between 09:25-09:30 where 21 PCUs were queuing to head southbound with a further 2 PCUs queuing to head northbound. The evening period recorded a much lower level of queuing with a peak of 1 PCU queuing to head southbound and 8 PCUs queuing to head northbound.

6.16 At all other time periods the queue length is much shorter as presented in **Figure 6.2** and **Figure 6.3** highlighting the morning and evening periods, respectively.

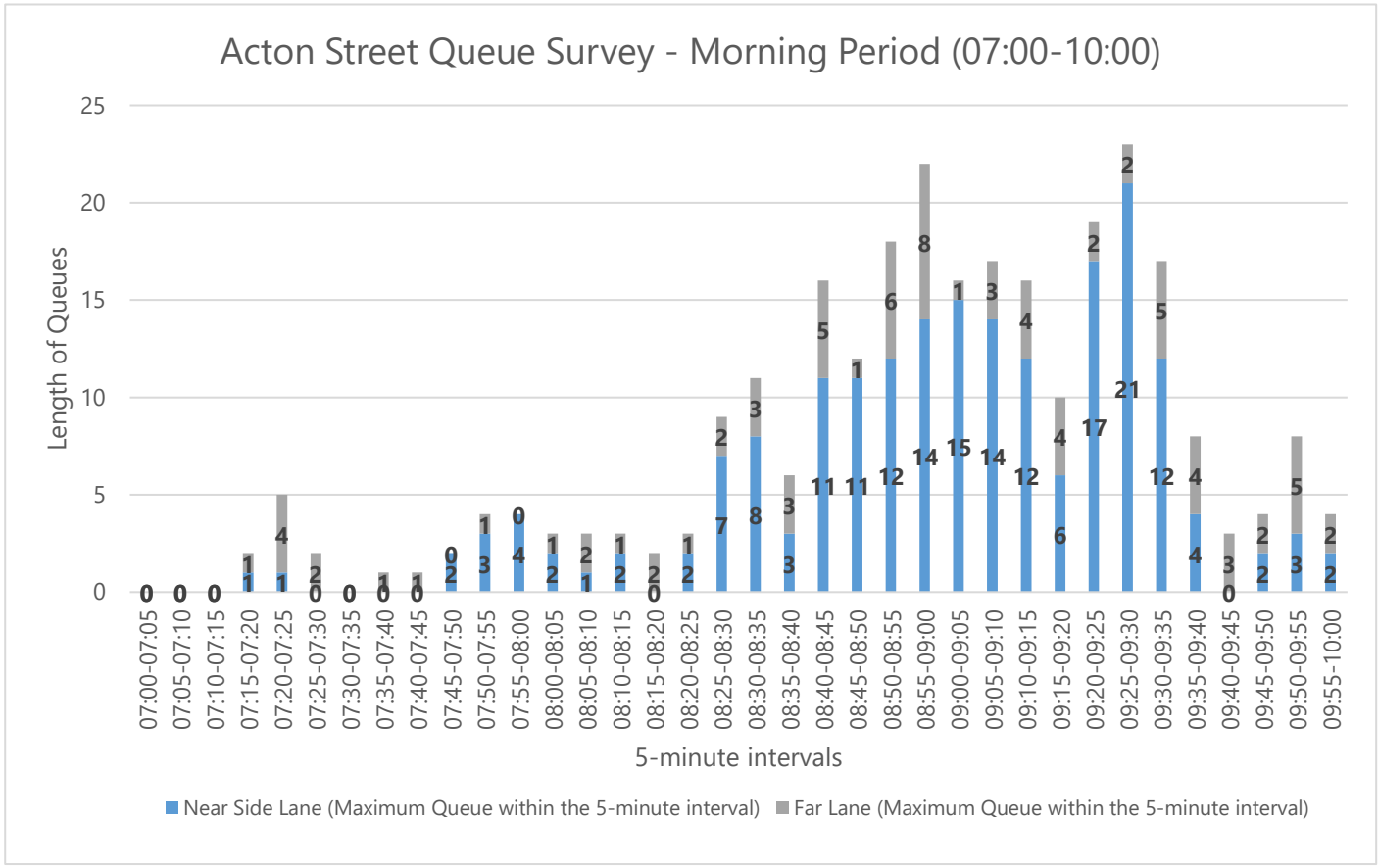


Figure 6.2: Acton Street Queue Survey (Morning Period)

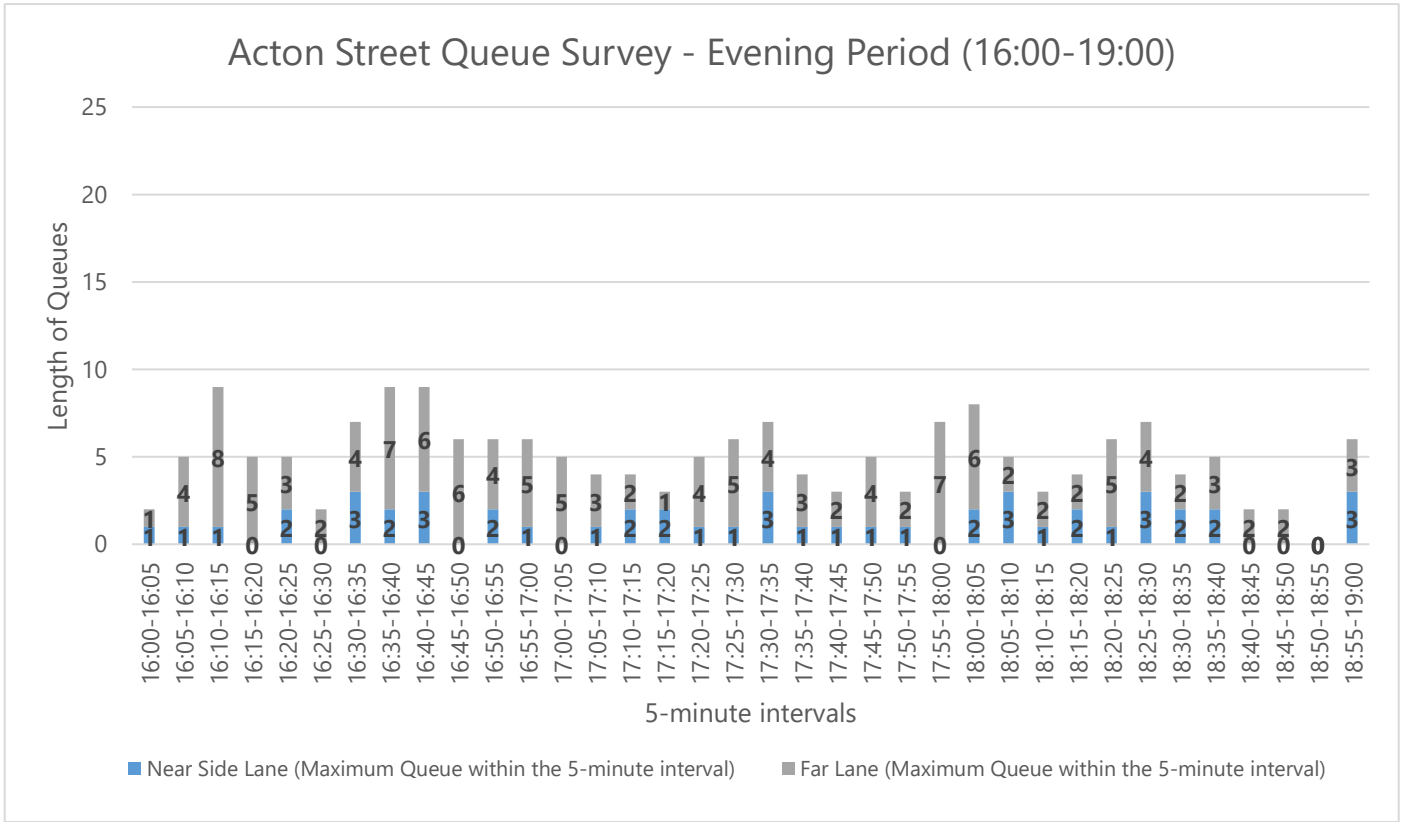


Figure 6.2: Acton Street Queue Survey (Evening Period)

6.17 In summary, the queue along Acton Street is expected to extend beyond the existing location of the bus stop and the future location of the shared loading / parking bay in the morning peak but not the evening peak. The fact queuing already requires buses to merge with congestion (see **Appendix E**) means the addition of the shared-use loading bay will not have a material impact on bus journeys.

6.18 Furthermore, queue lengths are much lower outside of the network peak hour (08:00-09:00) such that an effective Delivery & Servicing Plan will ensure no deliveries take place between 08:00-09:00 and 17:00-18:00 which in turn may allow buses to continue straight ahead through the loading bay during peak hours such that the proposed amendments will have no material impact on bus operations when compared with the existing situation.

Servicing Strategy Summary

6.19 The proposed servicing strategy forecasts a total of 9-11 deliveries per day which will be reduced over a five-year period through the use of measures that could include consolidation and re-timing of deliveries. The proposed servicing strategy will put in place a management procedure for the long-term reduction in the total number of delivery and servicing trips, such that the proposals offer a significant improvement when compared to the existing situation, reducing potential congestion and conflict on the surrounding highway network.

6.20 It is considered that providing an off-street loading bay within the development would significantly compromise the ground floor plan and active frontages. A dedicated off-street loading bay would take up over half of the ground floor plan to facilitate forward in forward out servicing.

6.21 It is considered that the wider objectives of the Local Plan to provide active frontages, a mix of uses and high-quality office and residential accommodation should be given a higher priority than providing off-street servicing in this case. An on-street loading bay would prevent any reversing across the public footway into the courtyard, significantly improving pedestrian safety and would have no material impact on the operation of the bus network.

Waste Storage & Collection

6.22 All waste storage designs are indicated at **Appendix A**. Further details of the waste storage capacity and calculations are included within the Delivery & Servicing Plan.

Office Waste

6.23 Waste storage for the office has been calculated using the British Standards and Westminster City Council guidance, which is considered suitable to calculate the quantum of waste generated due to the central London location and the proposed office development.

6.24 A dedicated waste store will be provided for the office use at ground floor, including 2 x 1,280L Eurobins for general waste, 4 x 1,100L Eurobins for mixed paper & cardboard, 1 x 1,100L Eurobin for dry mixed recycling (DMR), 1 x 660L Eurobin for mixed electrical waste and 4 x 240L wheelie bins for food waste.

6.25 Waste is to be collected 3 times per week and the waste bin provision provided at the Site reflects this regime. It is proposed that waste collection is undertaken via Acton Street by a private contractor, with Site Management transporting bins from the store to the waste collection vehicle at collection times.

Residential Waste

6.26 For the 7 residential units, a shared bin store will be provided at ground floor for waste storage, including 1 x 1,100L bin for mixed recyclables, 1 x 660L bin for general waste and 1 x 660L bin for food waste.

6.27 A bulky waste store is provided within the residential waste store for the storage of furniture. This may also be used by the office space.

6.28 Internal access to the waste store will be provided via the residential lobby area. A separate on-street access for collection operatives provided from Acton Street, providing direct access for the Council's waste collection personnel, who will be able to easily transport bins between the store and the waste collection vehicle on Acton Street.

Delivery & Servicing Plan

6.29 The proposed office servicing strategy will be secured through the implementation of a robust Delivery & Servicing Plan (DSP), which will set out the measures required to control deliveries and servicing.

6.30 This will provides a greater level of control than is currently the case for the existing use and is thus deemed to be a net benefit of the scheme.

6.31 The DSP will outline the measures that will be implemented with regards to servicing and delivery activity, including:

- Set out the number, type and profile of delivery and servicing vehicles;
- Outline measures to ensure deliveries do not take place during peak hours;
- Detail the management strategy for deliveries and servicing;
- Detail the measures to be implemented to reduce deliveries over a five year period;
- Identify contact details for personnel responsible for the management of the DSP; and
- Summarise the measures to monitor and review the DSP.

6.32 An initial DSP has been submitted separately as part of this planning application; it is anticipated that the DSP will be secured by planning condition for implementation prior to occupation of the development.

7 MULTI-MODAL TRIP GENERATION ASSESSMENT

7.1 This section of the report considers the multi-modal trip generation of the proposed development and the potential effect on local public transport.

Trip Generation Methodology

7.2 A multi-modal trip generation assessment has been undertaken for the existing and proposed office and proposed residential to establish the change in trips resulting from the development proposals. The trip generation by each mode of transport to and from the Site has been forecast for the typical weekday AM peak hour (08:00-09:00), PM peak hour (17:00-18:00) and daily periods.

7.3 The trip rates have been derived from the Trip Rate Information Computer System (TRICS) database considering the characteristics of the Site such as location, PTAL rating and parking provision. Travel profiles have been sourced from the 2011 Census 'Method of Travel to Work' data included at **Table 2.1** and **Table 2.2** to reflect local travel patterns.

Existing Office Trip Generation

7.4 The following parameters were selected within the TRICS database to obtain the person trip rates for the existing 3,785.2 sqm GIA office building:

- Date: 2017 onwards
- Land Use: 02 – Employment. A – Office
- Regions: Inner London / Central Activity Zone
- Urban Category: Town Centre, Edge of Town Centre
- Floor Area Range: 1,000 sqm to 20,000 sqm
- PTAL Range: 6a or 6b

7.5 The TRICS output file is contained within **Appendix I**, while the AM, PM and daily person trip rates are shown within **Table 7.1** alongside the trip generation for the existing office floorspace.

Table 7.1: TRICS Person Trip Rates and Trip Generation – Existing Office						
Weekday Time Period	**Total Person Trip Rates (per 100 sqm)**			**Total Person Trips (3,785.2 sqm GIA)**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
AM Peak (08:00-09:00)	2.426	0.209	2.635	92	8	100
PM Peak (17:00-18:00)	0.222	2.59	2.812	8	98	106
Daily	13.721	13.172	26.893	519	499	1,018

7.6 The total person trips included within **Table 7.1** have been applied to a modal split based on the data in **Table 2.1**. However, the modal split data within **Table 2.1** has been modified to reflect the car-light nature of the existing Site that features space for just 3-4 cars to park on the area of hardstanding to the rear. **Table 7.2** displays the multi-modal trip generation for the existing office floorspace.

Table 7.2: Existing Office Multi-modal Trip Generation (3,785.2 sqm GIA)											
Travel Mode	**Mode %**	**Altered %**	**AM Peak Hour**			**PM Peak Hour**			**Daily**		
			In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	36.9%	39.5%	36	3	39	3	39	42	205	197	403
Rail	23.9%	25.6%	24	2	26	2	25	27	133	128	261
Bus	16.5%	17.6%	16	1	18	1	17	19	92	88	180
Taxi	0.2%	0.2%	0	0	0	0	0	0	1	1	2
Motorcycle	1.6%	1.7%	2	0	2	0	2	2	9	9	18
Car Driver	6.8%	0.8%	1	0	1	0	1	1	4	4	8
Car Passenger	0.5%	0.0%	0	0	0	0	0	0	0	0	0
Cycle	6.1%	6.5%	6	1	6	1	6	7	34	32	66
Walk	7.5%	8.0%	7	1	8	1	8	9	41	40	81
Total	100%	100%	92	8	100	8	98	106	519	499	1,018

7.7 The existing office building can be expected to generate 1,018 total person trips per day. In general, the existing office building could generate 93 public transport trips in the AM peak and 83 in the PM peak. In total 8 car driver trips are expected across the day with 1 of these trips being in the AM peak and 1 in the PM peak. This number of trips represents each space being used once throughout the day.

Proposed Office Trip Generation

7.8 The AM, PM and daily person trip rates are shown within **Table 7.3** alongside the trip generation for the proposed office floorspace.

Table 7.3: TRICS Person Trip Rates and Trip Generation – Proposed Office						
Weekday Time Period	**Total Person Trip Rates (per 100 sqm)**			**Total Person Trips (4,342.1 sqm GIA)**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
AM Peak (08:00-09:00)	2.426	0.209	2.635	105	9	114
PM Peak (17:00-18:00)	0.222	2.59	2.812	10	112	122
Daily	13.721	13.172	26.893	596	572	1,168

7.9 To provide a consistent trip generation assessment, the trip rates included within **Table 7.3** have been applied to the proposed 4,342.1 sqm (GIA) of office floorspace within the proposals. However, the modal split data within **Table 2.1** has been modified to reflect the car-free nature of the scheme with car driver and motorcyclist trips reduced to zero. The proposed total person trip generation and updated modal split are detailed within **Table 7.4**.

Table 7.4: Proposed Office Multi-modal Trip Generation (4,342.1 sqm GIA)											
Travel Mode	**Mode %**	**Altered %**	**AM Peak Hour**			**PM Peak Hour**			**Daily**		
			In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	36.9%	40.3%	43	4	46	4	45	49	240	231	471
Rail	23.9%	26.2%	28	2	30	3	29	32	156	150	306
Bus	16.5%	18.0%	19	2	21	2	20	22	107	103	210
Taxi	0.2%	0.2%	0	0	0	0	0	0	1	1	2
Motorcycle	1.6%	0.0%	0	0	0	0	0	0	0	0	0
Car Driver	6.8%	0.0%	0	0	0	0	0	0	0	0	0
Car Passenger	0.5%	0.5%	1	0	1	0	1	1	3	3	6
Cycle	6.1%	6.6%	7	1	8	1	7	8	40	38	77
Walk	7.5%	8.1%	9	1	9	1	9	10	49	47	95
Total	100%	100%	105	9	114	10	112	122	596	572	1,168

7.10 The proposed office is expected to generate a total of 1,168 total person trips per day with no car driver trips, which reflects the car-free nature of the scheme following the removal of the rear courtyard. This is alongside 97 public transport trips in the AM peak and 103 in the PM peak. The Site can also be expected to generate up to 78 cycle trips and 95 dedicated walking trips across the day.

Proposed Residential Trip Generation

7.11 The following parameters were selected within the TRICS database to obtain the person trip rates for the proposed residential units (7 flats).

- Date: 2017 onwards
- Land Use: 03 – Residential. C – Flats Privately Owned
- Regions: Greater London

- Urban Category: Town Centre, Edge of Town Centre
- Floor Area Range: 5 units to 200 units
- PTAL Range: 5, 6a or 6b

7.12 The TRICS output file is contained within **Appendix I**, while the AM, PM and daily person trip rates are shown within **Table 7.5** alongside the trip generation for the proposed 7 residential units.

Table 7.5: TRICS Person Trip Rates and Trip Generation – Proposed Residential

Weekday Time Period	Total Person Trip Rates (per 1 unit)			Total Person Trips (7 units)		
	In	Out	Total	In	Out	Total
AM Peak (08:00-09:00)	0.086	0.505	0.591	1	4	4
PM Peak (17:00-18:00)	0.259	0.143	0.402	2	1	3
Daily	2.481	2.603	5.084	17	18	36

7.13 To provide a consistent trip generation assessment, the total person trips included within **Table 7.5** have been applied to a modal split based on the data in **Table 2.2**. However, the modal split data within **Table 2.2** has been modified to reflect the car-free nature of the scheme, the high accessibility of the Site and the general trend observed within LBC over the last 10 years of increasing walking and cycling trips. The proposed total residential person trip generation and updated modal split are detailed within **Table 7.6**.

Table 7.6: Proposed Residential Multi-modal Trip Generation (7 units)

Travel Mode	Mode %	Altered %	AM Peak Hour			PM Peak Hour			Daily		
			In	Out	Total	In	Out	Total	In	Out	Total
Underground	22.8%	24.4%	0	1	1	0	0	1	4	4	9
Rail	6.6%	7.1%	0	0	0	0	0	0	1	1	3
Bus	19.9%	21.3%	0	1	1	0	0	1	4	4	8
Taxi	0.2%	0.2%	0	0	0	0	0	0	0	0	0
Motorcycle	0.8%	0.0%	0	0	0	0	0	0	0	0	0
Car Driver	5.0%	0.0%	0	0	0	0	0	0	0	0	0
Car Passenger	0.8%	0.0%	0	0	0	0	0	0	0	0	0
Cycle	8.6%	9.2%	0	0	0	0	0	0	2	2	3
Walk	35.4%	37.8%	0	1	2	1	0	1	7	7	13
Total	100%	100%	1	4	4	2	1	3	17	18	36

7.14 The proposed residential dwellings are expected to generate a total of 36 total person trips per day with no car driver trips, which reflects the car-free nature of the scheme. This is alongside 2 public transport trips in the AM peak and 2 in the PM peak. The Site can also be expected to generate up to 3 cycle trips and 13 dedicated walking trips across the day.

Net Change in Trip Generation

7.15 **Table 7.7** below shows the forecast net change in trip generation between the existing and proposed development. Servicing trips by LGVs and OGVs are also included.

Table 7.7: Net Change in Trip Generation

Travel Mode	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	+6	+1	+8	+1	+7	+8	+39	+38	+77
Rail	+4	+1	+5	0	+4	+5	+24	+23	+47
Bus	+3	+1	+4	+1	+3	+4	+19	+19	+38
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	-2	0	-2	0	-2	-2	-9	-9	-18
Car Driver	-1	0	-1	0	-1	-1	-4	-4	-8
Car Passenger	+1	0	+1	0	+1	+1	+3	+3	+6
LGV	0	0	0	0	0	0	+2	+2	+4
OGV	0	0	0	0	0	0	0	0	0
Cycle	+1	0	+1	0	+	+1	+7	+7	+15
Walk	+1	+1	+3	+1	+2	+3	+14	+14	+27
Total	+14	+5	+19	+3	+15	+18	+94	+92	+185

7.16 The proposed development is expected to generate an additional 185 trips across the day. The vast majority of the additional trips will be by public transport, with a considerable percentage (22.7%) made using active travel modes.

7.17 The proposals include a minor uplift in servicing trips, however due to the location of the new servicing bay these should take place far quicker than before, while also significantly improving pedestrian safety.

Trip Generation Summary

7.18 A multi-modal trip generation assessment of the existing office floorspace and the proposed office floorspace plus residential units has been undertaken. The assessment indicates that the Site will generate a small increase in total person trips across the day that are undertaken by sustainable modes of transport. Furthermore, the removal of the existing rear hardstanding area will remove the opportunity to drive to the site, resulting in an overall decrease in vehicular traffic to the Site, even when accounting for a minor increase in servicing.

Effects on Public Transport

7.19 The majority of the forecast trip generation of the Proposed Development will be by public transport. The additional trips generated by each public transport mode have been reviewed against the level of service for each mode based on the information included in Section 2 and **Table 7.7**.

7.20 In total, the Site has access to circa 121 bus services, 45 train services and 117 Underground services within the peak hour when reviewing the PTAL rating. When positioned against 4 additional bus trips, 5 additional rail trips and 8 additional underground trips in the AM peak hour, this amounts to a maximum of less than 0.03 additional passenger per bus service, 0.11 additional passengers per rail service and 0.7 additional passengers per tube service during the peak hour when distributing trips across the available public transport services using the modal split.

7.21 It is concluded that the minor increase in public transport trips arising from the Proposed Development, when distributed across the wide range and high frequency of services, will have a negligible effect on public transport capacity. In fact, the increase in public transport trips expected as part of the Proposed Development is expected to fall within the daily variations in public transport usage within the area.

7.22 The effects on bus routes as a result of the proposed new loading bay on Acton Street are addressed in Section 6 which concludes that there will be no material effect on buses as a result of the proposals.

8 SUMMARY AND CONCLUSION

8.1 This Transport Statement has been prepared by Caneparo Associates on behalf of Platignum Properties Limited ('the Applicant') in relation to the planning application at 300 Grays Inn Road, WC1X 8DX ('the Site'), located within the London Borough of Camden ('LBC').

8.2 The planning application seeks the extension, reconfiguration, and refurbishment of the building to provide a qualitative and quantitative uplift in office floorspace alongside the provision of 7 residential units (3 x 1 bedroom, 3 x 2 bedrooms and 1 x 3 bedrooms). The proposals remove the existing servicing area and provide a new landscaped amenity space, cycle parking facilities, showers and changing rooms.

8.3 The proposals have been assessed taking into consideration policy guidance and existing conditions and can be summarised as follows:

- The Site is located in an area of excellent accessibility by non-car modes of transport, being within convenient walking distance of a number of King's Cross St. Pancras, a major interchange in London along with several bus services; this is evidenced by the Site's PTAL rating of 6B.
- The proposed development will remove all existing on-site car parking with the existing crossover and rear courtyard removed, reflecting the Site's excellent accessibility by walking, cycling and public transport. Those requiring parking due to disability may utilise on-street disabled parking in the locality such as along Acton Street or access step-free public transport from King's Cross St. Pancras station or bus stops in the local area. An indicative location for an additional disabled bay is indicated on Acton Street.
- Cycle parking will be provided in excess of the London Plan (2021) and just below that of the Camden Planning Guidance: Transport document (2021). Additionally, the Site will contain showers (including an accessible shower), changing rooms and lockers. This means that the design of the Site will actively encourage cycling as a means of travel to/from work and provides a significant improvement when compared with the existing building. Indicative locations on Acton Street and Grays Inn Road have been identified for the delivery of short-stay cycle parking.

- Servicing and delivery trips will be undertaken on-street on Acton Street, to be facilitated by the relocation of the nearby red-route loading bay to within circa 10m of the Site boundary. The Proposed Development will result in a minor increase in the demand for deliveries when compared with the existing situation.
- Waste collection will also be undertaken from the on-street loading bay on Acton Street, with waste for the office and residential uses stored within separate stores at ground floor level. Office waste bins will be transported to the waiting refuse vehicle on-street just before collection times.
- A multi-modal trip generation assessment has been undertaken which demonstrates that the proposals will generate a small overall uplift in AM and PM peak hour trips by active and sustainable modes of transport, with a reduction in car trips made to the Site owing to the proposals car-free nature. The assessment forecasts that the likely increase in trip generation will not result in a material impact upon public transport service capacity.
- A Travel Plan has been prepared that recognises the highly accessible location of the Site and identifies a range of measures and targets aimed at creating modal shift from public transport to active modes (walking and cycling).
- A draft Delivery and Servicing Plan (DSP) has been provided to set out the measures to manage deliveries and servicing (including waste collection) associated with the proposed development, ensuring that impacts on other highway users are mitigated.
- A draft Construction Management Plan (CMP) has been provided to set out the management procedures to be implemented on site with regard to demolition and construction logistics.

Conclusion

8.4 In conclusion, the Proposed Development will not have a materially detrimental impact on the highway or local transport network, and is in accordance with relevant adopted national, strategic and local policy guidance. It therefore meets the test of the NPPF and paragraph 109, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

8.5 In light of this, the Proposed Development is considered to be acceptable and should be supported on transport grounds.

APPENDIX A

74-77 White Lion Street London N1 9PF

+44 (0) 207 099 2933 studio@hapticarchitects.com

www.hapticarchitects.com

General Notes:

- Do not scale off this drawing.
- Use figured dimensions only.
- All dimensions to be verified prior to the commencement of any work or the production of any shop drawing.
- All emissions and discrepancies to be reported to the Architect immediately.
- This drawing is to be read in conjunction with all related Architect's and Engineer's drawings and any other relevant information.
- **EXISTING BUILDING DISCLAIMER:** This is a project with an existing building, hence all Designs are based on available surveys. All proposals to be reviewed on site prior to construction to ensure suitability of design in relation to existing conditions.

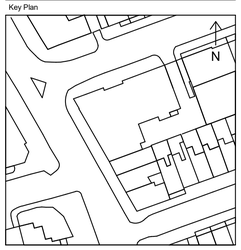
NOTES:
- All building and context information based on survey information provided on 14th June 2022

KEY:

- Site Boundary
- Retained Existing Structure
- Proposed Structure

revision	date	by	appr	description
P1	21.04.23			Stage 2 Design Freeze

Key Plan



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NORTH

Client
Platignum Properties Ltd.

Project Name
300 Gray's Inn Road

Project Address
300 Gray's Inn Rd, London WC1X 8DX

Design Stage
Planning

Drawing Title
Proposed Ground Floor Plan

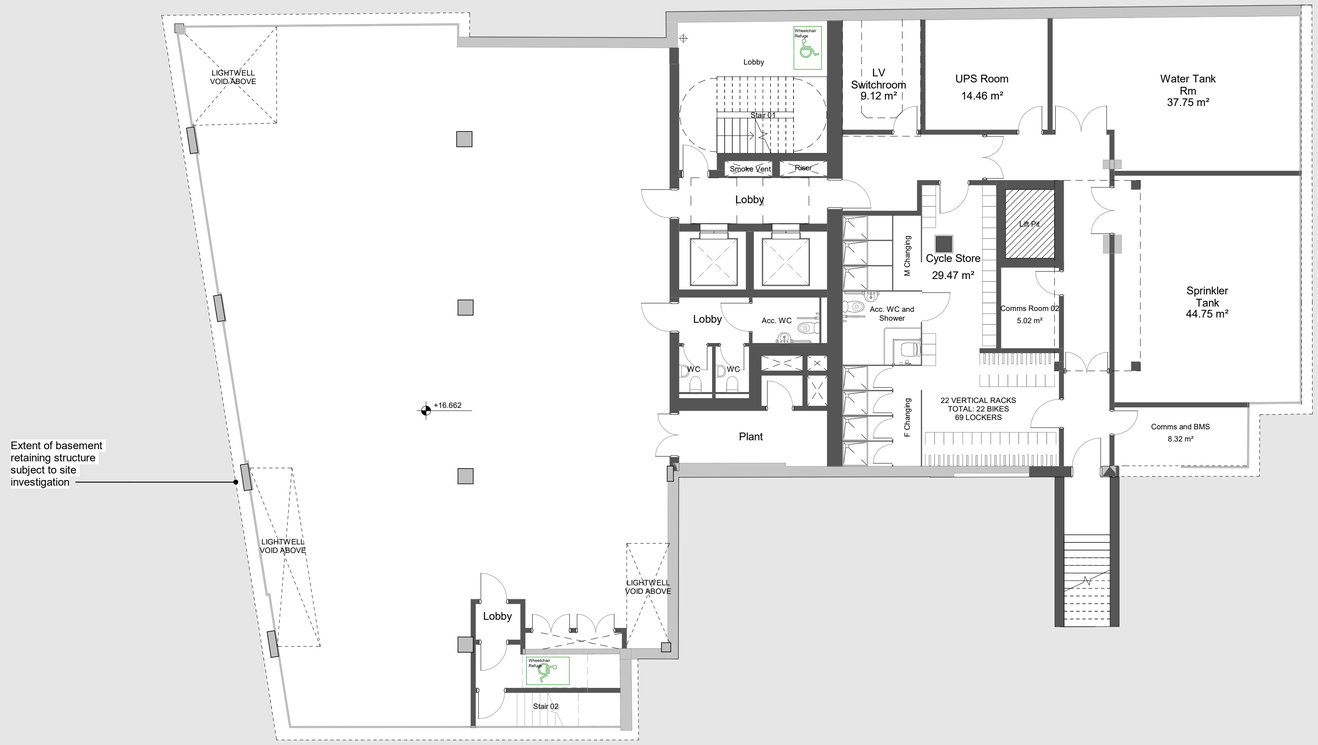
Scale	Sheet Size	Date
1 : 100	A1	April 2023
	A3	

Drawn	Checked	Approved
EG	JPB	SG

Revision
P1

Suitability Code

Drawing No.
GIR - HAP - ZZZ - 00 - DR - A - 20-2100



74-77 White Lion Street London N1 9PF

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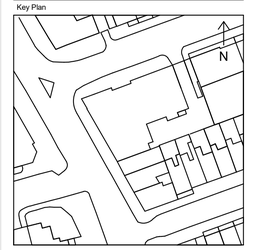
NOTES:
- All building and context information based on survey information provided on 14th June 2022

KEY:

- Site Boundary
- Retained Existing Structure
- Proposed Structure

P1	21.04.23			Stage 2 Design Freeze
revision	date	by	appr	description

Key Plan



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NORTH

Client
Platignum Properties Ltd.

Project Name
300 Gray's Inn Road

Project Address
300 Gray's Inn Rd, London WC1X 8DX

Design Stage
Planning

Drawing Title
Proposed LGF Plan

Scale	Sheet Size	Date
1 : 100	A1 A3	April 2023

Drawn	Checked	Approved
EG	JP	SG

Revision	Suitability Code
P1	

Drawing No.
GIR - HAP - ZZZ - B1 - DR - A - 20-2099

APPENDIX B

B02 – 300 Grays Inn Road - 5 years collision data to end Nov 2022 provisional

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	COLLISION COUNT
TOPIC BASED QUERY		9

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

TOPIC BASED QUERY

1

01180099626	MON 02/04/2018 17:40		DARK	GRAYS INN RD J/W ACTON ST			02 NODE 659	530580/182710
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(? YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(44 YRS - M - REDACT)		MOVING OFF	(E TO W) BACK HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(38 YRS - F - REDACT)		SLOWING/STOPPING	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	203 (DEFECTIVE BRAKES)				V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

2

01180104697	SAT 28/04/2018 22:30		DARK	GRAYS INN RD J/W ACTON ST			02 NODE 659	530560/182710
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

BUS WAS TRAVELLING NORTH ON GRAYS INN ROAD WITNESSES HAVE STATED THAT THE BUS WAS GOING AT AN UNUSUALLY HALF SPEED, AS IT REACHED THE JUNCTION WITH ACTON STREET A MOPED HAD PULLED OUT AHEAD ONTO GRAYS INN ROAD. THE BUS HAS THEN HIT THE BACK OF THE MOPED CAUSING THE DRIVER TO FALL OFF AND HIT THE GROUND.

CASUALTY	001 (002)	(25 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(60 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ		(25 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO N) BACK HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 A	307 (TRAVELLING TOO FAST FOR CONDITIONS)	

3

01180118506	TUE 03/07/2018 15:50		LIGHT	ACTON ST 25M E OF J/W GRAYS INN RD NREST CLASSIFIED RO			02 LINK 659-740	530599/182719
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(11 YRS - M - REDA)		SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(29 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)	

4

01180123557	FRI 27/07/2018 09:20		LIGHT	GRAYS INN RD J/W ACTON ST			02 NODE 659	530570/182700
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	UNKNOWN S/R	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(61 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED		(61 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

5

01180137102	FRI 05/10/2018 14:15		LIGHT	ACTON ST J/W GRAYS INN RD			02 LINK 99-752	530577/182712
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(36 YRS - M - REDA)		SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		CHNG LANE - LEFT	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

6

01180146856	MON 19/11/2018 11:03		LIGHT	GRAYS INN RD J/W ACTON ST			02 NODE 659	530570/182700
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(62 YRS - F - REDA)		SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

7

01190158358	SAT 19/01/2019 11:52		LIGHT	ACTON ST, 5 METRES EAST OF JUNCT WTH SWINTON PLACE.			02 LINK 659-740	530704/182752
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(23 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(40 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(23 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) N/S HIT FIRST	J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)				V002	B	508 (DRIVER USING MOBILE PHONE)

8

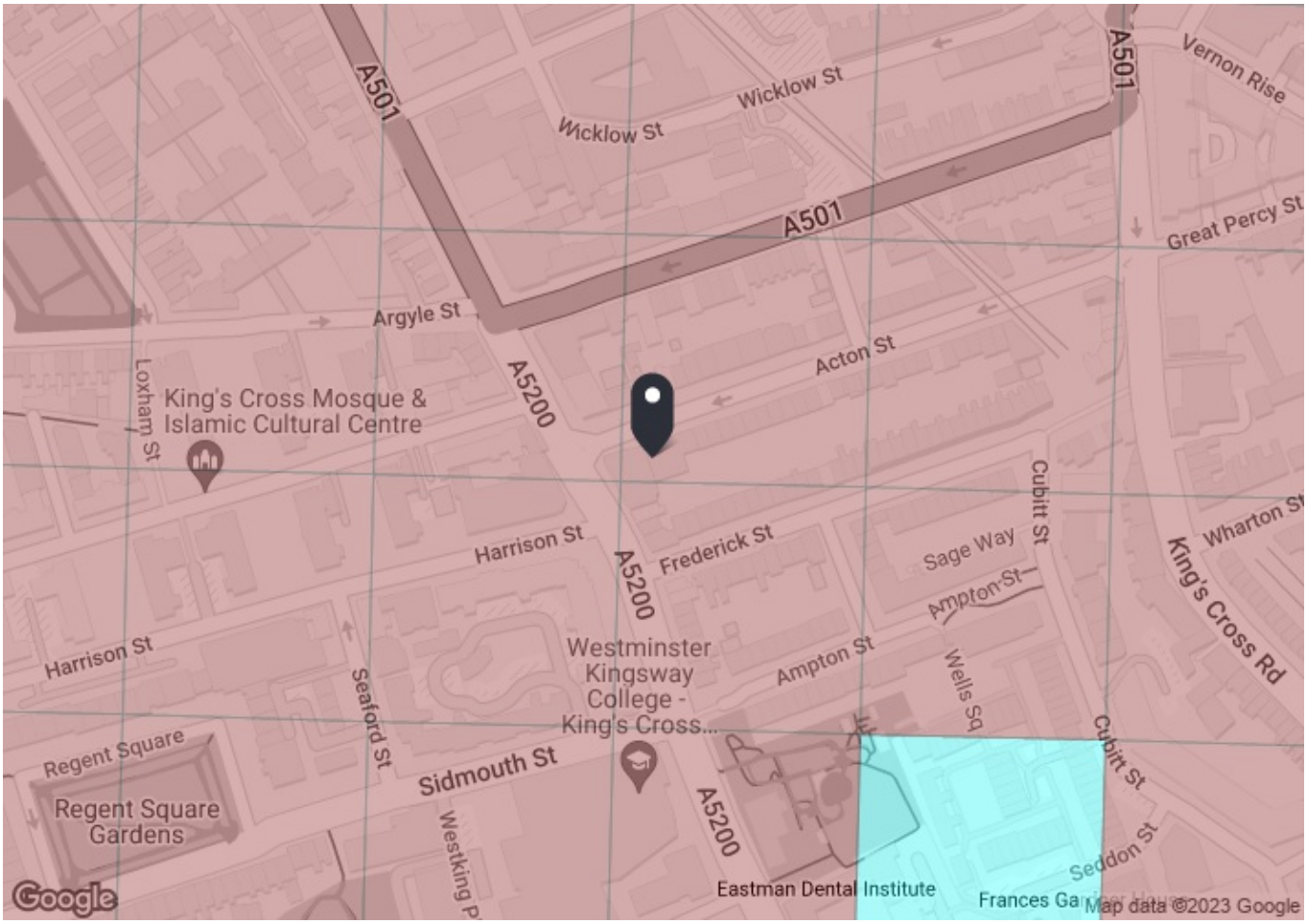
01200281756	SUN 29/11/2020 17:05		DARK	GRAYS INN RD, NR JUNCT WTH CROMER ST.			02 NODE 659	530577/182697
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	MULTI JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(36 YRS - M - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		MOVING OFF	(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	A	405 (FAILED TO LOOK PROPERLY)				V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	B	601 (AGGRESSIVE DRIVING)				V001	A	304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)

9

01220373267	THU 17/03/2022 09:00		LIGHT	CROMER ST, NR JUNCT WTH GREYS INN RD.				02 LINK 99-659	530549/182720
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(21 YRS - M - REDA)		SLIGHT	PEDESTRIAN		STILL	STATIONARY NOT CROSSING	
VEHICLE	001 (000)	PHV - LICENCED BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		MOVING OFF		(N TO S) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

APPENDIX C

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

Battle Bridge House, Grays Inn Rd, London WC1X 8DU, UK
Easting: 530610, Northing: 182704

Grid Cell: 91968

Report generated: 17/03/2023

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

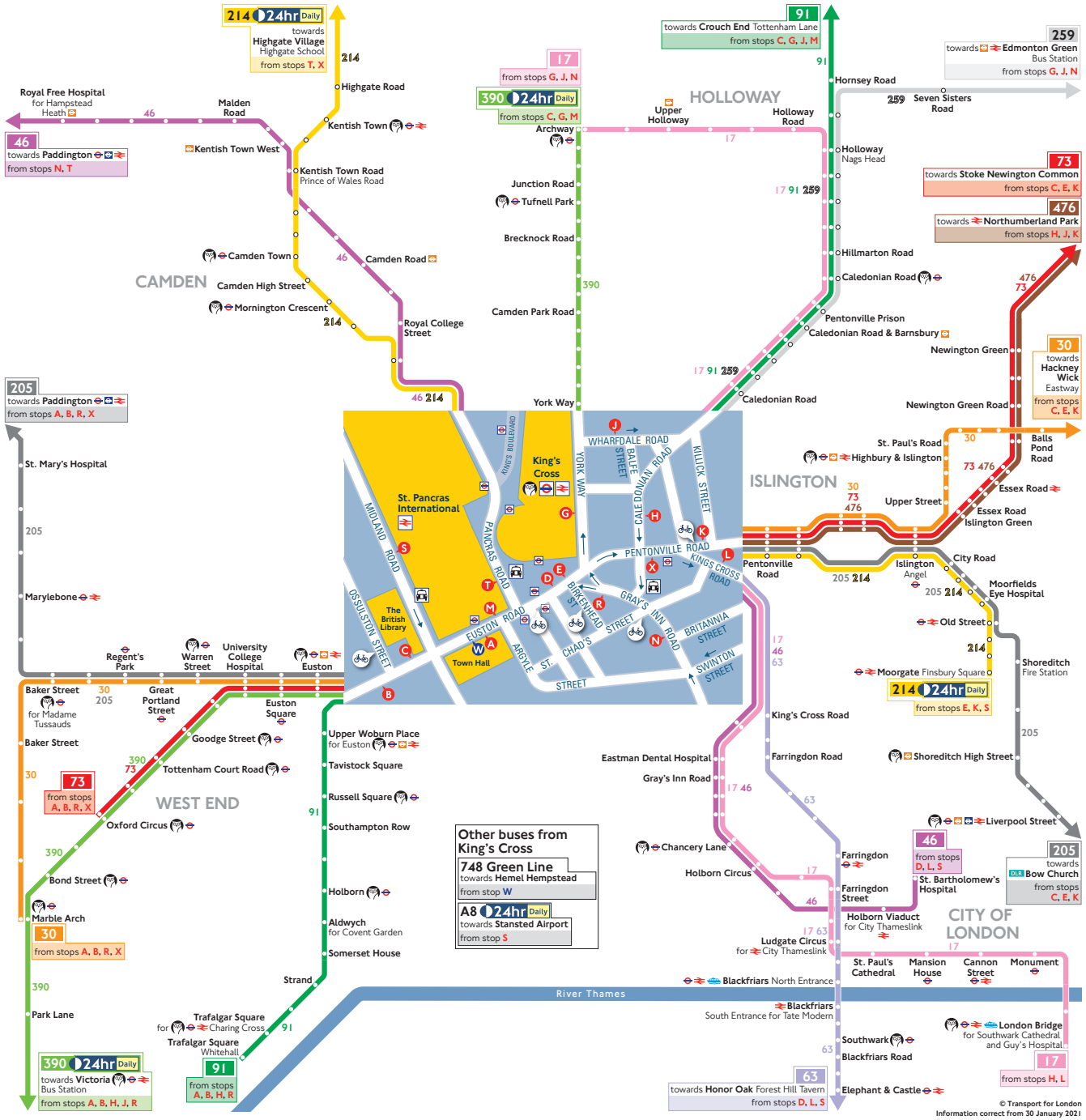
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	G INN RD ROYAL ENT HOSP	259	223.11	8	2.79	5.75	8.54	3.51	0.5	1.76
Bus	KINGS CROSS STATION	10	486.63	4.5	6.08	8.67	14.75	2.03	0.5	1.02
Bus	KINGS CROSS STATION	59	486.63	10	6.08	5	11.08	2.71	0.5	1.35
Bus	KINGS CROSS STATION	91	486.63	9	6.08	5.33	11.42	2.63	0.5	1.31
Bus	KINGS CROSS STATION	390	486.63	8	6.08	5.75	11.83	2.54	0.5	1.27
Bus	GRAYS INN RD ACTON ST	46	156.59	6	1.96	7	8.96	3.35	0.5	1.67
Bus	GRAYS INN RD ACTON ST	17	156.59	7.5	1.96	6	7.96	3.77	0.5	1.88
Bus	GRAYS INN RD ACTON ST	45	156.59	7	1.96	6.29	8.24	3.64	0.5	1.82
Bus	KINGS CROSS RD/ACTON ST	63	174.01	12	2.18	4.5	6.68	4.49	1	4.49
Bus	PENTONVILLE RD WESTON RS	30	477.01	7.5	5.96	6	11.96	2.51	0.5	1.25
Bus	PENTONVILLE RD WESTON RS	73	477.01	18	5.96	3.67	9.63	3.12	0.5	1.56
Bus	PENTONVILLE RD WESTON RS	476	477.01	7.5	5.96	6	11.96	2.51	0.5	1.25
Bus	PENTONVILLE RD WESTON RS	205	477.01	8	5.96	5.75	11.71	2.56	0.5	1.28
Bus	PENTONVILLE RD WESTON RS	214	477.01	8	5.96	5.75	11.71	2.56	0.5	1.28
Rail	St Pancras	'BEDFDM-SVNOAKS 1E62'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BROMLYS 1E83'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ORPNGTN 1L60'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1O13'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-KENTHOS 1S85'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T11'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T15'	742.88	0.67	9.29	45.53	54.81	0.55	0.5	0.27
Rail	St Pancras	'BRGHTN-BEDFDM 1T83'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V23'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V82'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W06'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W81'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W84'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W86'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E11'	742.88	1	9.29	30.75	40.04	0.75	0.5	0.37
Rail	St Pancras	'BEDFDM-SVNOAKS 2E19'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SVNOAKS 2E21'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E95'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O00'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2O04'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2O06'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O10'	742.88	1	9.29	30.75	40.04	0.75	0.5	0.37
Rail	St Pancras	'LUTON-SUTTON 2O17'	742.88	0.67	9.29	45.53	54.81	0.55	0.5	0.27
Rail	St Pancras	'STALBCY-SUTTON 2O21'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2O29'	742.88	0.67	9.29	45.53	54.81	0.55	0.5	0.27
Rail	St Pancras	'LUTON-BCKNHMJ 2S91'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T02'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T04'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 2T15'	742.88	1	9.29	30.75	40.04	0.75	0.5	0.37
Rail	St Pancras	'BEDFDM-BRGHTN 2T25'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-LUTON 2T99'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V02'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V08'	742.88	0.67	9.29	45.53	54.81	0.55	0.5	0.27
Rail	St Pancras	'BEDFDM-SUTTON 2V15'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2V16'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V19'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-KNTSHTN 2V20'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2V27'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V31'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W08'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W12'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W16'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E61'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	St Pancras	'ASHFKY-BEDFDM 1E63'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'RCHT-BEDFDM 1E67'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-BEDFDM 1E69'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BROMLYS-BEDFDM 1E82'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BCKNHMJ-BEDFDM 1G65'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'KENTHOS-BEDFDM 1G71'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-STALBCY 2D93'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2D95'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	742.88	0.67	9.29	45.53	54.81	0.55	0.5	0.27
Rail	St Pancras	'SVNOAKS-LUTON 2E61'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-WHMPSTM 2E63'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BROMLYS-LUTON 2E93'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2L59'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'STPANCI-FAVRSHM 1F08'	742.88	2	9.29	15.75	25.04	1.2	1	1.2
Rail	St Pancras	'BRSR-STPANCI 1F13'	742.88	0.67	9.29	45.53	54.81	0.55	0.5	0.27
Rail	St Pancras	'FAVRSHM-STPANCI 1F17'	742.88	1	9.29	30.75	40.04	0.75	0.5	0.37
Rail	St Pancras	'EBSFLTI-STPANCI 1F85'	742.88	1.33	9.29	23.31	32.59	0.92	0.5	0.46
Rail	St Pancras	'STPANCI-MARGATE 1J08'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'STPANCI-DOVERP 1J10'	742.88	1	9.29	30.75	40.04	0.75	0.5	0.37
Rail	St Pancras	'RAMSGTE-STPANCI 1J11'	742.88	0.67	9.29	45.53	54.81	0.55	0.5	0.27
Rail	St Pancras	'STPANCI-MARGATE 1J12'	742.88	0.67	9.29	45.53	54.81	0.55	0.5	0.27
Rail	St Pancras	'MARGATE-STPANCI 1J13'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J17'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'DOVERP-STPANCI 1J19'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J21'	742.88	0.33	9.29	91.66	100.95	0.3	0.5	0.15
Rail	St Pancras	'MSTONEW-STPANCI 1T91'	742.88	1	9.29	30.75	40.04	0.75	0.5	0.37
Rail	King's Cross	'CAMBDGE-KNGX 2C91'	673.17	0.33	8.41	91.66	100.07	0.3	0.5	0.15
Rail	King's Cross	'KNGX-CAMBDGE 1C35'	557.3	0.33	6.97	91.66	98.63	0.3	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 1C82'	557.3	0.33	6.97	91.66	98.63	0.3	0.5	0.15
Rail	King's Cross	'KNGX-PBRO 1P11'	557.3	1	6.97	30.75	37.72	0.8	0.5	0.4
Rail	King's Cross	'PBRO-KNGX 1P62'	557.3	1.33	6.97	23.31	30.27	0.99	0.5	0.5
Rail	King's Cross	'ROYSTON-KNGX 1R51'	557.3	0.67	6.97	45.53	52.49	0.57	0.5	0.29
Rail	King's Cross	'KNGX-CAMBDGE 2C03'	557.3	1	6.97	30.75	37.72	0.8	0.5	0.4
Rail	King's Cross	'CAMBDGE-KNGX 2C54'	557.3	0.67	6.97	45.53	52.49	0.57	0.5	0.29
Rail	King's Cross	'KNGX-PBRO 2P04'	557.3	1	6.97	30.75	37.72	0.8	0.5	0.4
Rail	King's Cross	'PBRO-KNGX 2P90'	557.3	0.33	6.97	91.66	98.63	0.3	0.5	0.15
Rail	King's Cross	'LTCE-KNGX 2R07'	557.3	0.67	6.97	45.53	52.49	0.57	0.5	0.29
Rail	King's Cross	'HITCHIN-KNGX 2R94'	557.3	0.33	6.97	91.66	98.63	0.3	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y04'	557.3	0.33	6.97	91.66	98.63	0.3	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y13'	557.3	0.67	6.97	45.53	52.49	0.57	0.5	0.29
LUL	King's Cross	'Edgware-Hammersmith'	557.3	6	6.97	5.75	12.72	2.36	0.5	1.18
LUL	King's Cross	'Barking-Hammersmith'	557.3	6.34	6.97	5.48	12.45	2.41	0.5	1.21
LUL	King's Cross	'Hammersmith-Plaistow'	557.3	1	6.97	30.75	37.72	0.8	0.5	0.4
LUL	King's Cross	'Amer-AldgateFast'	557.3	1	6.97	30.75	37.72	0.8	0.5	0.4
LUL	King's Cross	'Ches-AldgateFast'	557.3	2	6.97	15.75	22.72	1.32	0.5	0.66
LUL	King's Cross	'Uxbridge-AldSlow'	557.3	5.33	6.97	6.38	13.34	2.25	0.5	1.12
LUL	King's Cross	'Watford-AldSfast'	557.3	3.67	6.97	8.92	15.89	1.89	0.5	0.94
LUL	King's Cross	'Aldg-WatfordSlow'	557.3	3.67	6.97	8.92	15.89	1.89	0.5	0.94
LUL	King's Cross	'Ald-HarrowHill'	557.3	1.33	6.97	23.31	30.27	0.99	0.5	0.5
LUL	King's Cross	'Edgware-Morden'	557.3	9	6.97	4.08	11.05	2.72	0.5	1.36
LUL	King's Cross	'Morden-HighBarnet'	557.3	14.67	6.97	2.79	9.76	3.07	0.5	1.54
LUL	King's Cross	'Morden-MillHillE'	557.3	4	6.97	8.25	15.22	1.97	0.5	0.99
LUL	King's Cross	'Cockfosters-LHRT4LT'	557.3	4.67	6.97	7.17	14.14	2.12	0.5	1.06

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	King's Cross	'RayLane-Cockfosters '	557.3	3.67	6.97	8.92	15.89	1.89	0.5	0.94
LUL	King's Cross	'LHRT4LT-ArnosGrove '	557.3	4.67	6.97	7.17	14.14	2.12	0.5	1.06
LUL	King's Cross	'ArnosGrove-Nthfields'	557.3	3	6.97	10.75	17.72	1.69	0.5	0.85
LUL	King's Cross	'Oakwood-RayLane '	557.3	0.33	6.97	91.66	98.63	0.3	0.5	0.15
LUL	King's Cross	'Nthfields-Cockfoster'	557.3	1	6.97	30.75	37.72	0.8	0.5	0.4
LUL	King's Cross	'LHRT5-Cockfosters '	557.3	6	6.97	5.75	12.72	2.36	0.5	1.18
LUL	King's Cross	'Uxbridge-Cockfosters'	557.3	3.67	6.97	8.92	15.89	1.89	0.5	0.94
LUL	King's Cross	'Ruislip-Cockfosters '	557.3	2.33	6.97	13.63	20.59	1.46	0.5	0.73
LUL	King's Cross	'ArnosGrove-Uxbridge '	557.3	1	6.97	30.75	37.72	0.8	0.5	0.4
LUL	King's Cross	'Oakwood-Uxbridge '	557.3	0.33	6.97	91.66	98.63	0.3	0.5	0.15
LUL	King's Cross	'Oakwood-Ruislip '	557.3	0.33	6.97	91.66	98.63	0.3	0.5	0.15
LUL	King's Cross	'Brixton-WalthamstowC'	557.3	15.67	6.97	2.66	9.63	3.12	1	3.12
LUL	King's Cross	'SevenSisters-Brixton'	557.3	11.67	6.97	3.32	10.29	2.92	0.5	1.46
Rail	Kings Cross St Pancras	'ROYSTON-KNGX 1R50 '	617.34	0.33	7.72	91.66	99.38	0.3	0.5	0.15
Rail	King's Cross	'KNGX-CAMBDGE 1C33 '	837.16	0.67	10.46	45.53	55.99	0.54	0.5	0.27
Rail	King's Cross	'CAMBDGE-KNGX 2C92 '	837.16	0.67	10.46	45.53	55.99	0.54	0.5	0.27
LUL	King's Cross	'ArnosGrove-RayLane '	837.16	0.33	10.46	91.66	102.12	0.29	0.5	0.15
									Total Grid Cell AI:	**66.53**

APPENDIX D

Buses from King's Cross



How to use this map

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

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
DLR	Connections with DLR
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

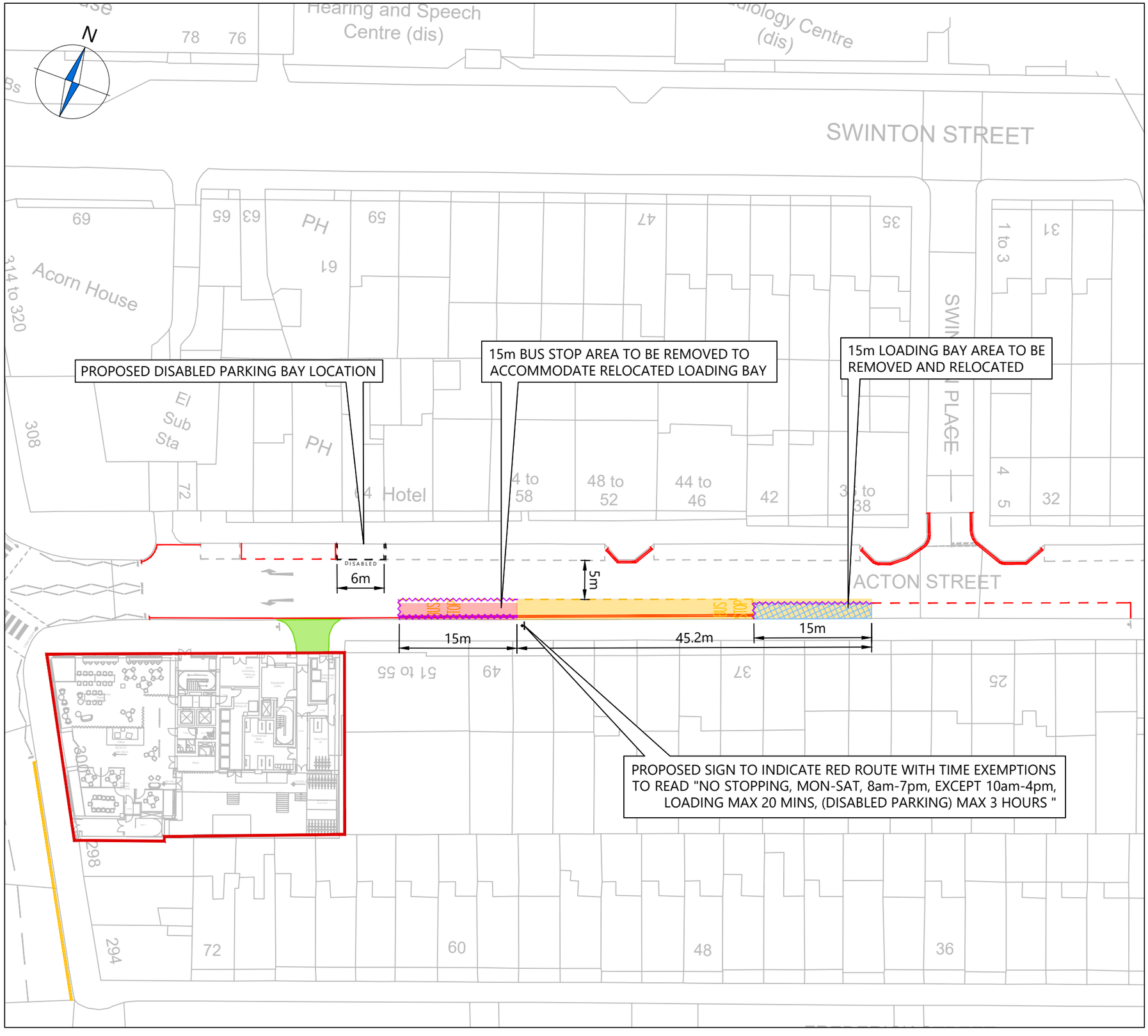
The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Information correct from 30 January 2021

TfL 1691.01.21 (P)

APPENDIX E



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
	PROPOSED ROAD MARKINGS
	ROAD MARKINGS TO BE REMOVED
	RELOCATED LOADING BAY
	RELOCATED BUS STOP
	CROSSOVER TO BE REMOVED AND REINSTATED AS FOOTWAY
	LOADING BAY TO BE REMOVED
	PROPOSED SIGN AND POST

Rev	Details	Drawn	Checked	Date
A	Updated as per client comments	JS	DP	17.04.23

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Platinum Properties Ltd.

Project: 300 Grays Inn Road

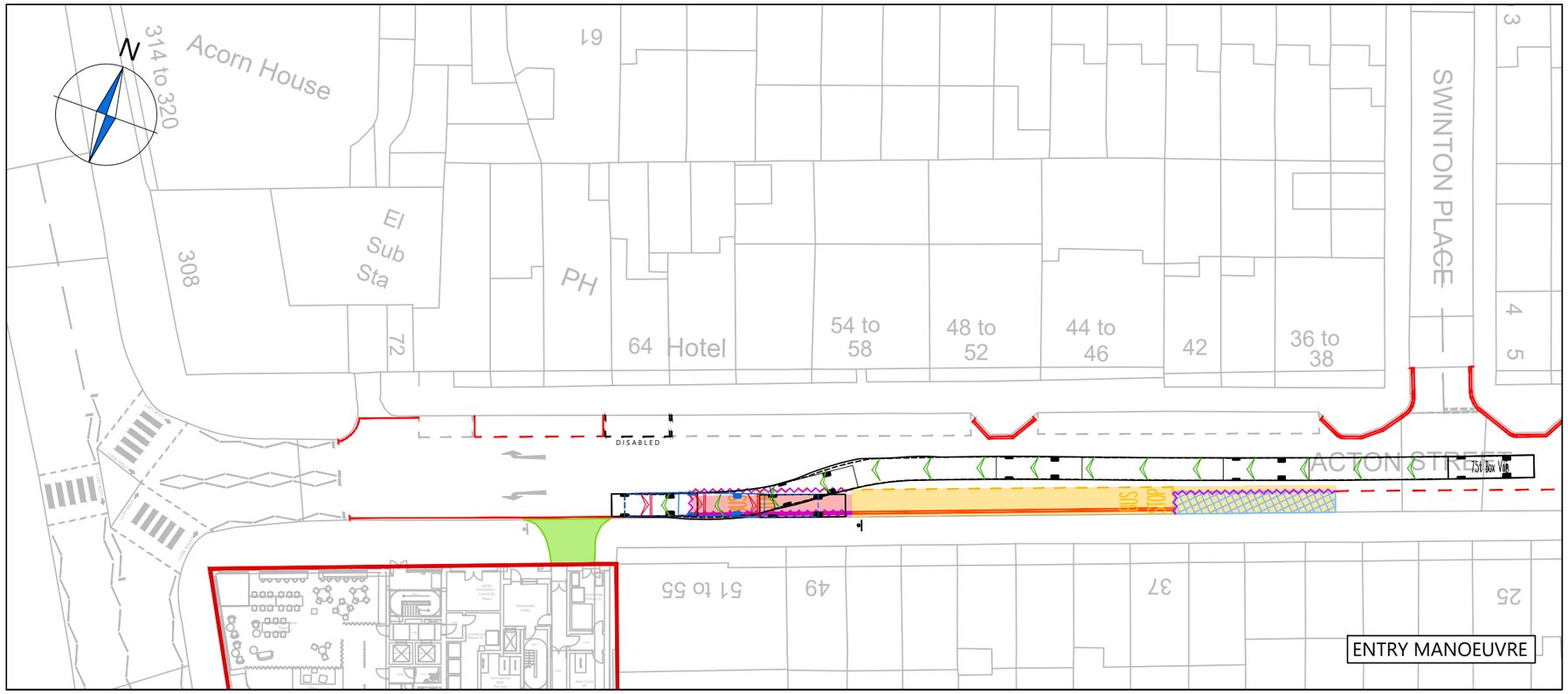
Drawing Title: Proposed Highway Arrangement

Scale:	Size:	Drawn by:	Checked by:	Date:
1:500	A3	JS	AS	01.06.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4884	002	1 of 2	A

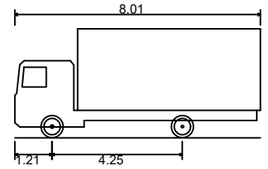
CA_4884_002_A - PROPOSED HIGHWAY ARRANGEMENT.DWG



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	Updated as per client comments	JS	DP	17.04.23

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Platinum Properties Ltd.

Project: 300 Grays Inn Road

Drawing Title: Proposed Highway Arrangement Vehicle Swept Path Analysis for Proposed Loading Bay

Scale:	Size:	Drawn by:	Checked by:	Date:
1:500	A3	JS	AS	01.06.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

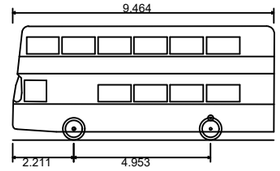
Scheme Ref:	Drawing No:	Sheet :	Rev:
4884	002	2 of 2	A

CA_4884_002_A - PROPOSED HIGHWAY ARRANGEMENT.DWG

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

DOUBLE DECKER BUS



Overall Length	9.464m
Overall Width	2.500m
Overall Body Height	4.129m
Min Body Ground Clearance	0.300m
Track Width	2.300m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.972m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Berkley Estates London Ltd

Project: 300 Grays Inn Road

Drawing Title: Vehicular Swept Path Analysis for Proposed Construction Arrangement - Double Decker Bus

Scale: 1:250 | Size: A3

Drawn by: JS | Checked by: DP | Date: 22.03.2023

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

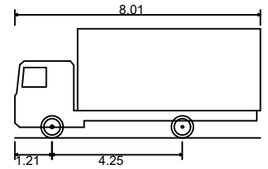
Scheme Ref: 4884 | Drawing No: TR004 | Sheet : 1 of 3 | Rev: ...

CA_4884_TR004 - VEHICULAR SWEPT PATH ANALYSIS - PROPOSED HIGHWAY ARRANGEMENT - RELOCATED BUS STOP.DWG

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: Berkley Estates London Ltd

Project: 300 Grays Inn Road

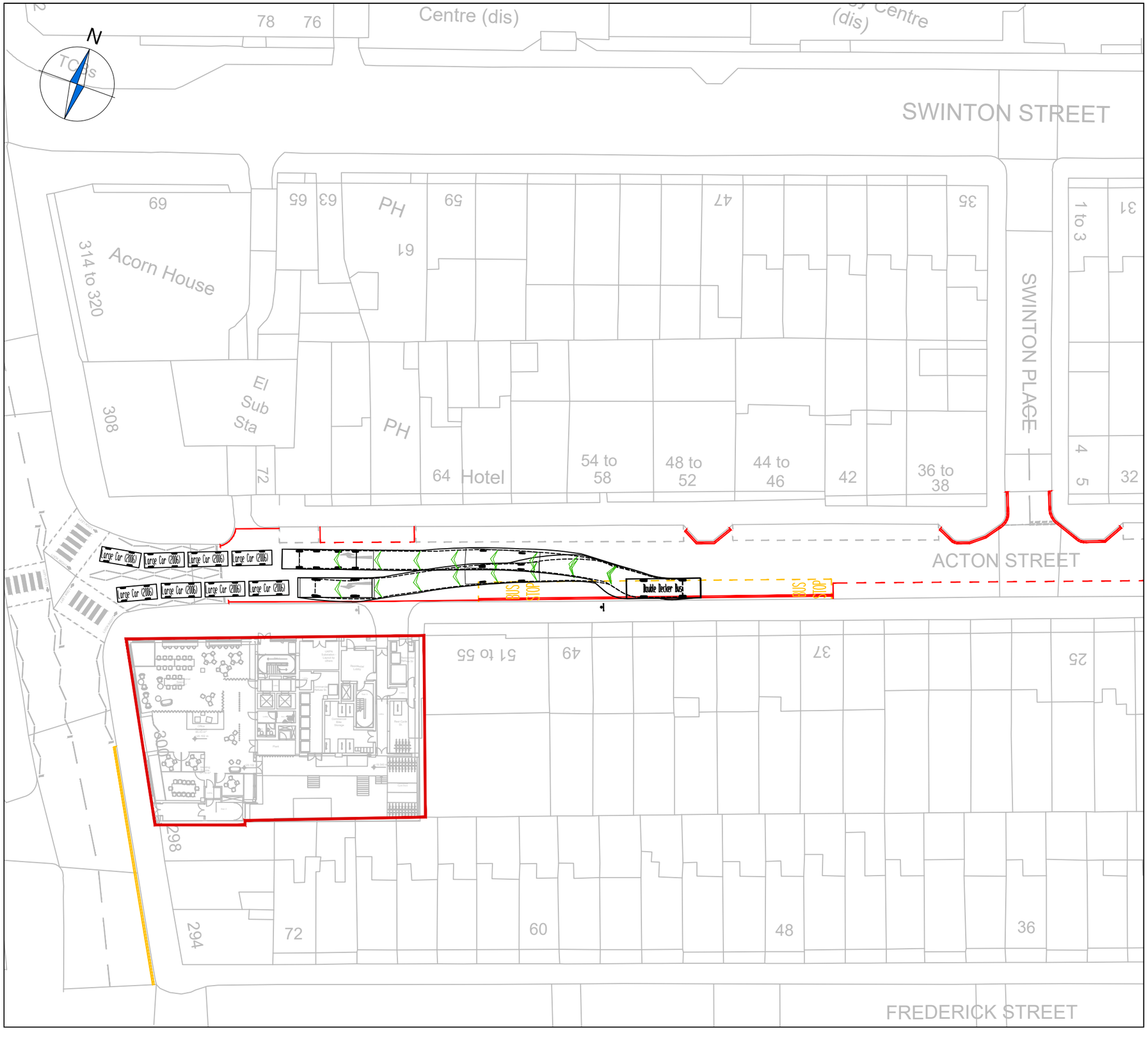
Drawing Title: Vehicular Swept Path Analysis for Proposed Construction Arrangement - 7.5T Box Van

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	JS	DP	22.03.2023

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4884	TR004	2 of 3	...

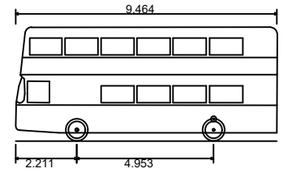
CA_4884_TR004 - VEHICULAR SWEPT PATH ANALYSIS - PROPOSED HIGHWAY ARRANGEMENT - RELOCATED BUS STOP.DWG



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

DOUBLE DECKER BUS



Overall Length	9.464m
Overall Width	2.500m
Overall Body Height	4.129m
Min Body Ground Clearance	0.300m
Track Width	2.300m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.972m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Berkley Estates London Ltd

Project:

300 Grays Inn Road

Drawing Title:

Vehicular Swept Path Analysis for Proposed Construction Arrangement - Double Decker Bus

Scale:	Size:
1:250	A3

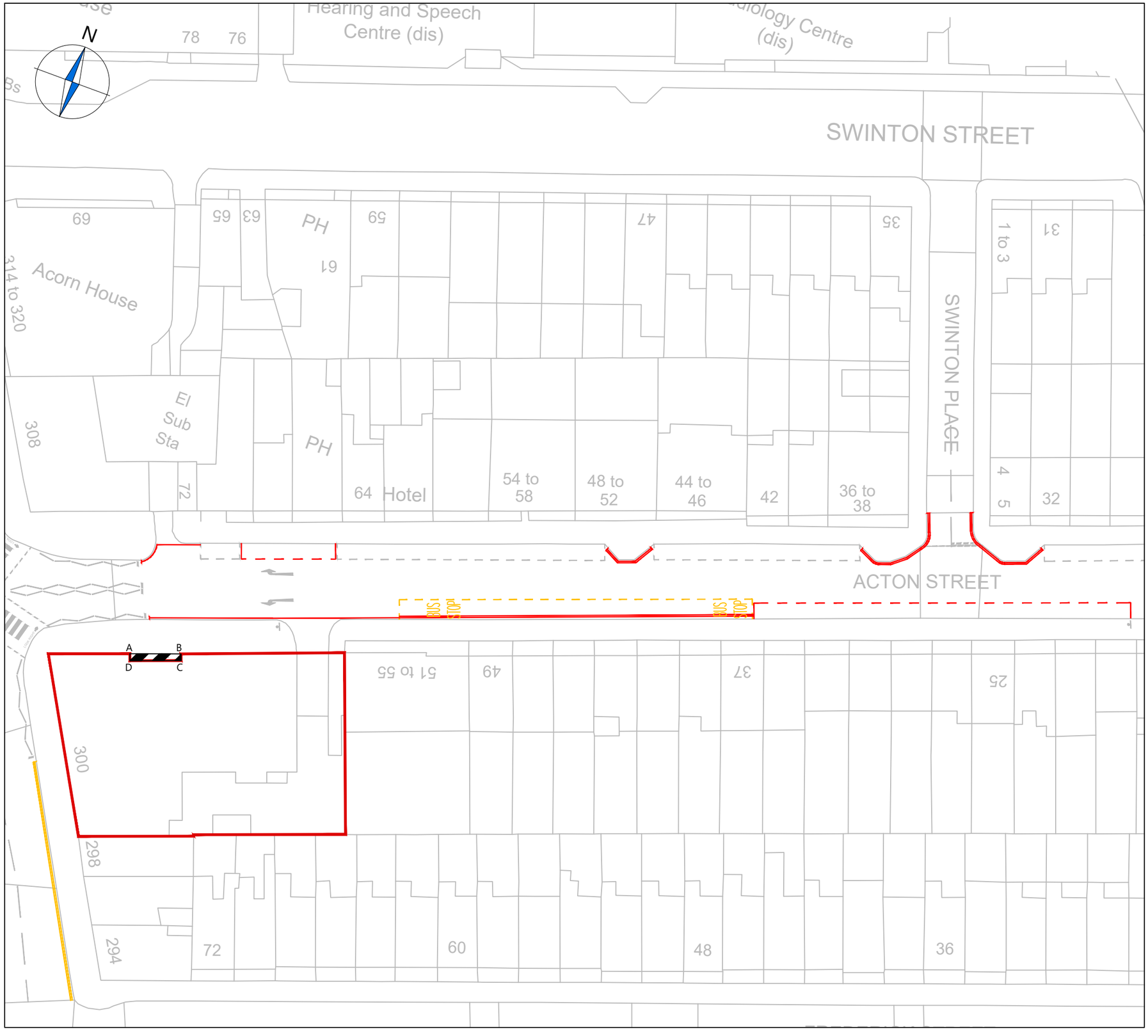
Drawn by:	Checked by:	Date:
JS	DP	22.03.2023

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4884	TR004	3 of 3	...

CA_4884_TR004 - VEHICULAR SWEPT PATH ANALYSIS - PROPOSED HIGHWAY ARRANGEMENT - RELOCATED BUS STOP.DWG

APPENDIX F



NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
	STOPPING UP AREA

MEASUREMENTS :

AB	=	6.15m
BC	=	0.28m
CD	=	6.09m
DA	=	0.31m

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

Platinum Properties Ltd.

Project:

300 Grays Inn Road

Drawing Title:

Stopping Up Plan

Scale:	Size:
1:500	A3

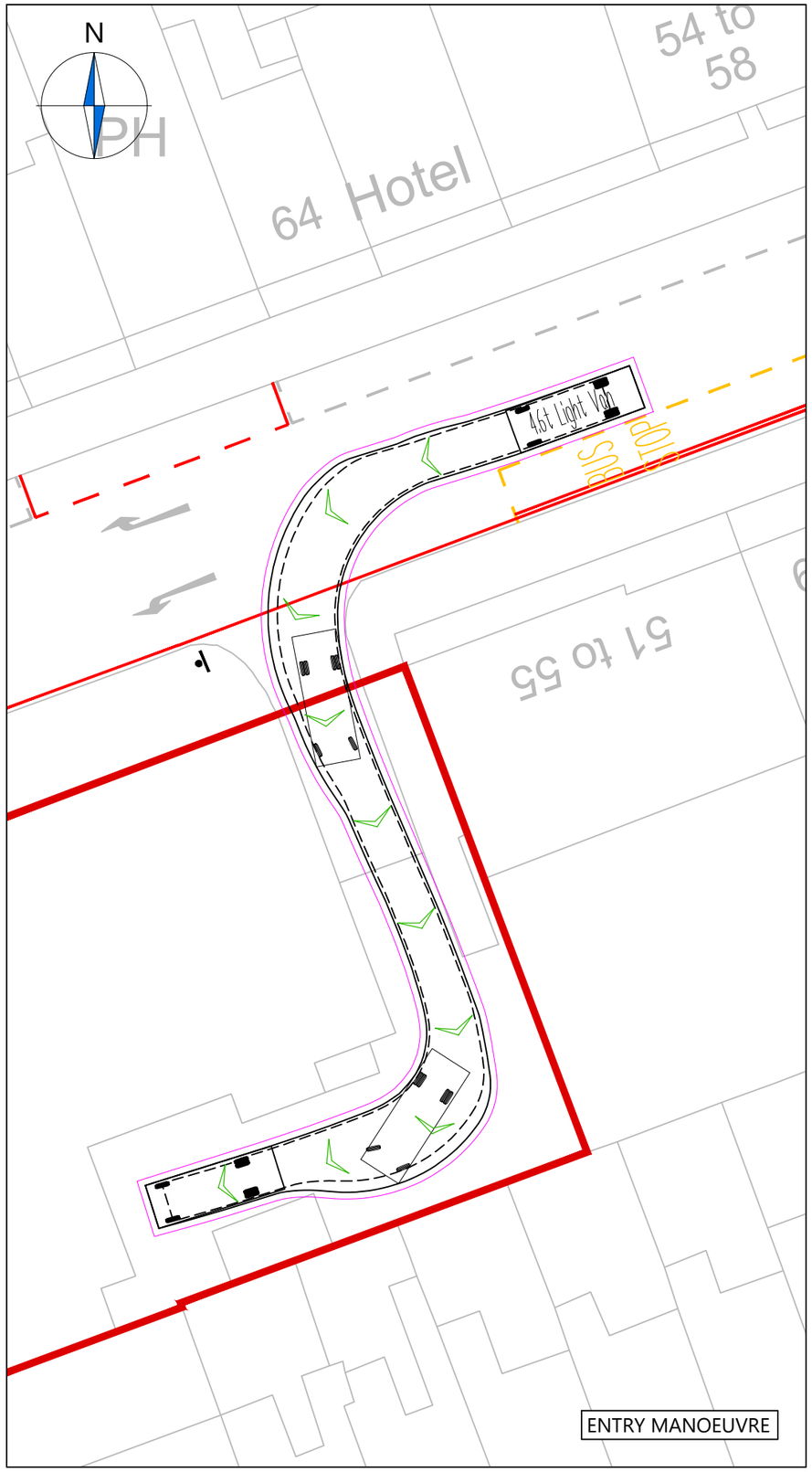
Drawn by:	Checked by:	Date:
JS	DP	17.04.2023

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

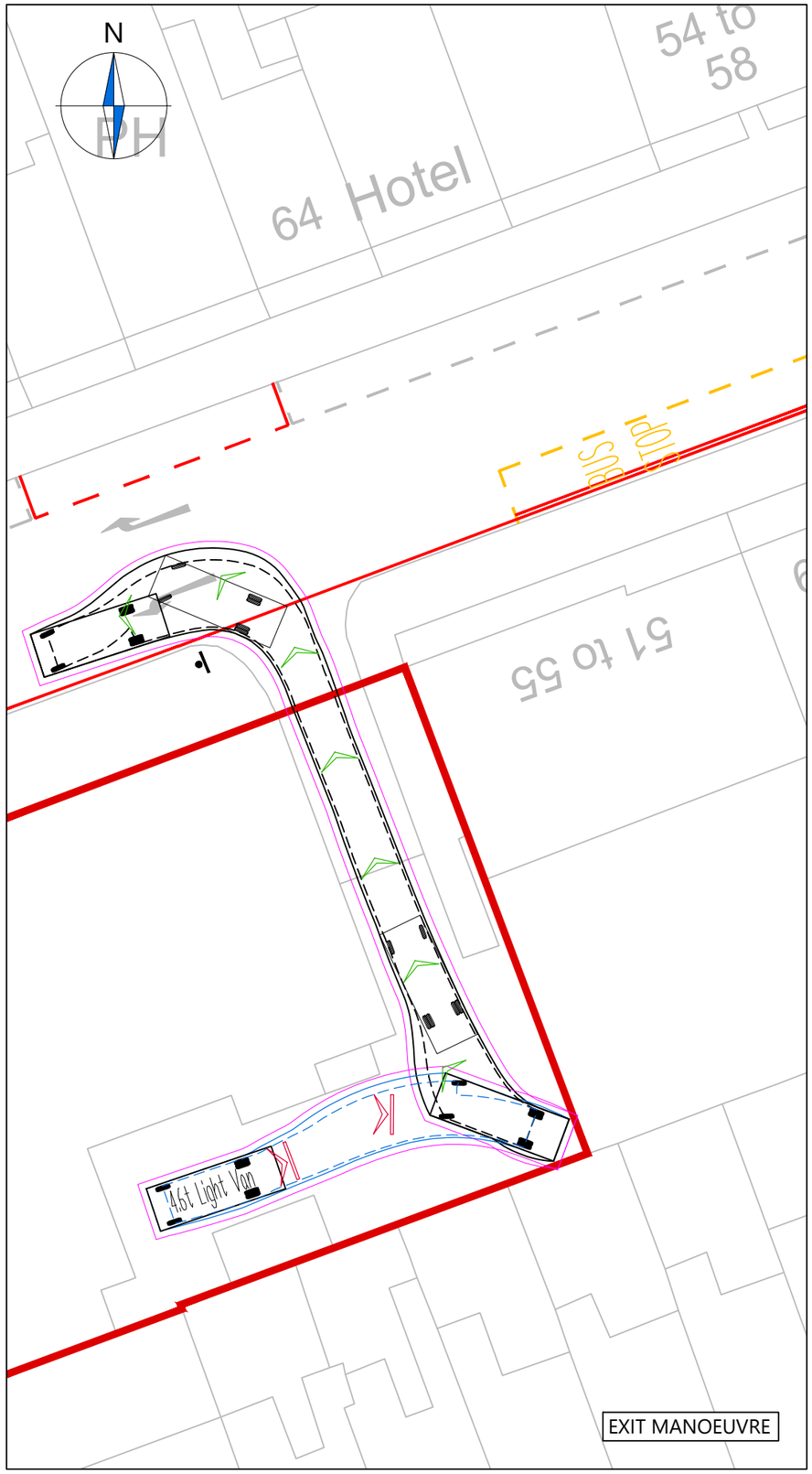
Scheme Ref:	Drawing No:	Sheet :	Rev:
4884	006	1 of 1	...

CA_4884_006 - STOPPING UP PLAN.DWG

APPENDIX G



ENTRY MANOEUVRE

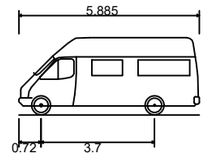


EXIT MANOEUVRE

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

4.6T LIGHT VAN



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Berkley Estates London Ltd

Project:

300 Grays Inn Road

Drawing Title:

Vehicular Swept Path Analysis for Existing Highway Arrangement

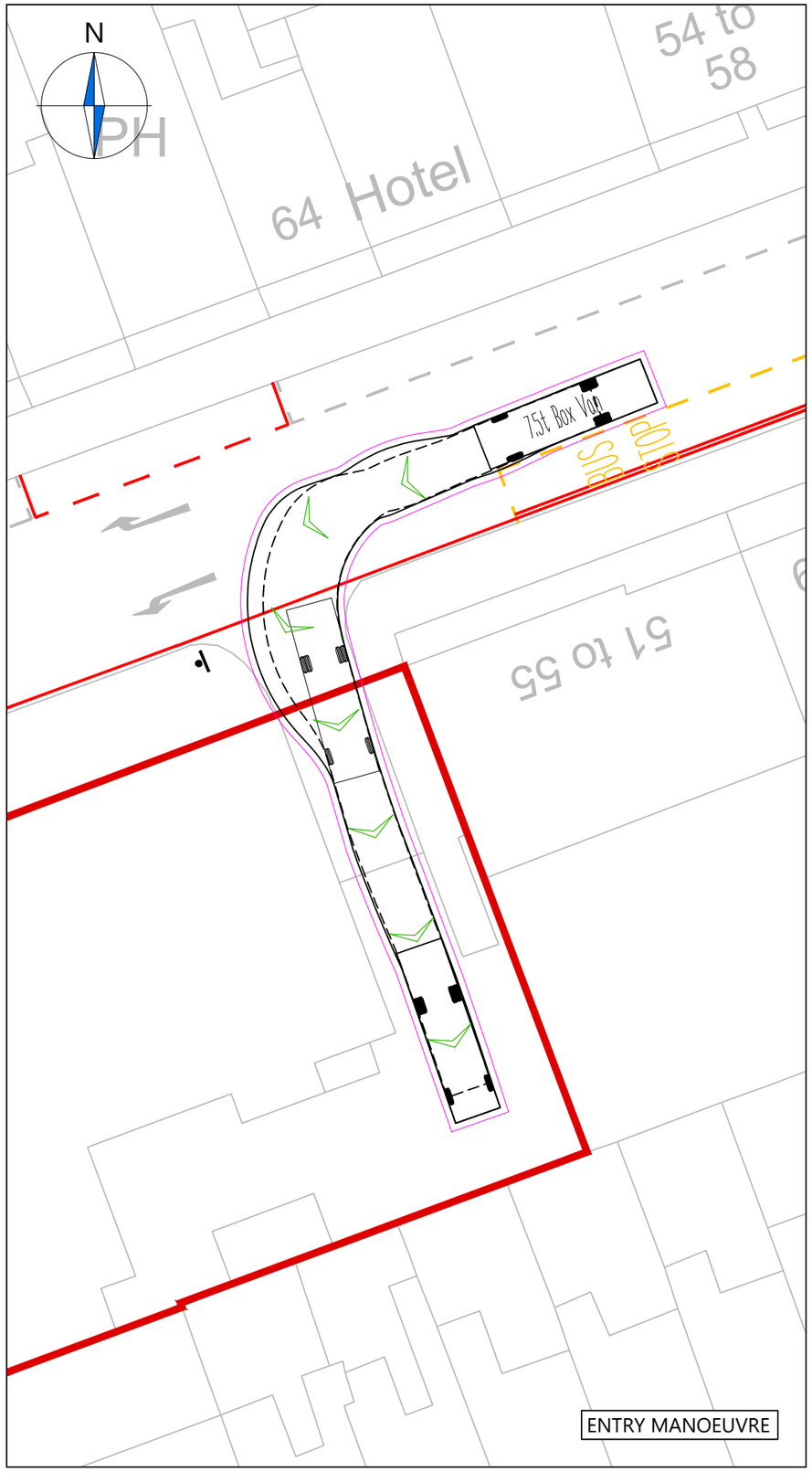
Scale:	Size:
1:250	A3

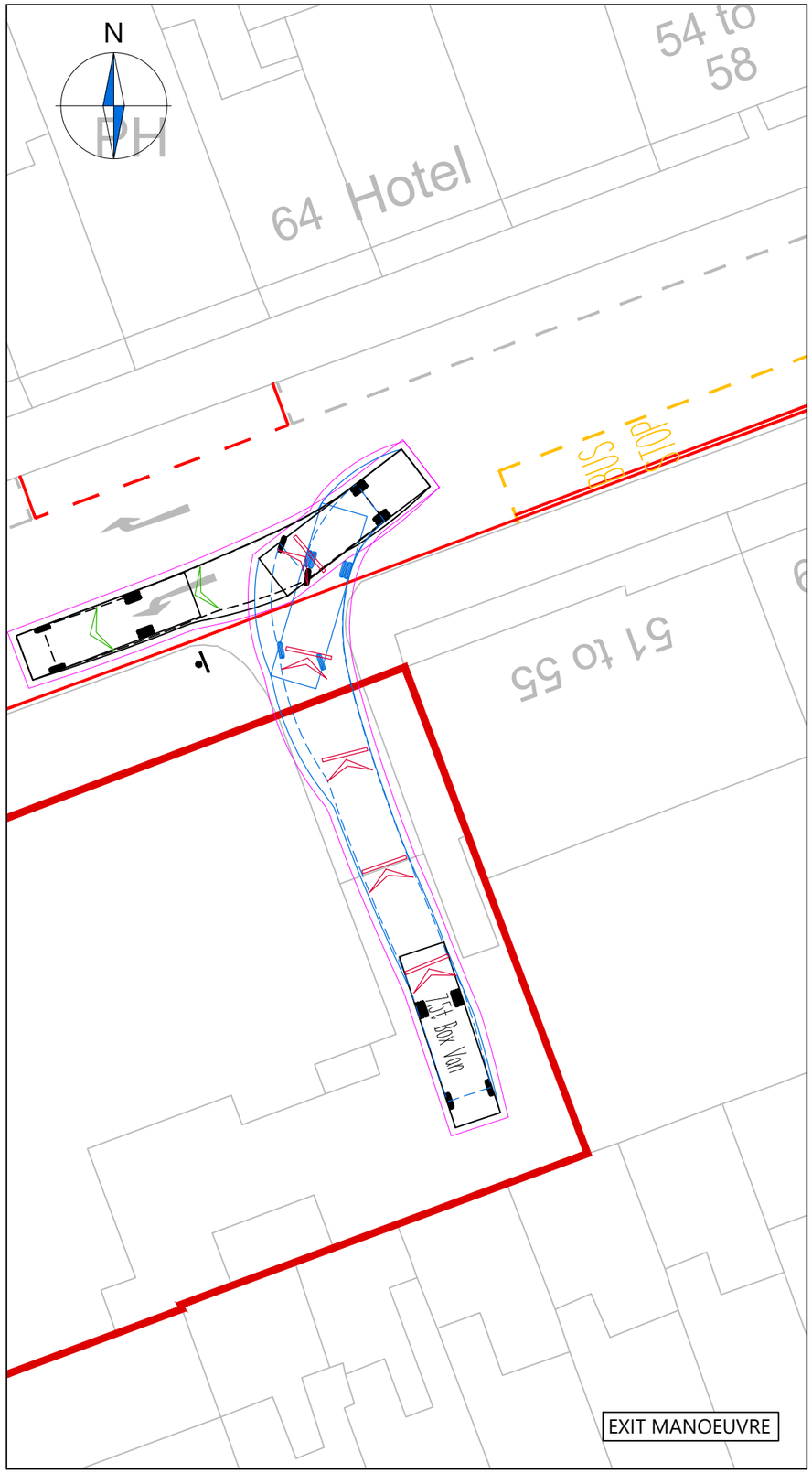
Drawn by:	Checked by:	Date:
JS	AS	01.06.2022

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4884	TR001	1 of 3	...

CA_4884_TR001 - VEHICULAR SWEPT PATH ANALYSIS FOR EXISTING HIGHWAY ARRANGEMENT.DWG

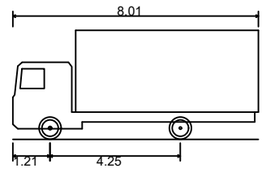




NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has been used as part of the vehicle swept path analysis on this drawing.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	...	...	...	...

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Berkley Estates London Ltd

Project:

300 Grays Inn Road

Drawing Title:

Vehicular Swept Path Analysis for Existing Highway Arrangement

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
JS	AS	01.06.2022

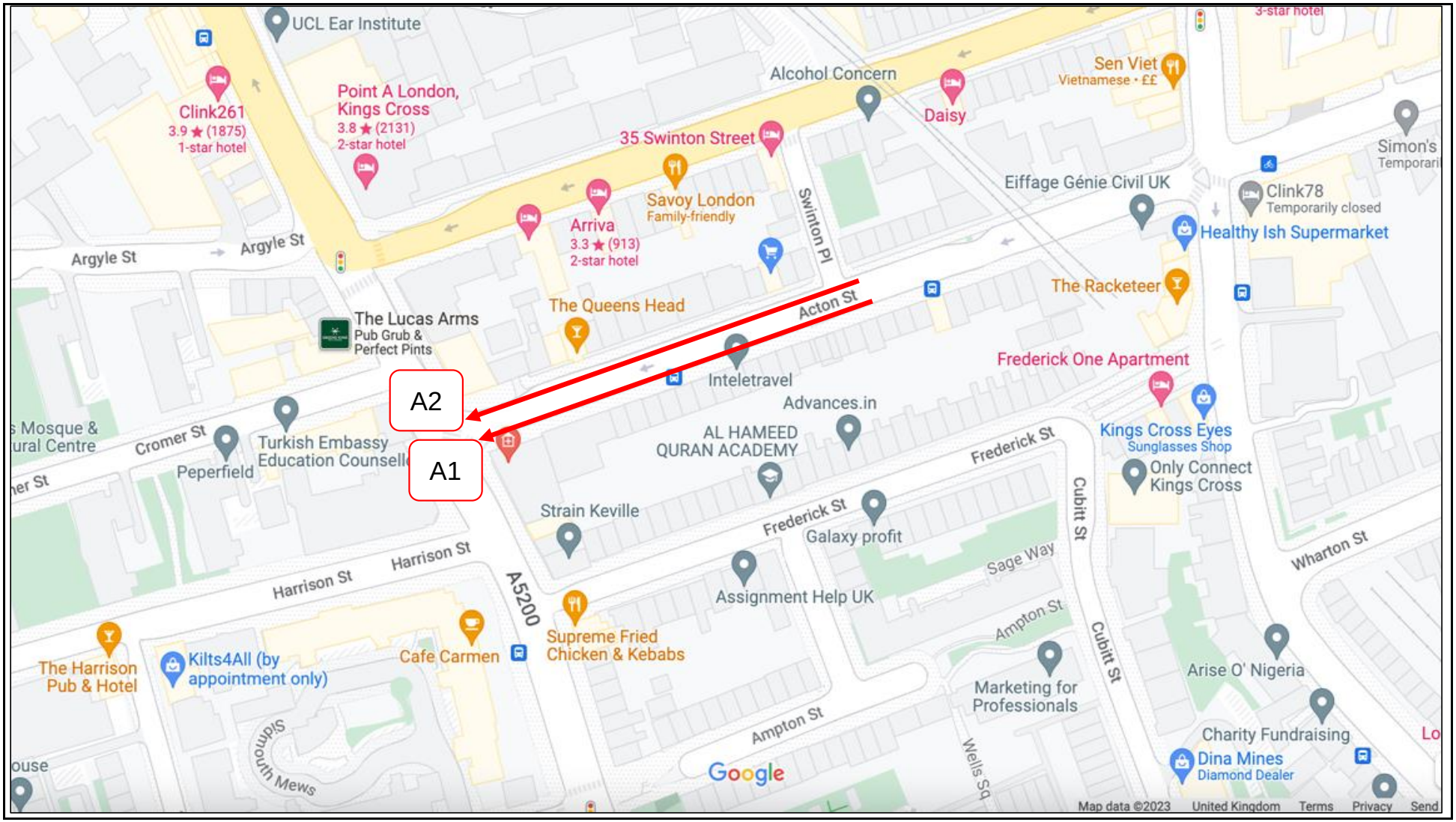
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4884	TR001	3 of 3	...

CA_4884_TR001 - VEHICULAR SWEPT PATH ANALYSIS FOR EXISTING HIGHWAY ARRANGEMENT.DWG

APPENDIX H

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather PM
IW0114	Acton Street, Camden	Acton Street	51.528279, -0.118679	28/03/2023	Tuesday	0700-1000 & 1600-1900hrs	Intermittent Rain	Dry



Project ID and Name: IW0114 Acton Street, Camden
Road name: Acton Street

Survey Date: 28/03/2023
Survey Day: Tuesday

		Acton Street											
		A1 - Near Side Lane (Maximum Queue within the 5-minute interval)						A2 - Far Lane (Maximum Queue within the 5-minute interval)					
Time Interval		Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU	Car/LGV	OGV1	OGV2	PSV/Coach	Total	PCU
07:00	07:05	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**
07:05	07:10	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**
07:10	07:15	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**
07:15	07:20	1	0	0	0	**1**	**1**	1	0	0	0	**1**	**1**
07:20	07:25	1	0	0	0	**1**	**1**	1	0	1	0	**2**	**3.3**
07:25	07:30	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**
07:30	07:35	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**
07:35	07:40	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**
07:40	07:45	0	0	0	0	**0**	**0**	1	0	0	0	**1**	**1**
07:45	07:50	0	1	0	0	**1**	**1.5**	0	0	0	0	**0**	**0**
07:50	07:55	1	1	0	0	**2**	**2.5**	1	0	0	0	**1**	**1**
07:55	08:00	4	0	0	0	**4**	**4**	0	0	0	0	**0**	**0**
08:00	08:05	0	0	0	1	**1**	**2**	1	0	0	0	**1**	**1**
08:05	08:10	1	0	0	0	**1**	**1**	2	0	0	0	**2**	**2**
08:10	08:15	0	1	0	0	**1**	**1.5**	1	0	0	0	**1**	**1**
08:15	08:20	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**
08:20	08:25	2	0	0	0	**2**	**2**	1	0	0	0	**1**	**1**
08:25	08:30	5	1	0	0	**6**	**6.5**	2	0	0	0	**2**	**2**
08:30	08:35	2	1	0	2	**5**	**7.5**	1	1	0	0	**2**	**2.5**
08:35	08:40	3	0	0	0	**3**	**3**	0	0	1	0	**1**	**2.3**
08:40	08:45	9	1	0	0	**10**	**10.5**	3	1	0	0	**4**	**4.5**
08:45	08:50	9	1	0	0	**10**	**10.5**	1	0	0	0	**1**	**1**
08:50	08:55	10	0	0	1	**11**	**12**	6	0	0	0	**6**	**6**
08:55	09:00	10	0	0	2	**12**	**14**	4	1	0	1	**6**	**7.5**
09:00	09:05	9	2	1	0	**12**	**14.3**	1	0	0	0	**1**	**1**
09:05	09:10	12	1	0	0	**13**	**13.5**	3	0	0	0	**3**	**3**
09:10	09:15	8	0	0	2	**10**	**12**	1	0	1	0	**2**	**3.3**
09:15	09:20	4	0	0	1	**5**	**6**	4	0	0	0	**4**	**4**
09:20	09:25	10	0	2	1	**13**	**16.6**	2	0	0	0	**2**	**2**
09:25	09:30	12	0	2	2	**16**	**20.6**	0	0	0	1	**1**	**2**
09:30	09:35	10	0	0	1	**11**	**12**	3	1	0	0	**4**	**4.5**
09:35	09:40	4	0	0	0	**4**	**4**	4	0	0	0	**4**	**4**
09:40	09:45	0	0	0	0	**0**	**0**	3	0	0	0	**3**	**3**
09:45	09:50	0	0	0	1	**1**	**2**	2	0	0	0	**2**	**2**
09:50	09:55	1	1	0	0	**2**	**2.5**	3	1	0	0	**4**	**4.5**
09:55	10:00	2	0	0	0	**2**	**2**	0	0	0	1	**1**	**2**
16:00	16:05	1	0	0	0	**1**	**1**	1	0	0	0	**1**	**1**
16:05	16:10	1	0	0	0	**1**	**1**	4	0	0	0	**4**	**4**
16:10	16:15	1	0	0	0	**1**	**1**	3	0	1	1	**5**	**7.3**
16:15	16:20	0	0	0	0	**0**	**0**	3	1	0	0	**4**	**4.5**
16:20	16:25	0	0	0	1	**1**	**2**	3	0	0	0	**3**	**3**
16:25	16:30	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**
16:30	16:35	3	0	0	0	**3**	**3**	4	0	0	0	**4**	**4**
16:35	16:40	2	0	0	0	**2**	**2**	7	0	0	0	**7**	**7**
16:40	16:45	1	0	0	1	**2**	**3**	6	0	0	0	**6**	**6**
16:45	16:50	0	0	0	0	**0**	**0**	6	0	0	0	**6**	**6**
16:50	16:55	0	0	0	1	**1**	**2**	4	0	0	0	**4**	**4**
16:55	17:00	1	0	0	0	**1**	**1**	2	0	1	0	**3**	**4.3**
17:00	17:05	0	0	0	0	**0**	**0**	3	0	0	1	**4**	**5**
17:05	17:10	1	0	0	0	**1**	**1**	3	0	0	0	**3**	**3**
17:10	17:15	2	0	0	0	**2**	**2**	2	0	0	0	**2**	**2**
17:15	17:20	2	0	0	0	**2**	**2**	1	0	0	0	**1**	**1**
17:20	17:25	1	0	0	0	**1**	**1**	4	0	0	0	**4**	**4**
17:25	17:30	1	0	0	0	**1**	**1**	3	1	0	0	**4**	**4.5**
17:30	17:35	1	0	0	1	**2**	**3**	4	0	0	0	**4**	**4**
17:35	17:40	1	0	0	0	**1**	**1**	3	0	0	0	**3**	**3**
17:40	17:45	1	0	0	0	**1**	**1**	2	0	0	0	**2**	**2**
17:45	17:50	1	0	0	0	**1**	**1**	2	0	0	1	**3**	**4**
17:50	17:55	1	0	0	0	**1**	**1**	2	0	0	0	**2**	**2**
17:55	18:00	0	0	0	0	**0**	**0**	4	0	1	0	**5**	**6.3**
18:00	18:05	2	0	0	0	**2**	**2**	6	0	0	0	**6**	**6**
18:05	18:10	3	0	0	0	**3**	**3**	0	0	0	1	**1**	**2**
18:10	18:15	1	0	0	0	**1**	**1**	0	0	0	1	**1**	**2**
18:15	18:20	2	0	0	0	**2**	**2**	2	0	0	0	**2**	**2**
18:20	18:25	1	0	0	0	**1**	**1**	5	0	0	0	**5**	**5**
18:25	18:30	3	0	0	0	**3**	**3**	4	0	0	0	**4**	**4**
18:30	18:35	0	0	0	1	**1**	**2**	2	0	0	0	**2**	**2**
18:35	18:40	2	0	0	0	**2**	**2**	3	0	0	0	**3**	**3**
18:40	18:45	0	0	0	0	**0**	**0**	2	0	0	0	**2**	**2**
18:45	18:50	0	0	0	0	**0**	**0**	0	0	0	1	**1**	**2**
18:50	18:55	0	0	0	0	**0**	**0**	0	0	0	0	**0**	**0**
18:55	19:00	3	0	0	0	**3**	**3**	3	0	0	0	**3**	**3**

APPENDIX I

Calculation Reference: AUDIT-358901-230322-0319

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	BM	BROMLEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	1 days
	WF	WALTHAM FOREST	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 97 to 194 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/17 to 28/06/22

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	2

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	2 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	2 days

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

PTAL Rating:

5 Very Good	2 days
6a Excellent	1 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:		160	
	Survey date: MONDAY		*12/11/18*	*Survey Type: MANUAL*
2	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total No of Dwellings:		194	
	Survey date: TUESDAY		*30/04/19*	*Survey Type: MANUAL*
3	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:		185	
	Survey date: THURSDAY		*06/06/19*	*Survey Type: MANUAL*
4	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	Survey date: TUESDAY		*05/11/19*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.69

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	159	0.053	4	159	0.297	4	159	0.350
08:00 - 09:00	4	159	0.086	4	159	0.505	4	159	0.591
09:00 - 10:00	4	159	0.099	4	159	0.233	4	159	0.332
10:00 - 11:00	4	159	0.116	4	159	0.159	4	159	0.275
11:00 - 12:00	4	159	0.105	4	159	0.127	4	159	0.232
12:00 - 13:00	4	159	0.123	4	159	0.116	4	159	0.239
13:00 - 14:00	4	159	0.124	4	159	0.137	4	159	0.261
14:00 - 15:00	4	159	0.116	4	159	0.127	4	159	0.243
15:00 - 16:00	4	159	0.219	4	159	0.162	4	159	0.381
16:00 - 17:00	4	159	0.226	4	159	0.173	4	159	0.399
17:00 - 18:00	4	159	0.259	4	159	0.143	4	159	0.402
18:00 - 19:00	4	159	0.480	4	159	0.195	4	159	0.675
19:00 - 20:00	4	159	0.319	4	159	0.135	4	159	0.454
20:00 - 21:00	4	159	0.156	4	159	0.094	4	159	0.250
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.481			2.603			5.084

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-358901-220616-0644

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	2036 to 10200 (units: sqm)
Range Selected by User:	408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/17 to 11/11/21

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

Selected survey days:

Monday	2 days
Tuesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1

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

Selected Location Sub Categories:

Built-Up Zone	2
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

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

PTAL Rating:

6a Excellent	1 days
6b (High) Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 HM-02-A-01 REGUS OFFICES HAMMERSMITH AND FULHAM
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

2 LB-02-A-01 START UP OFFICES & STUDIOS LAMBETH
DURHAM STREET
VAUXHALL

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 10200 sqm
Survey date: MONDAY *19/11/18* *Survey Type: MANUAL*

3 LB-02-A-02 MUSIC COMPANY LAMBETH
STREATHAM HIGH ROAD
STREATHAM

Town Centre
High Street
Total Gross floor area: 3054 sqm
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BN-02-A-01	location
CN-02-A-03	size
HD-02-A-09	location

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 14.53

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	5097	0.746	3	5097	0.059	3	5097	0.805
08:00 - 09:00	3	5097	2.426	3	5097	0.209	3	5097	2.635
09:00 - 10:00	3	5097	2.681	3	5097	0.353	3	5097	3.034
10:00 - 11:00	3	5097	0.948	3	5097	0.405	3	5097	1.353
11:00 - 12:00	3	5097	0.831	3	5097	0.621	3	5097	1.452
12:00 - 13:00	3	5097	1.439	3	5097	1.485	3	5097	2.924
13:00 - 14:00	3	5097	1.962	3	5097	1.890	3	5097	3.852
14:00 - 15:00	3	5097	1.439	3	5097	1.256	3	5097	2.695
15:00 - 16:00	3	5097	0.615	3	5097	0.916	3	5097	1.531
16:00 - 17:00	3	5097	0.360	3	5097	1.432	3	5097	1.792
17:00 - 18:00	3	5097	0.222	3	5097	2.590	3	5097	2.812
18:00 - 19:00	3	5097	0.052	3	5097	1.956	3	5097	2.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.721			13.172			26.893

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*