Tavis House
Tavistock Square, Bloomsbury

Addendum Transport Statement

For

Tempus Realty Holdings 1 (Jersey) Ltd.

Document Control Sheet

Tavis House

Tavistock Square, Bloomsbury

Tempus Realty Holdings 1 (Jersey) Ltd.

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
28/03/2024	v1.1	WMC/PdeJ	PdeJ

Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

Contents

Figures

Appendices

1.0 Introduction

1.1 This Addendum Transport Statement has been prepared on behalf of Tempus Realty Holdings 1 (Jersey) Ltd to set out supplementary transport information to support amendments to the approved application (LBC Ref: 2021/6105/P) which was consented on 9th June 2022. The previously approved scheme (LBC Ref: 2021/6105/P) is as follows:

"Refurbishment and extension of the existing building to provide new entrances, a new roof top pavilion, roof top plant equipment and enclosures, rear extension and cycle parking associated with Class E us together with new hard and soft landscaping and other ancillary works."

1.2 In 2023, the development team have assessed further alterations to the consented arrangements including the revision of the ground floor servicing yard, as well as a redesign of the basement floor plan and other associated changes, to allow the building to be used for life sciences.

1.3 The key development changes since the approved scheme are summarised as well as the associated transport topics. The points covered in this note are:

- Review of local planning policy;
- Update of existing network details;
- Approved/Proposed development floor area comparison including;
  - Pedestrian/servicing access;
  - Cycle access and cycle parking provision; and
  - Car parking/accessible parking provision.
- Trip generation review; and
- Servicing strategy.

Background

1.4 A Section 73 (s73) application is sought for the variation of Conditions 2, 9, 13 and 15 approved under planning reference 2021/6105/P on 1st December 2023 for the following:

'Refurbishment of extension of the existing building to provide new entrance, a new roof top pavilion, roof top plant equipment and enclosures, rear extension and cycle parking associated with Class E use together with new hard and soft landscaping and other ancillary works.'

1.5 Namely, the s73 application considers amendments to external rear facades, rooftop plant and other associated works.

1.6 Consideration has been given to cycle parking revisions. Condition 9 of the planning permission (LBC ref: 2021/6105/P) reads:

'Prior to first occupation of the development, 115 long-stay cycle parking spaces shall be provided for staff within the basement cycle store as shown on the approved drawings.

14 short-stay spaces shall be provided within the ground floor cycle store as shown on the approved drawing, which shall include 6 larger spaces for non-standard cycles which are clearly demarked as such.

The cycle storage areas shall be provided in their entirety prior to the first occupation, and permanently retained thereafter.'

1.7 The site is located on the north-eastern side of Tavistock Square Gardens in the London Borough of Camden. It is approximately 550m south of London Euston Station, north-east of Piccadilly Circus Station

and within a mixture of residential and commercial land use area. The site falls within the administrative boundary of London Borough of Camden who act as the local planning authority and relevant highways authority.

1.8 The existing building accommodates some 6,903sqm of B1 office use (GIA) and the development proposals will increase this to up to 7,897sqm (GIA) for a general Class E use. The arrangements will also provide an accessible parking bay to support the redeveloped site at ground floor. The GIA of the approved scheme remains unchanged from the s73 application.

1.9 The site fronts onto the A4200 Tavistock Square / Tavistock Place and lies within a largely built-up area of London. The A4200 to the north provides a link to the A501 which routes to east London and merges to the A40 and further onto the M40 and Oxford/Birmingham. To the south the A4200 links to the A40 and continues into Central London.

Report Structure

1.10 This addendum Transport Statement has been prepared to address the highway aspects relating to the above proposal, namely the proximity of the site to sustainable modes of travel, as well as the impact of the proposal in traffic, parking and servicing terms. The remainder of the addendum Transport Statement is as follows:

- Section 2 outlines changes in the national and local planning policy;
- Section 3 presents details of the existing transport network serving the development site;
- Section 4 provides an overview of the proposed development and identifies the proposed changes including pedestrian and vehicle access arrangements;
- Section 5 demonstrates the trip generating potential of the development proposals;
- Section 6 outlines the updated servicing details; and
- Section 7 summarises the key findings and conclusions of the Addendum Transport Statement.

2.0 Transport Policy and Context

2.1 The following section details the national, regional and local policies that are of relevance to the proposed development and by which it will be assessed.

2.2 The key policy documents which set out the context for the updated development proposals are as follows:

- National Planning Policy Framework – December 2023;
- London Plan – March 2021; and
- Camden Local Plan – July 2017.

National Policy

National Planning Policy Framework

2.3 The National Planning Policy Framework (NPPF) was revised in December 2023, setting out the Government's planning policies for England and how they are expected to be applied.

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 108 stating:

"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 an 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."

2.5 Paragraph 109 suggests that the planning system should:

"Actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.6 Paragraph 110 states that planning policies should:

"a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements."

2.7 Paragraph 112 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

2.8 Paragraph 114 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.9 Furthermore, Paragraph 115 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."

2.10 Paragraph 116 suggests that, within this context, applications for development should:

"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

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

Regional Policy

The London Plan 2021

2.12 The London Plan, adopted in March 2021, sets out the policies and guidance for development in London over the next 25 years. In regard to this development, there has not been any material change in the London Plan policy since the previous submission.

Local Policy

Camden Local Plan

2.13 The Camden Local Plan was adopted by the London Borough of Camden on the 3rd July 2017. It replaced the Core Strategy and Camden Development Policies as the basis for planning decisions and future development in Camden. In regard to this development, there has not been any material change in the Camden policy since the previous submission.

2.14 The London Borough of Camden consulted on a new draft Local Plan (Regulation 18) from 17th January 202 to March 13th 2024. The Local Plan will cover the period from 2026-2041, and is targeted for adoption in Summer 2026.

2.15 Whilst the draft Local Plan is still at an early stage, and having regard to the three tests set out in Paragraph 48 of the NPPF, currently very limited weight can therefore be applied to the policies within it.

3.0 Baseline Conditions

3.1 This section sets the context for the application proposals, providing information on the application site and surrounding area in respect of accessibility to more sustainable forms of travel and local amenities, baseline traffic conditions and road safety.

Site Context

3.2 The site is located on the north-eastern side of Tavistock Square Gardens in the London Borough of Camden. It is approximately 550m south of London Euston Station, north-east of Piccadilly Circus Station and within a mixture of residential and commercial land use area. The access points achieved from the site by both pedestrian and car modes are illustrated on Figure 3-1.

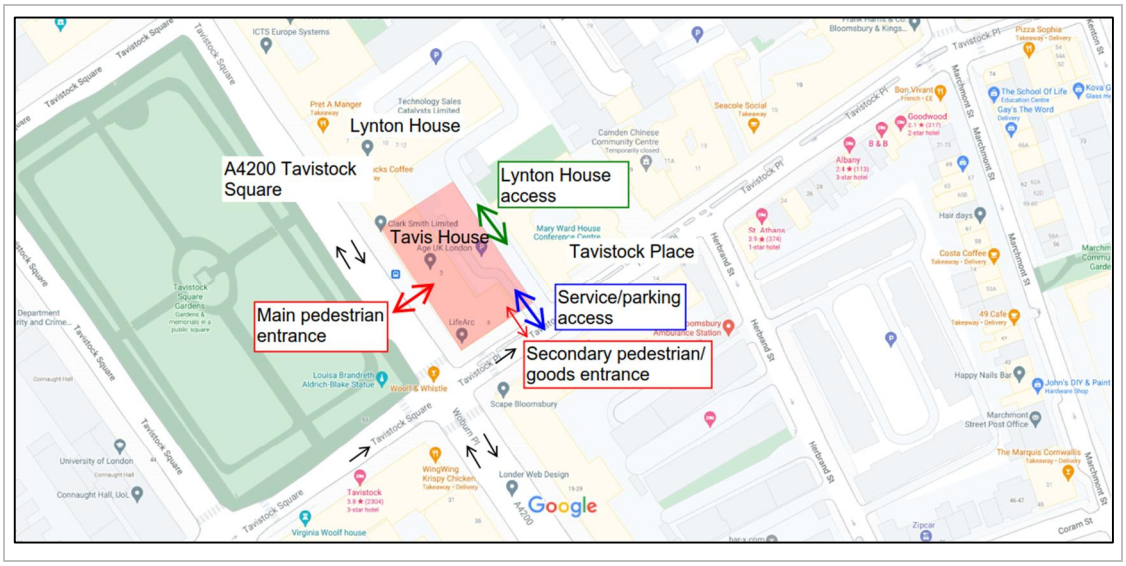


Figure 3-1: Site Location, Access Points and Local Transport Network

3.3 Under the existing arrangements, there are five standard car parking spaces, two accessible parking bays and cycle parking (25 no. Sheffield stands). A bin store is provided adjacent to the access road which can be accessed for regular refuse collection from Tavistock Place.

Highway Network

A4200 Tavistock Square

3.4 Tavistock Square runs north-west/south-east past Tavis House and accommodates two-way traffic flows. There is a southbound bus lane and a bus stop (with bus shelter) in the vicinity of Tavis House and the neighbouring property, Lynton House. There are generous footways provided on both sides of A4200 Tavistock Square linking to the pedestrian crossings at the signalised Tavistock Square/Woburn Place/Tavistock Place junction. The A4200 is classified as a clearway Monday-Friday 7am – 7pm and Saturday 8:30am - 1:30pm and in addition, loading restrictions are in place alongside A4200 Tavistock Square in the vicinity of Tavis House during the same time periods.

Tavistock Place

3.5 The road to the south-east of Tavis House is Tavistock Place. The road is one-way north-eastbound with cycle lanes provided in both directions. A splitter island is provided for north-eastbound cyclists. Loading restriction markings on the kerb indicate no loading at any time.

3.6 The Tavis House site is bound by Lynton House to the north-west and north-east which includes an access route to serve the property which links onto Tavistock Place. The immediate local transport network is presented on Figure 3.1.

Sustainable Transport Accessibility

3.7 Walking and cycling are important alternatives to private car use that should be encouraged when navigating both shorter journeys, and longer journeys in conjunction with public transport, i.e. bus and train services. The site is well served by pedestrian and cycle routes and the building is located adjacent to a range of easily accessible local amenities. The key amenities are summarised below in Table 3-1.

Amenity	Name/Facility	Distance From Site
Church	Euston Church	255 metres
Foodstore/Superstore	Tesco Express- Bernard Street	350 metres
Pharmacy	John Walker Pharmacy	360 metres
Doctors Surgery	Bloomsbury Surgery	370 metres
Church	Catholic Chaplaincy	400 metres
Pharmacy	Boots- Brunswick Centre	410 metres
Foodstore/Superstore	Waitrose- Brunswick Centre	420 metres
Foodstore/Superstore	Sainsburys Local- Bernard Street	440 metres
Church	Christian Fellowship Church	520 metres
Mosque	Kings Cross Mosque	700 metres

Table 3-1: Local Amenities Close to Tavis House

Pedestrian access - general

3.8 Wide footways and street lighting are provided along both sides of A4200 Upper Woburn Place/Tavistock Square and Tavistock Place. Signal controlled pedestrian crossings, equipped with tactile paving are provided 52m to the southwest of and 67m northeast of the junction between Gauden Road and Clapham High Street.

Cycle access – general

3.9 There is existing cycle infrastructure located along Tavistock Place within vicinity of the site. Cycle Route C27 runs along Tavistock Place and links to London Cycle way C6 approximately 420 metres east of the site. Cycle route C27 runs from Saint Pancras to Notting Hill via Bloomsbury and Paddington. Cycle route C6 operates from Kentish Town to Elephant & Castle. The local TfL cycle routes are presented on Figure 3-2.

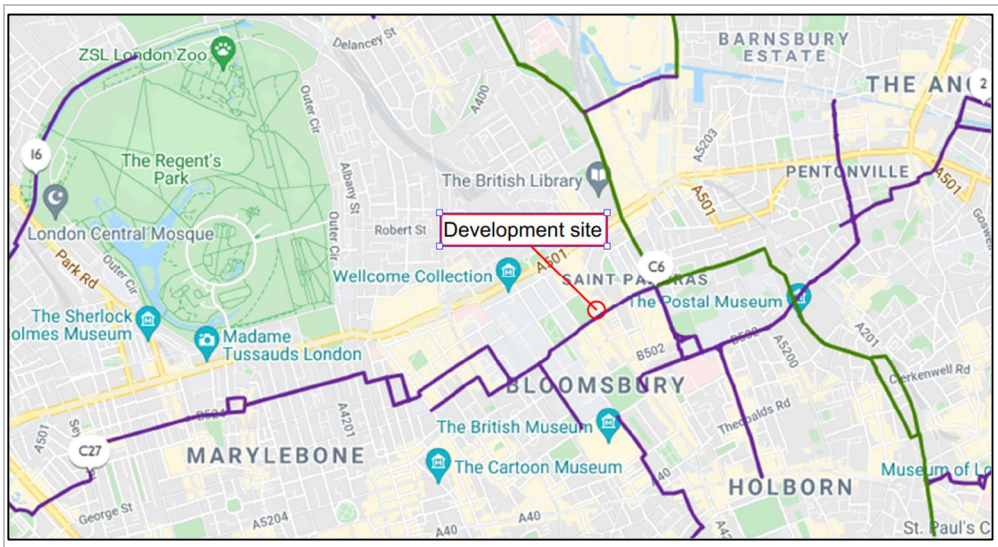


Figure 3-2: Cycle routes serving the site

3.10 There are three rail/underground stations within cycling distance of the development site. These are Kings Cross Station which is approximately 700 metres, London Euston is approximately 1 kilometre from the site and Russel Square which is approximately 430 metres.

3.11 It is generally considered that a distance of up to 5 kilometres is acceptable to most cyclists. As stated above, many amenities, services, leisure uses and transport interchanges are located within 2 kilometres of the Application Site and thus access to amenities and services expands considerably over a 5-kilometre distance.

London Cycle Hire facilities

3.12 London / Santander Cycle Hire stations are located near to the development site as follows:

- Coram Street, Bloomsbury (29 spaces) - 170m from the site;
- Bedford Way, Bloomsbury (22 spaces) – 185m from the site;
- Endsleigh Gardens, Euston (30 spaces) – 280m from the site;
- Taviton Street (30 spaces) – 310m from the site; and
- Tavistock Place, Bloomsbury (19 spaces) – 325m from the site.

3.13 The locations of the nearby Santander cycle hire docking stations in relation to the proposed development site are presented in Figure 3-3.

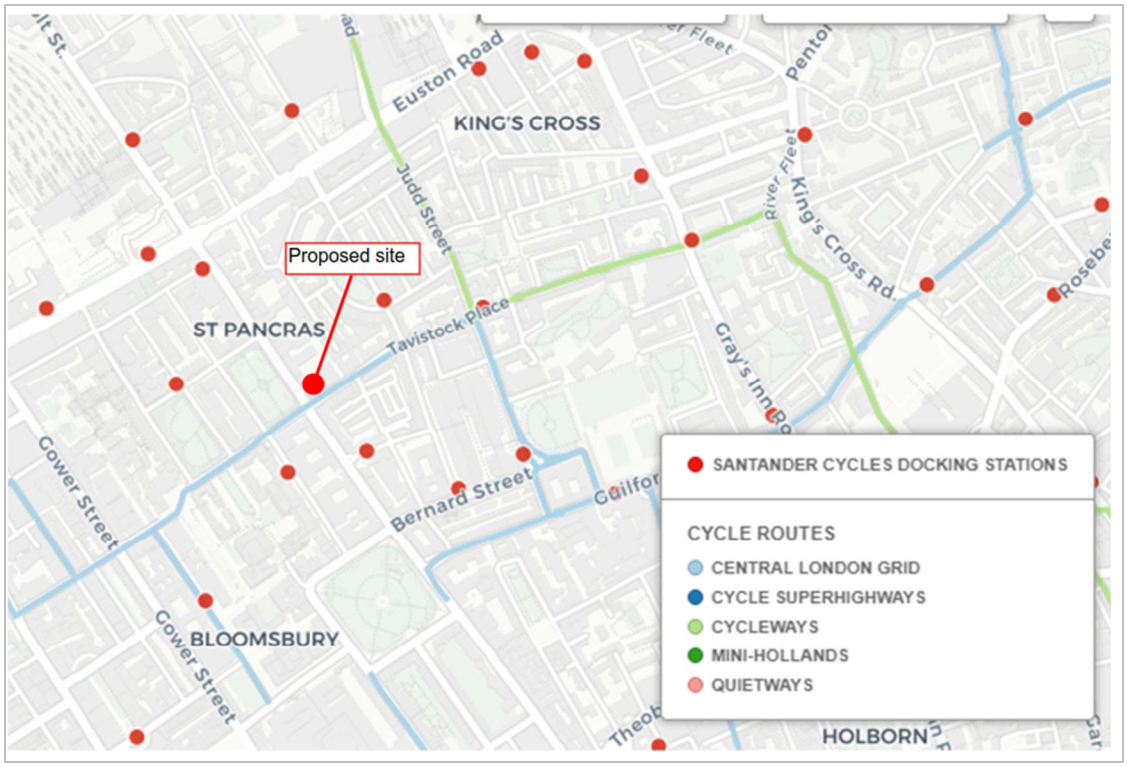


Figure 3-3: Santander Cycle Docking Stations

Public Transport Accessibility Level (PTAL)

3.14 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of a site. PTAL scores range from 1a to 6b, where 1a indicates poor accessibility to public transport and 6b indicates excellent accessibility to public transport. The TfL PTAL calculator indicates that the site achieves a PTAL of 6b, demonstrating an excellent level of accessibility to public transport. The PTAL of the site is illustrated on Figure 3-4.

Accessibility by Bus

3.15 The Tavistock Square Bus Stops (Stop N) is adjacent to the west of Tavis House on Tavistock Square. Tavistock Square Bus Stop N is indicated by a pole, sign, bus shelter and its respective timetable. There are 3 daytime services (Route 1, 68 and 91) as well as the night-bus service N91 providing access across London.

Accessibility by Rail and Underground

3.16 London Euston Railway Station is located approximately 550m north of the site and is readily accessible by walk and cycle. Numerous operators provide services from London Euston and contains 415 sheltered cycle parking stands with CCTV surveillance. London Euston Railway Station also benefits from operating underground services on the Northern and Victoria Lines. In addition to this, Kings Cross Station and St Pancras Station are located approximately 1km northwest of the site.

Figure 3-4: PTAL Output for the proposed site

3.17 In summary, the existing site has access to excellent public transport services and these will be good enough to serve the proposed development site.

Accessibility by Rail and Underground

3.18 London Euston Railway Station is located approximately 550m north of the site and is readily accessible by walk and cycle. Numerous operators provide services from London Euston and contains 415 sheltered cycle parking stands with CCTV surveillance. London Euston Railway Station also benefits from operating underground services on the Northern and Victoria Lines. In addition to this, Kings Cross Station and St Pancras Station are located approximately 1km northwest of the site

Car Clubs

3.19 The Bloomsbury area is served by several car club vehicles which can help to reduce car ownership and consequently relieve parking pressures and reduce the reliance on the private motor-vehicle by local businesses. A car club is also beneficial for employee given parking, repairs, servicing, and the renewing of insurance are not the responsibility of the user. The local car club vehicles available are presented on Figure 3-5.

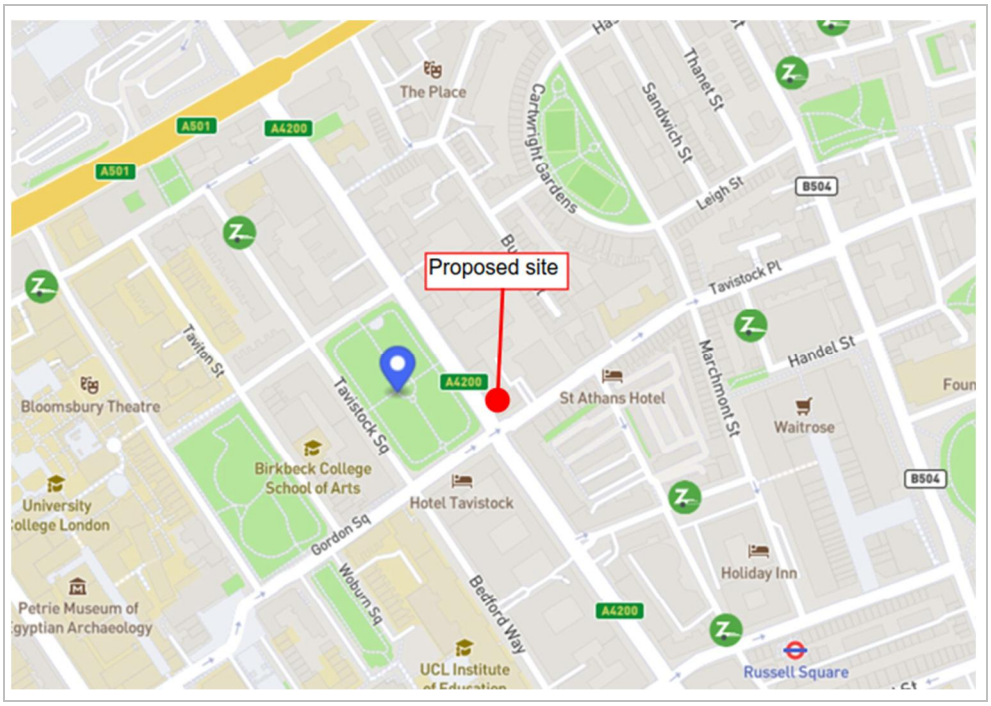


Figure 3-5: Car club locations

3.20 The vehicles include:

- Zipcar (1 car) – Euston – Endsleigh Street (190m/2.5 minute walk);
- Zipcar (1 van) – Russell Square (260m/ 3 minute walk); and
- Enterprise (1 van) – Marchmont Street – (300m/4 minute walk).

Road Safety

3.21 Accident record data up to 2020 was previously obtained from CrashMap for the previous application. There was evidence of road safety trends which caused any concern. A review of accidents since 2020 has been carried out for this submission.

Road Safety – 2024 Review

3.22 An additional review of accidents that occurred within the vicinity of the site comprising of the years that were unavailable at the time of the original Transport Statement (2020-2022) demonstrates that four additional accidents have occurred, all of which were classified as 'serious'. Three of the four accidents occurred on a dry road surface, and the fourth accident occurred during wet/damp conditions. Three of the four accidents also occurred during daylight hours, whereas the fourth accident occurred in during evening hours.

3.23 It is evident that the local highway network is not subject to an abnormally high incidence of accidents, neither is there anything to suggest that accidents are the result of defects in highway geometry or condition, but rather human error.

Observed Tavis House Servicing Operations and Demands

On-Street Servicing Locations

3.24 The LBC pre-application advice for the approved scheme requested a survey of the existing building servicing operations to understand the existing vehicle demands and the location where drivers park during deliveries. The existing local road network presents some challenges with regard to servicing locations and the existing access arrangement limits the size of vehicles able to enter and exit the building service area to the rear of the building. A summary of the nearby on-street servicing locations is illustrated in Figure 3-6.

Figure 3-6 - Existing Servicing Locations for Tavis House

3.25 The site provides an off-street service area, the existing on-street cycle lane on Tavistock Place and the restricted access width/turning area limits access for vehicles only upto 7m long. Figure 3.10 identifies the potential on-street loading locations close to the site and the nearby loading restrictions. On review, the restricted vehicle access and loading restrictions limit deliveries in vehicles over 7m to the northern side of Tavistock Square on double yellow lines (parking during delivery is permitted for upto 40 minutes).

3.26 The Tavistock Square (N) servicing location is 140m from the site and it is reasonable to walk from there with deliveries or trolley larger goods along the footway and across the zebra crossing on Tavistock Square (E).

3.27 The loading restrictions on Tavistock (E) permit loading on-street Monday to Friday between 7pm and 7am and Saturday midnight to 8:30am and 1:30 pm to midnight. In addition, loading is permitted all-day Sunday until Monday morning at 7am if required. Arrangements can be made to load directly outside the site for larger deliveries if required.

Servicing Survey review

3.28 A Manual Classified traffic survey of existing servicing demands was carried out in November 2021 and identified for the existing site to determine all vehicle movements accessing the site by type. Video cameras were positioned to record servicing related movements at the existing car park/service area access off Tavistock Place and on the main building entrance on Tavistock Square (E). The results are summarised in Table 3-2.

		Tavis House – AM Peak Service Vehicle Trips per hour (0800-0900)			Tavis House – PM Peak Service Vehicle Trips per hour (1700-1800)			Tavis House - Weekday Daily Service Vehicle Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
Observed Service vehicles (including off-site parking)	LGVs	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	1 (6)	1 (6)	2 (12)
	OGVs	1	1	2	0	0	0	1	1	2
	P/C	0	0	0	1	1	0	4	4	8
	Car	0	0	0	0	1	1	0	0	0
	M/C	1	0	1	0	1	1	1	1	2
	TOTAL	2	1	3	1	3	2	13	13	26

Table 3-2: Summary of existing Tavis House servicing demands.

3.29 The total servicing demands for Tavis House indicate there are some 13 deliveries per day by all modes of transport. Six of the daily movements took place on the roads around Tavistock Square and the goods were carried into the building.

Refuse Collection Vehicle Movements

3.30 The servicing survey did not include a refuse collection vehicle movement for Tavis House which currently takes place on Tavistock Place close to the existing site vehicle access. It was noted that a refuse collection vehicle stopped for a neighbouring development and this took place on-street (Tavistock Place). Through movements along the one-way eastbound Tavistock Place carriageway were temporarily stopped while the refuse was transferred into the vehicle.

4.0 Development Proposals

The previously consented development proposals were approved at Committee on 9th June 2022 (LBC Ref: 2021/6105/P) subject to a s.106 legal agreement. The approved proposals were as follows:

"Refurbishment and extension of the existing building to provide new entrances, a new roof top pavilion, roof top plant equipment and enclosures, rear extension and cycle parking associated with Class E us together with new hard and soft landscaping and other ancillary works."

4.1 This section demonstrates the differences between the previously approved development details and the new proposed development details.

Approved Development Details

4.2 The existing building accommodates some 6,903sqm of Class E use (GIA) and the approved development proposals sought to increase this to up to 7,897sqm (GIA). The approved development proposals also sought to provide a dedicated service bay for delivery vehicles up to 7m long and an accessible parking bay to support the redeveloped site. The approved development proposals for the ground floor are illustrated below in Figure 4.1.

4.3 The approved scheme includes the following enhancements:

- Refurbished pedestrian entrance onto Tavistock Square;
- Enhanced pedestrian entrance onto Tavistock Place for office use;
- New building entrance from the rear of the building via a shared surface access road to connect to Tavistock Place; and
- New lift core to access the upper floors and improved facilities.

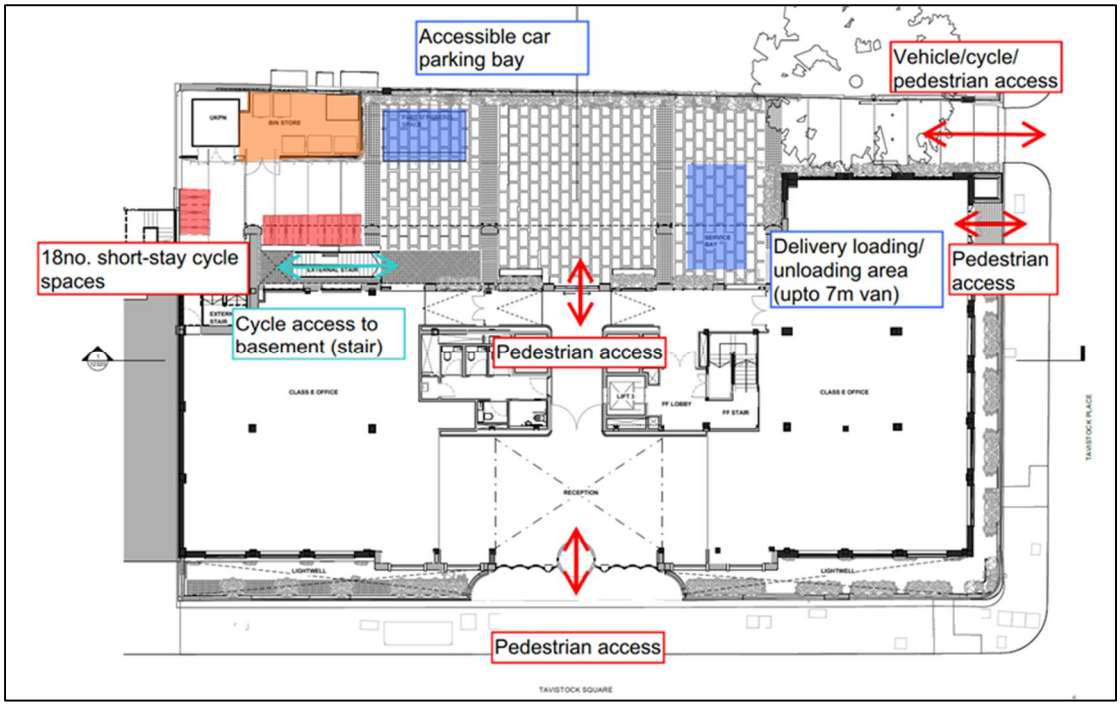


Figure 4-1: Approved scheme – Ground floor layout

Approved Development - Access Strategy

Pedestrian Access

4.4 The main pedestrian access into the building will be retained from Tavistock Square on the western side of the site. Enhanced pedestrian doorways will be provided to serve new office floorspace from Tavistock Place to the south and from the improved open development spaces to the rear of the building.

Cycle Access

4.5 The existing access road from Tavistock Place will be retained and will be available as a shared access for cycles, pedestrians and cars. A dedicated cycle friendly stair access will be provided to the basement for long-stay cycle parking.

Vehicle Access

4.6 Vehicle access will be the same as the existing arrangement via a one-lane, two-way vehicle access road provided to the rear of Tavis House off Tavistock Place.

Previously Approved Car and Cycle Parking

Car Provision

4.7 Tavis House is located in a PTAL 6b zone and in accordance with the London Borough of Camden Local Plan and the London Plan (2021), the development is to be car-free with the exception of accessible parking. One accessible parking space will be provided to the rear of the building and a driver will be able to enter and exit the site in a forward gear.

Cycle Provision

4.8 The previously approved development proposals would provide the required long-stay and short-stay cycle parking provision in line with the London Borough of Camden SPG and London Plan (2021) as set out in Tables 4-1 and 4-2.

Land Use	LB Camden SPG (minimum)		Dev Quantum (GEA)	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
Class E Use (B1 Office)	1 space / 250 sqm	From a threshold of 500 sqm, minimum of 2 spaces	8,627 sqm	35 spaces	2 spaces
TOTAL				35 spaces	2 spaces

Table 4-1: London Borough of Camden – Cycle parking standards and approved provision

Land Use	London Plan Standard (minimum)		Dev Quantum (GEA)	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
Class E Use (B1 Office)	1 space / 75 sqm	1 space / 500sqm up to 5,000sqm, 1/5,000 over 5,000sqm	8,627 sqm	115 spaces	11 spaces
TOTAL				115 spaces	11 spaces

Table 4-2: London Plan 2021 – Cycle Parking Standards and approved provision

New Proposed Development Details

Overview

4.9 The s73 proposals seek to introduce alterations to the building to accommodate a lab-enabled floorspace which will include the introduction of research and development laboratory space throughout the building. The existing and future details of the scheme are illustrated in Table 4-3.

	Land Use	Approved Floor Area (LBC Ref: 2021/6105/P)	Proposed Floor Area (s73 Application)	Change from Approved
Total GIA	Class E Use	7,897 sqm	7,897 sqm	0 sqm
Total GEA	Class E Use	8,627 sqm	8,790 sqm	+143 sqm

Table 4-3: Summary of change in floor area

4.10 The general arrangements for the proposed ground floor and basement floor are presented on the Gort Scott Ltd drawings as follows:

- Proposed Ground Floor – Gort Scott Ltd Drawing 222-GSA-XX-00-DR-A-2100-P07; and
- Proposed Basement Floor - Gort Scott Ltd Drawing 222-GAS-XX-B1-DR-A-2111-P04.

4.11 The application drawings listed above are provided in Appendix A.

4.12 Extracts of the above figures with the indicative locations of pedestrian/cycle/vehicular access, parking and waste storage are provided in Figure 4-4.

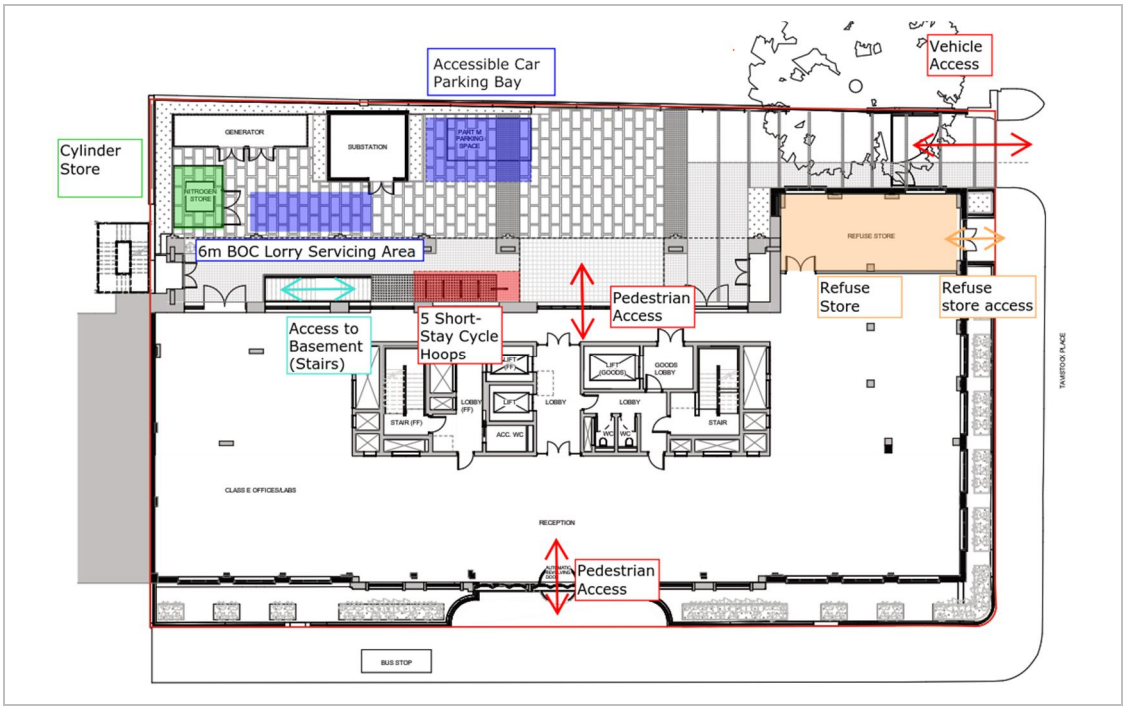


Figure 4-2: Proposed Ground Floor Plan

Access Strategy

Pedestrian Access

4.13 The main pedestrian access into the building will be retained from Tavistock Square on the western side of the site. Enhanced pedestrian doorways will be provided to serve new office floorspace from Tavistock Place to the south and from the improved open development spaces to the rear of the building.

Cycle Access

4.14 The existing access road from Tavistock Place will be retained and will be available as a shared access for cycles, pedestrians and cars. A dedicated cycle friendly stair access will be provided to the basement for long-stay cycle parking. There is not enough space to accommodate a segregated cycle and pedestrian route and the rear courtyard will be treated as a shared surface.

Vehicular Access

4.15 The existing vehicular access arrangement will be retained via a one-lane, two-way access road provided to the rear of Tavis House from Tavistock Place. The access gate will be kept open during working hours to allow the free-flow of vehicle movements in and out of the site. Vehicles passing through the access will be travelling at low speeds. The shared surface of the rear courtyard will assist in keeping traffic speeds low and make drivers aware of other more vulnerable road users.

Access Summary

4.16 In view of the above, no alterations from the approved development proposals are proposed in terms of pedestrian and cycle access.

4.17 In addition to this, no alterations from the approved development proposals are proposed for vehicular access to the site.

Car and Cycle Parking Strategy

4.18 The proposed parking requirements for the site have been considered in line with the current policies. The policies that have been considered are contained within Section 2 with updates provided in this section.

Car Provision

4.19 The site is located within a PTAL 6b zone and in accordance with the London Borough of Camden Local Plan and the London Plan (2021), the development is to be car-free with the exception of accessible parking. One accessible parking space will be provided to the rear of the building and a driver will be able to access the site, turn on-site and egress the site in forward gear.

4.20 Swept path analysis has been prepared for a car entering/exiting the dedicated accessible bay. The swept paths attached at Appendix B are as follows:

- Motion Drawing 2105012-TK201 – Standard car in/out of accessible parking bay.

Electric Vehicle Charging Provision

4.21 The London Plan (2021) outlines the Mayor's commitment to introduce electric car charging facilities across London as part of new developments where car parking is provided. The standards seek to have 20% active car charging on completion of the development with a further 80% of spaces 'passive' so that car charging infrastructure can be provided later when it is required. The accessible parking space will be provided with and Electric Vehicle Charging point as required.

Cycle Provision

4.22 The new development has been designed for a laboratory use (research and development use) but the application will cover all Class E uses. The cycle parking requirements as set out by the London Borough of Camden Local Plan and the London Plan 2021 are presented in Tables 4-1 and 4-2.

Land Use	LB Camden SPG (minimum)		Dev Quantum (GEA)	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
Class E Use (B1 Office)	1 space / 250 sqm	From a threshold of 500 sqm, minimum of 2 spaces	8,790 sqm	35 spaces	2 spaces
TOTAL				35 spaces	2 spaces

Table 4-4: London Borough of Camden – Cycle parking standards and amended scheme provision

Land Use	London Plan Standard (minimum)		Dev Quantum (GEA)	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
B1 Office Approved Development	1 space / 75 sqm	1 space / 500sqm up to 5,000sqm, 1/5,000 over 5,000sqm	8,790 sqm	115 spaces	11 spaces
B1 Light industry and research and development (Class E) Proposed Development	1 space / 250 sqm	1 space / 1000 sqm	8,790 sqm	35 spaces	9 spaces

Table 4-5: London Plan 2021 – Cycle Parking Standards and amended scheme provision

4.23 The amended scheme will accommodate 36 no. long-stay cycle parking spaces in a dedicated storage area within the basement floor and 9 no. covered and secure cycle parking spaces (including space for one larger cycle) will be provided on the ground floor adjacent to the office building entrance at the rear of the building.

4.24 The cycle parking will be provided in a range of cycle parking arrangements, including bike racks, horizontal bike stands, folding bike lockers and electric bike charging points. At least 50% of cycles will be accessible from the ground without the need to lift a cycle up to store it.

4.25 The provision has been designed to deliver appropriate cycle parking for the proposed use in line with London Plan. In the event where the building is re-purposed as a typical office use, basement space allocated for laboratory plant will be made available for additional cycle parking if required. The space in the basement which may be used for additional cycle parking is presented on Figure 4-3.

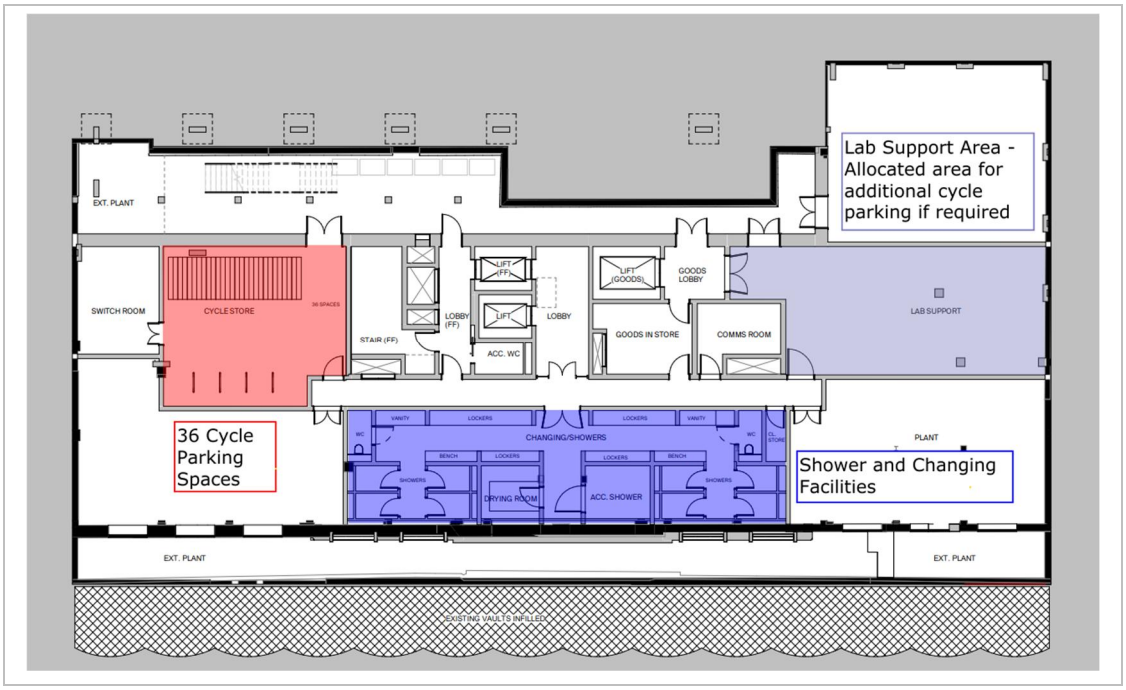


Figure 4-3: Supplementary long-stay cycle parking (General Class E use) - Basement

Accessible Cycle Parking

4.26 The proposed development will seek to provide dedicated cycle parking spaces for accessible and oversized cycles which may be used by the alternative cycles for all types of cyclists. The facility will be secure and easily accessible via the basement ramp and will accommodate 3 accessible cycle parking spaces.

5.0 Development Impact

Trip Generation

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of an office, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Approved Trip Generation

5.2 The previously approved (LBC Ref: 2021/6105/P) trip generation assessment was based on trip rates derived from the TRICS database using the category '02 – Employment: A - Office' under the following criteria:

- Sites located in Greater London;
- Units between 920sqm and 9,803sqm;
- Weekday data only; and
- Sites in areas classed as 'town centre', 'suburban' and 'neighbourhood centre'.

5.3 A summary of the peak hour total person trip rates and demands from the previously approved office development are provided in Table 5-1 along with an updated TRICS assessment for the proposed use.

	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday Daily Movements		
	In	Out	Total	In	Out	Total	In	Out	Total
Approved									
Person Trip rate per 100 sqm	1.89	0.11	2.00	0.17	1.85	2.02	9.16	8.98	18.15
Office use – Approved (8,627 sqm GEA)	163	18	36	15	160	174	790	775	1565
Proposed									
Person Trip Rate (per 100sqm)	1.35	0.11	1.46	0.14	1.59	1.73	7.81	7.57	15.38
Office Use – Proposed lab (8,790sqm GEA)	119	10	129	12	139	152	686	665	1,351
Difference from Approved Scheme	-44	-8	-52	-3	-21	-24	-104	-110	-214

Table 5-1: Updated TRICS assessment

5.4 The trip generation assessment has been undertaken on the basis that the building is used as office as the application is for open Class E(g) and so represents a robust worst-case position although the accommodation is currently being designed to be occupied as labs which would have a lower occupational density.

5.5 The updated TRICS assessment suggests that there will be fewer person trips on the transport network throughout the working day with updated office trip rates. In addition, with the proposed use, this type of development will be likely to attract fewer person trips than a typical office use given the reduced employee density within the building. In view of this, the predicted trip demands and associated impact on the local transport network will not be any worse than that presented with the approved development and therefore no further analysis is required.

6.0 Delivery, Servicing and Waste Strategy

6.1 The proposed servicing arrangements will be as that set out in the approved scheme Transport Statement with goods being delivered to the rear of the building via the access onto Tavistock Place. This is illustrated in Figure 6-1:

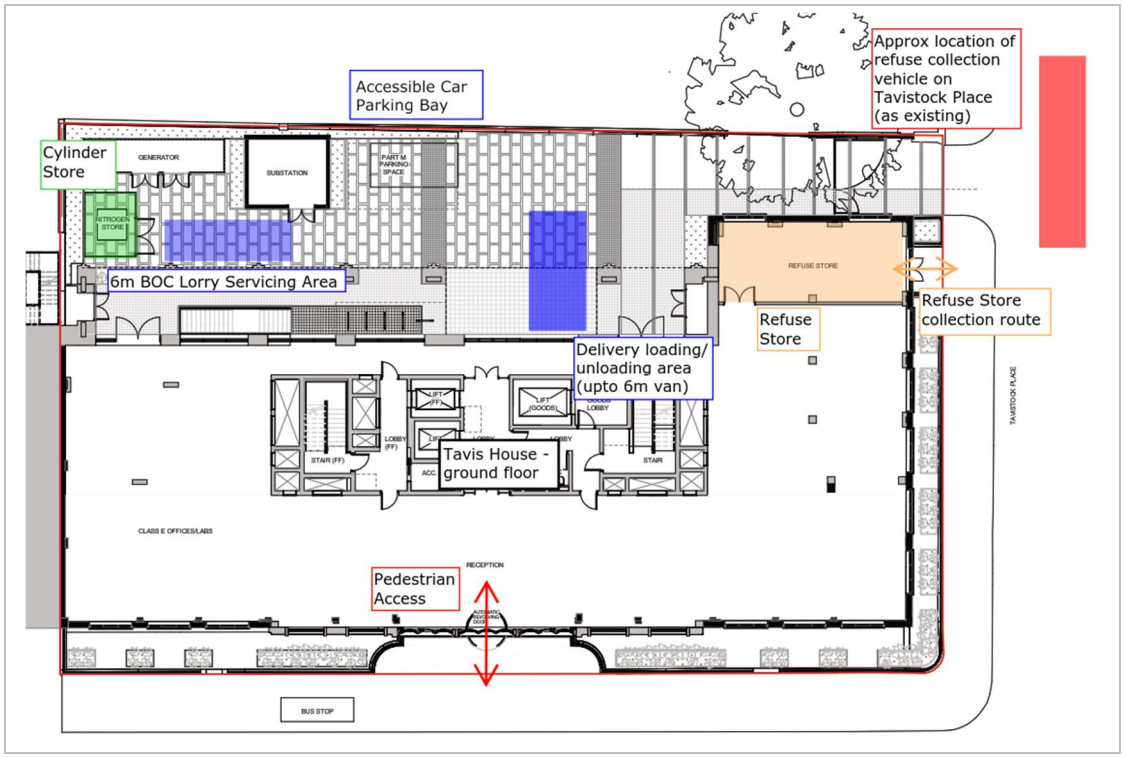


Figure 6-1: Proposed Servicing Access Strategy

- The servicing proposals seek to maintain the approved servicing strategy from Tavistock Place;
- The vehicle demands for the laboratory use will be broadly the same as the approved office use, if not less due the specialist nature of research and development;
- The servicing area has been designed to accommodate vehicles up to 6m long. The largest vehicle will be a 6m BOC lorry for delivery of gas cylinders; and
- A Servicing Management Strategy will be developed for the scheme that will include a Service Yard Manager as part of the Facilities Management Team.

6.2 In summary, the proposed servicing strategy will not change from the approved application.

Swept path analysis

6.3 The development will be serviced using the following vehicles:

- 6m long delivery van; and
- 6m BOC lorry for gas cylinder deliveries.

6.4 The 6m delivery van for general inbound/outbound goods will utilise a space in the centre of the area to the rear of the building for loading and unloading.

6.5 A 6m BOC Lorry is required to access and egress the site to provide suitable delivery of gas cylinders and other materials. The lorry will be required to turn on-site and reverse towards the dedicated cylinder storage area. Swept path analysis has been prepared as follows:

- Motion Drawing 2105012-TK202 – 6m delivery van entering the site in forward gear, turning within the site and exiting onto Tavistock Place; and
- Motion Drawing 2105012-TK203 – 6m BOC Lorry entering the site in forward gear, reversing into the servicing area west of the site, and exiting the site in forward gear.

6.6 It may be noted that the doors to the substation will be required to remain closed during BOC Lorry servicing.

Waste strategy - review of provision / storage / collection

Waste storage provision

6.7 The development floor area (GIA) will not change but the laboratory use will slightly alter the expected waste streams. The waste generation has been based on NIA and this has marginally reduced from the approved scheme:

- Approved Scheme Net Internal Area – 6,140 sqm; and
- Amended Scheme Net Internal Area – 5,417 sqm.

6.8 The overall waste generated by the development will reduce from the approved use. The agreed provision for the approved scheme is:

- 2 x 1,100 litre bins (office - general refuse);
- 2 x 1,100 litre bins (office - recyclable waste); and
- Refuse compactor to consolidate the waste.

Total 4 x 1,100 litre bins plus a bin compactor.

6.9 A review of the waste demands for a laboratory use have been based on the office waste generation but allowance has been made for hazardous/clinical waste streams. This approach has been adopted to cover a general office use as well as the Class E use which is proposed which would include light industry and research & development occupiers. The waste demand has been assumed to be split as follows:

- Refuse – 30% of total waste;
- Recyclable Waste – 50% of total waste; and
- Hazardous/Clinical waste – 20% of total waste.

6.10 On the basis that the office building is part refurbishment and part new build, it is assumed that there will be 1 employee per 10 sqm (NFA) for the commercial use based on the BCO typical occupation rate. This will mean there will be approximately 542 people working in the building. On the basis that the proposed waste arisings are 50 litres per employee per week, the development will need to accommodate 27,085 sqm of waste - (see Table 6-1).

6.11 Supplementary waste demands have been calculated based on industrial use (5 litres per floor area GIA per week). On this basis, the 7,897 sqm development would generate 39,485 litres of waste per week. The expected waste storage based on this approach is presented in Table 6-2.

	Commercial – Bin Store Requirement – Amended scheme			
	Refuse	Recycling	Hazardous/Clinical	Total
Refuse generation (per week)	8,126 litres	13,543 litres	5,417 litres	27,085 litres
Refuse requirement – two-day (compacted 3-1) – 1100 ltr bins	1 bin	2 bins	1 bin	4 bins plus compactor

Table 6-1: Summary of Commercial Waste Generation (based on office)

	Commercial – Bin Store Requirement – Amended scheme			
	Refuse	Recycling	Hazardous/Clinical	Total
Refuse generation (per week)	11,846 litres	19,743 litres	7,897 litres	39,485 litres
Refuse requirement – two-day (compacted 3-1) – 1100 ltr bins	2 bins	3 bins	1 bin	6 bins plus compactor

Table 6-2: Summary of Commercial Waste Generation (based on industrial)

6.12 The proposed storage is based on the worst-case demands and also allow for a supplementary bin should this be needed for a separate waste-stream. The approved scheme refuse store details and the amended scheme layout are presented on Figure 6-2.

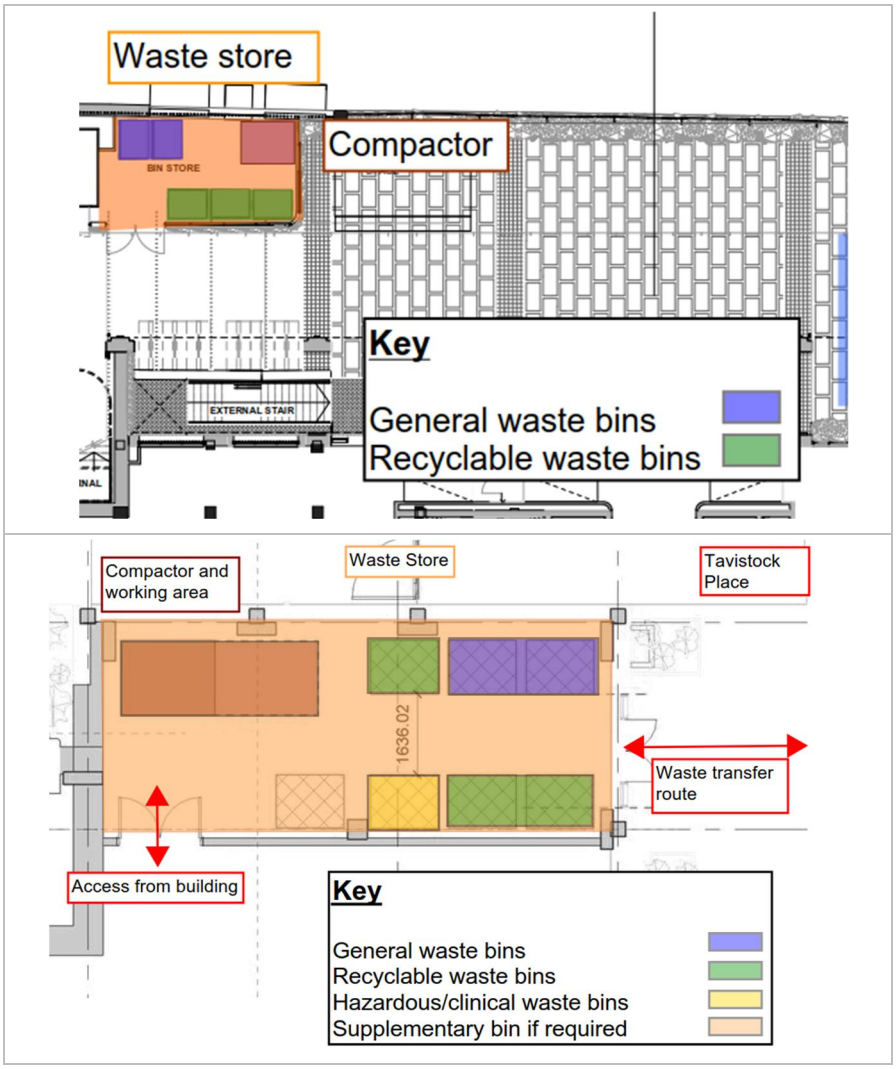


Figure 6-2: Tavis House – Approved scheme Waste Store layout (top) and proposed layout (bottom - Two-day storage

Amended Refuse Store Location and collection strategy

6.13 The proposed waste store will be relocated to be closer to Tavistock Place to remove the need for bins to be presented on the access road for collection (see Figure 6-1). The waste collection strategy will be the same as the approved scheme with the refuse collection vehicle stopping on Tavistock Place and bins being transferred from the site to the rear of the vehicle. This is the same as the existing agreement and the approved scheme.

6.14 The revised refuse store layout and the proposed refuse bin route between the store and the collection point is presented on Figures 6-1 and 6-2.

7.0 Summary and Conclusions

7.1 This Addendum Transport Statement has been prepared on behalf of Tempus Reality Holdings 1 (Jersey) Ltd. to set out supplementary transport information to support amendments to the approved development (LBC Ref: 2021/6105/P) which was consented on 9th June 2022 subject to a S106 legal agreement. The previously approved scheme (LBC Ref: 2021/6105/P) is as follows:

"Refurbishment and extension of the existing building to provide new entrances, a new roof top pavilion, roof top plant equipment and enclosures, rear extension and cycle parking associated with Class E us together with new hard and soft landscaping and other ancillary works."

7.2 The key development changes since the approved development (LBC Ref: 2021/6105/P) are amended in this s73 application. The s73 application seeks to amend Conditions 2, 9, 13 and 15. The following content is addressed on this s73 application:

- Development Proposals;
- Cycle Parking Provision;
- Trip Generation Review; and
- Servicing/Waste Strategy.

Summary

Development Proposals

7.3 The s73 application seeks to introduce alterations to the building to accommodate a proposed laboratory use which will include the introduction of research and development laboratory space throughout the building and associated laboratory plant at ground level/basement levels. The latest arrangement will not change the previously approved GIA however there is a marginal increase in GEA (+143sqm).

Cycle Parking Provision

7.4 The amended scheme will accommodate 36 no. long-stay cycle parking spaces in a dedicated storage area within the basement floor and 9 no. covered and secure cycle parking spaces (including space for one larger cycle) will be provided on the ground floor adjacent to the office building entrance at the rear of the building.

7.5 The provision has been designed to deliver appropriate cycle parking for a lab-enabled use in line with London Plan. In the event where the building is re-purposed as a typical office use, basement space allocated for laboratory plant will be made available for additional cycle parking if required.

Trip Generation Review

7.6 Updated trips generation analysis has identified that the overall person trip demand will not be any worse than the approved. It is likely that the proposed laboratory use, will attract fewer person trips than a typical office use given the reduced employee density within the building. In view of this, the predicted trip demands and associated impact on the local transport network will be no worse than the approved development and therefore no further transport analysis is required.

7.7 The trip generation assessment has been undertaken on the basis that the building is used as office as the application is for open Class E(g) and so represents a robust worst-case position although the accommodation is currently being designed to be occupied as labs which would have a lower occupational density.

Servicing/Waste Strategy

- The servicing proposals seek to maintain the approved servicing strategy from Tavistock Place;

- The vehicle demands for the laboratory use will be broadly the same as the approved office use, if not less due the specialist nature of research and development;
- The servicing area has been designed to accommodate vehicles up to 6m long. The largest vehicle will be a 6m BOC lorry for delivery of gas cylinders.
- A Servicing Management Strategy will be developed for the scheme that will include a Service Yard Manager as part of the Facilities Management Team; and
- The refuse strategy will provide flexible storage for an office or laboratory use with sufficient bin storage; and
- The refuse store is located closer to Tavistock Place providing a more efficient arrangement which does not need bins to be presented on the access for collection.

7.8 The proposed servicing and waste strategies will not change from the approved application.

Conclusion

7.9 In conclusion, the amended proposals have a very slight change to the previous transport principles for the site. All transport principles have been agreed through the previous planning permission (LBC 2021/6105/P).

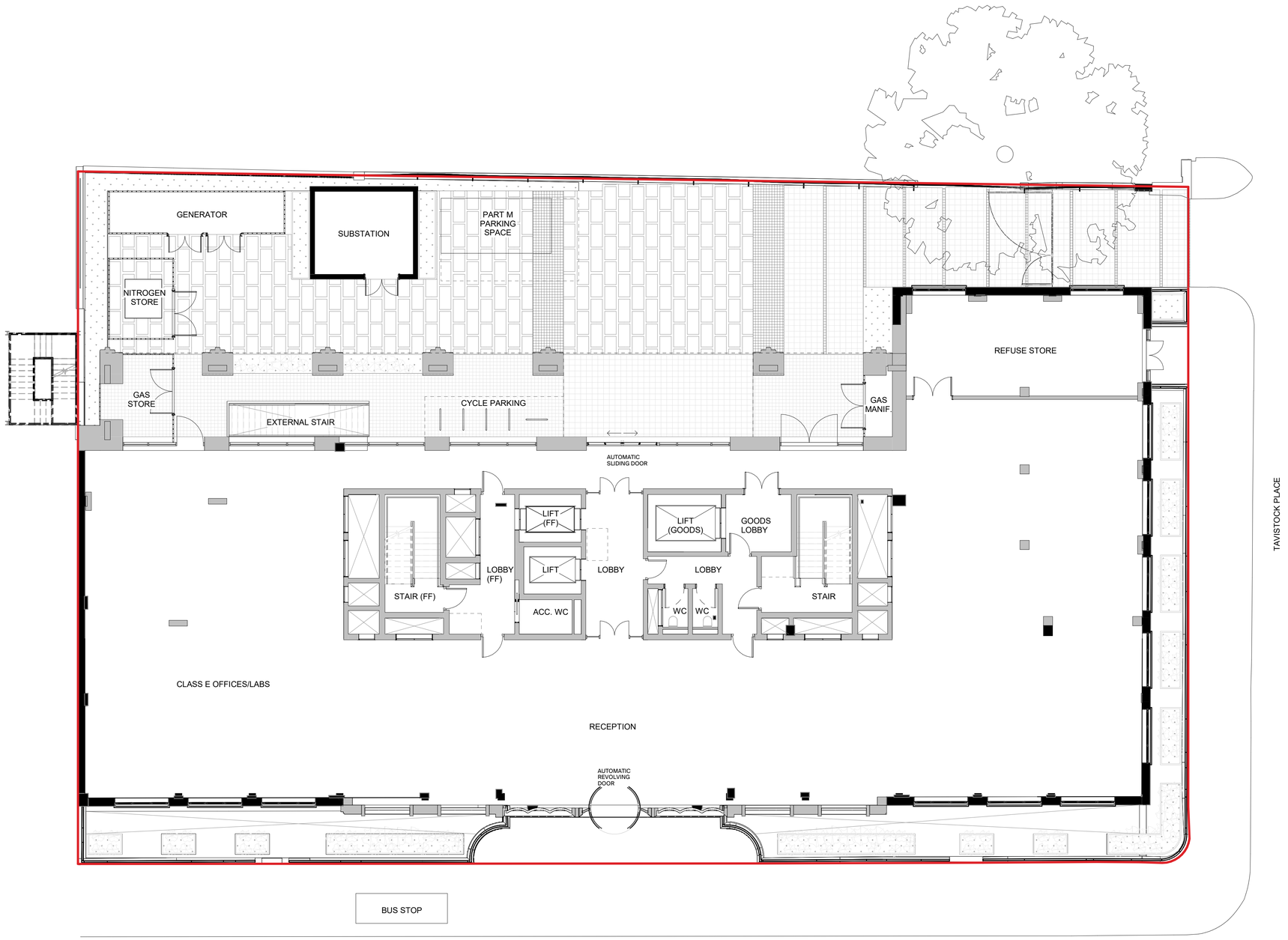
Appendix A

Architect's Plans

Rev	Date	Description	
P01	09/01/2024	For information	LM
P02	23/01/2024	For Information	HH
P03	15/02/2024	For Information	SL
P04	01/03/2024	Design Freeze	HH
P05	05/03/2024	For Coordination	
P06	15/03/2024	Draft Planning	HH
P07	21/03/2024	Planning	SL

Notes

1. Internal Layouts are Indicative Only



Disclaimer

Do not scale off this drawing. All dimensions are in millimetres unless stated otherwise. All dimensions and levels to be verified on site by the Contractor before proceeding with works and such dimensions and levels to be the Contractor's responsibility. This drawing may be based on survey information provided by others. Gort Scott Ltd. do not accept responsibility for the accuracy of survey information provided by others. Report all errors, omissions and discrepancies to the Architect in writing. Gort Scott Ltd. do not accept responsibility or liability for any reliance on this drawing used for purposes other than that

Key Plan

Architect

GORT SCOTT
55 Leroy Street
London
SE1 4SN
T: +44(20) 7254 6294
E: info@gortscott.com
www.gortscott.com

Client

Tempus Realty Holdings 1 (Jersey) Ltd.

Project

Tavis House

Drawing Title

Proposed Ground Floor Plan

Status

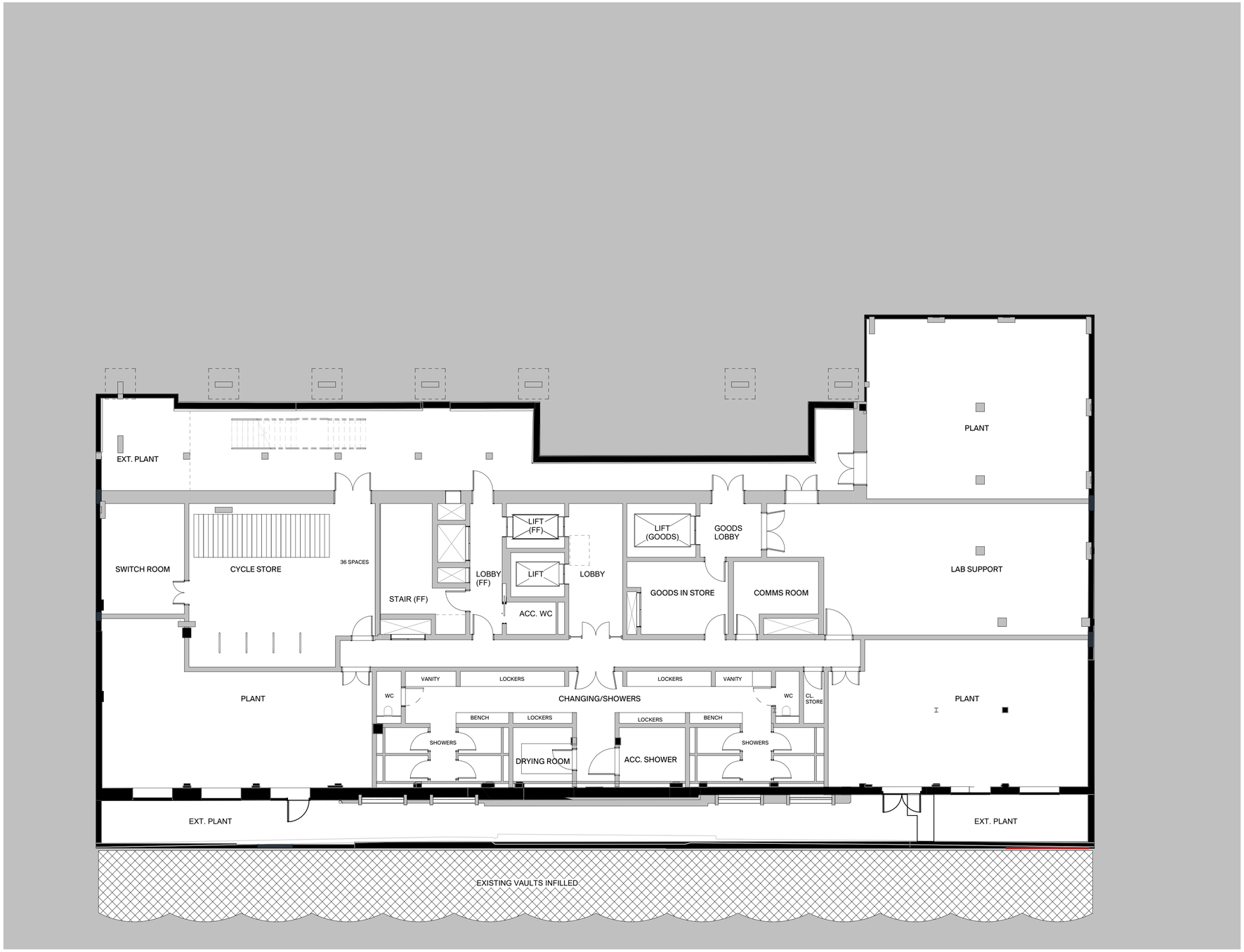
Stage 0-3

Scale	Drawn	Checked	Date of First Issue
1 : 100@A1	LM	HH	09/01/24

0 2 4 8m

Project	Source	Zone	Level	Type	Role	Dwg. N°	Revision
222	GSA	XX	00	DR	A	**2100**	**P07**

Rev	Date	Description	
P01	09/01/2024	For information	LM
P02	01/03/2024	Design Freeze	HH
P03	15/03/2024	Draft Planning	HH
P04	21/03/2024	Planning	SL



Notes

1. Internal Layouts are Indicative Only

Disclaimer

Do not scale off this drawing. All dimensions are in millimetres unless stated otherwise. All dimensions and levels to be verified on site by the Contractor before proceeding with
works and such dimensions and levels to be the Contractor's responsibility. This drawing
may be based on survey information provided by others. Gort Scott Ltd. do not accept
responsibility for the accuracy of survey information provided by others. Report all errors,
omissions and discrepancies to the Architect in writing. Gort Scott Ltd. do not accept
responsibility or liability for any reliance on this drawing used for purposes other than that

Key Plan

Architect

GORT SCOTT
55 Leroy Street
London
SE1 4SN
T: +44(20) 7254 6294
E: info@gortscott.com
www.gortscott.com

Client

Tempus Realty Holdings 1 (Jersey) Ltd.

Project

Tavis House

Drawing Title

Proposed Basement Plan

Status

Stage 0-3

Scale	Drawn	Checked	Date of First Issue
1 : 100@A1	LM	HH	09/01/24

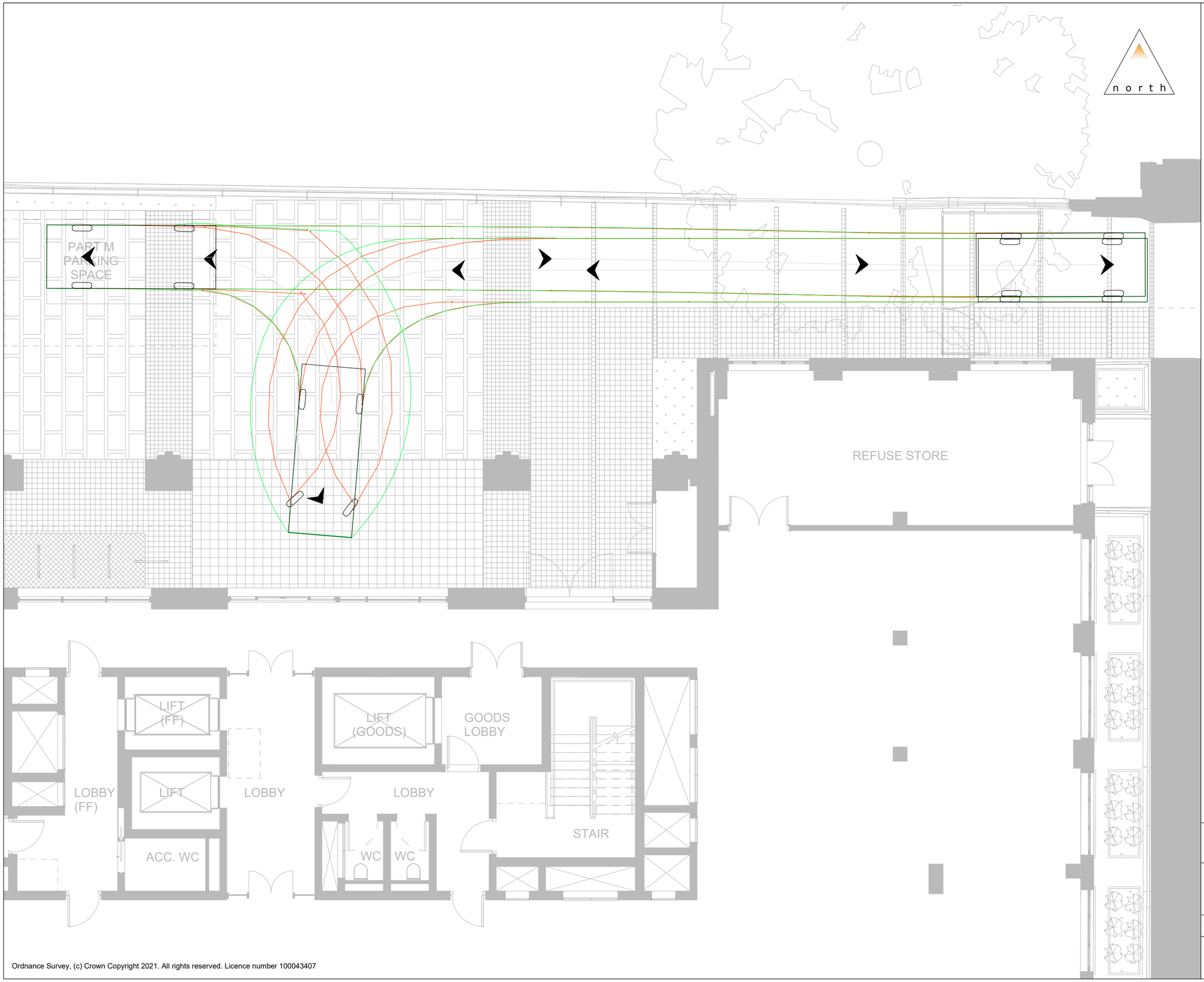
0 2 4 8m

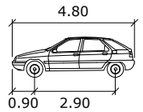
Project	Source	Zone	Level	Type	Role	Dwg. N°	Revision
222	GSA	XX	B1	DR	A	2111	P04

Appendix B

Swept Path Analysis

C:\Users\williammcaney\Motion\StaffSite - Qptavi 2105012\Drawings\2105012-TK201-203 (6m Van, 6m X 2.2M BOC Lorry, 4.8m SDV).dwg





SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

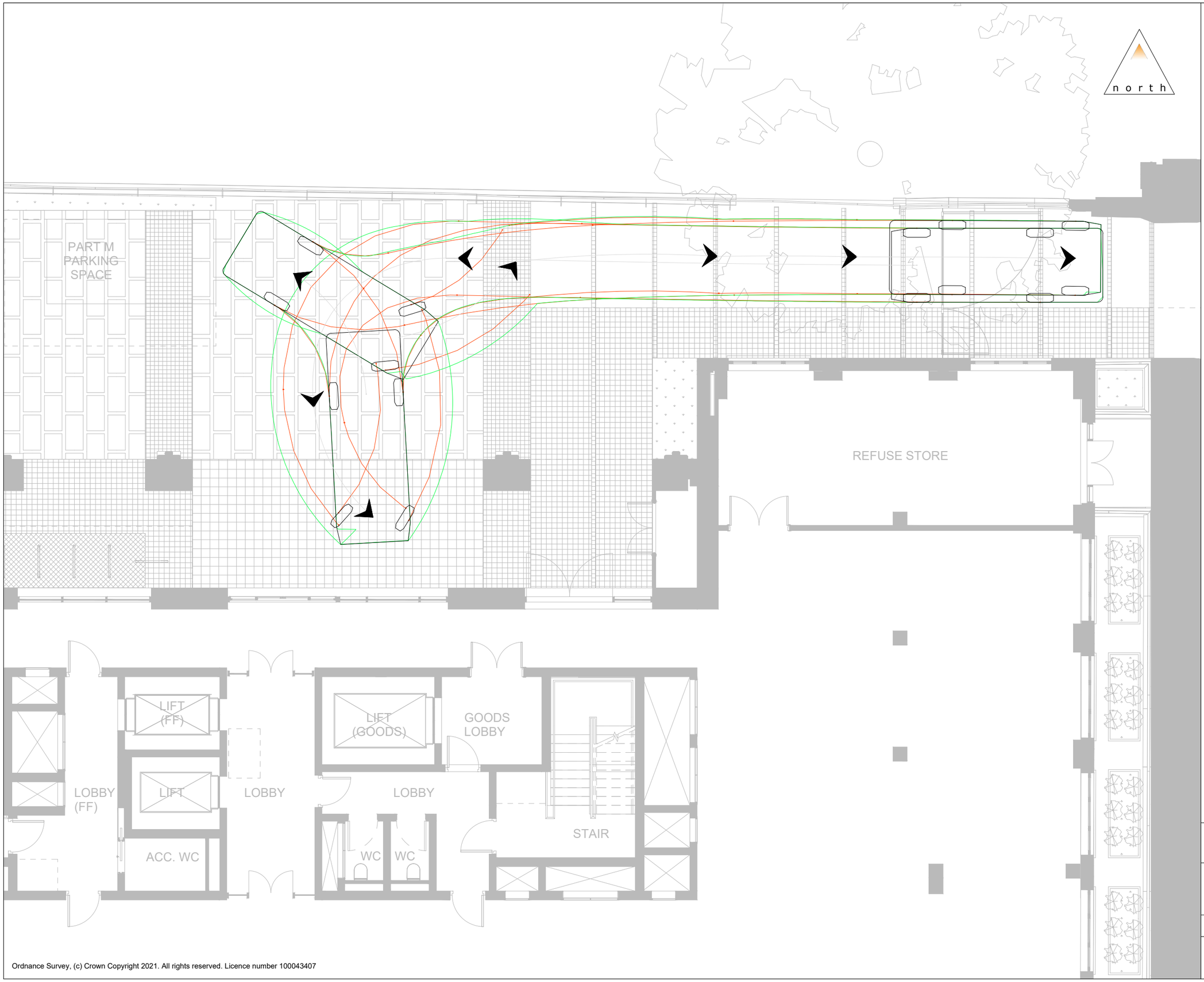
Project:
Tavi House, Tavistock Square

Title:
Swept Path Analysis
4.8m SDV

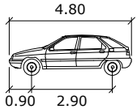
Scale: 1:100 (@ A3)

Drawing: 2105012-TK201

Revision: -



4.80



0.90 2.90

SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

Project:
Tavi House, Tavistock Square

Title:
Swept Path Analysis
Delivery Van

Scale: 1:100 (@ A3)

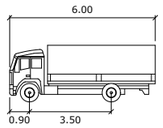
Drawing: 2105012-TK202

Revision: -

C:\Users\williammcaney\Motion\StaffSite - Qptavi 2105012\Drawings\2105012-TK201-203 (6m Van, 6m X 2.2M BOC Lorry, 4.8m SDV).dwg

C:\Users\williammcaney\Motion\StaffSite - Qptavi 2105012\Drawings\2105012-TK201-203 (6m Van, 6m X 2.2M BOC Lorry, 4.8m SDV).dwg

n o r t h



BOC Lorry [Test]

	meters
Width	: 2.20
Track	: 2.12
Lock to Lock Time	: 6.0
Steering Angle	: 42.7

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

www.motion.co.uk

Project:
Tavi House, Tavistock Square

Title:
Swept Path Analysis
BOC Lorry

Scale: 1:200 (@ A3)

Drawing: 2105012-TK203

Revision: -

Appendix C

Updated TRICS outputs - Office

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	EN	ENFIELD	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	LB	LAMBETH	1 days
	TH	TOWER HAMLETS	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:	Gross floor area
Actual Range:	920 to 7049 (units: sqm)
Range Selected by User:	920 to 9803 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 11/03/24

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	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	6 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	3
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local 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
Built-Up Zone	3
High Street	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	5 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	6 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	3 days
100,001 or More	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	5 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	5 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	4 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:

4 Good	1 days
5 Very Good	1 days
6a Excellent	2 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 BT-02-A-03 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
Survey date: WEDNESDAY 03/06/15 Survey Type: MANUAL

2 EN-02-A-01 MICROSOFT OFFICES ENFIELD
GENOTIN ROAD
ENFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 6552 sqm
Survey date: TUESDAY 07/06/22 Survey Type: MANUAL

3 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

4 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY 17/06/19 Survey Type: MANUAL

5 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

6 TH-02-A-01 OFFICE SPACE FOR RENT TOWER HAMLETS
CAMBRIDGE HEATH ROAD
BETHNAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 7049 sqm
Survey date: WEDNESDAY 06/03/19 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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 12.36

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	3644	0.023	6	3644	0.005	6	3644	0.028
07:30 - 08:00	6	3644	0.023	6	3644	0.000	6	3644	0.023
08:00 - 08:30	6	3644	0.050	6	3644	0.014	6	3644	0.064
08:30 - 09:00	6	3644	0.055	6	3644	0.009	6	3644	0.064
09:00 - 09:30	6	3644	0.078	6	3644	0.009	6	3644	0.087
09:30 - 10:00	6	3644	0.055	6	3644	0.018	6	3644	0.073
10:00 - 10:30	6	3644	0.055	6	3644	0.023	6	3644	0.078
10:30 - 11:00	6	3644	0.046	6	3644	0.018	6	3644	0.064
11:00 - 11:30	6	3644	0.023	6	3644	0.023	6	3644	0.046
11:30 - 12:00	6	3644	0.023	6	3644	0.014	6	3644	0.037
12:00 - 12:30	6	3644	0.027	6	3644	0.023	6	3644	0.050
12:30 - 13:00	6	3644	0.027	6	3644	0.046	6	3644	0.073
13:00 - 13:30	6	3644	0.009	6	3644	0.018	6	3644	0.027
13:30 - 14:00	6	3644	0.023	6	3644	0.023	6	3644	0.046
14:00 - 14:30	6	3644	0.018	6	3644	0.032	6	3644	0.050
14:30 - 15:00	6	3644	0.009	6	3644	0.027	6	3644	0.036
15:00 - 15:30	6	3644	0.005	6	3644	0.018	6	3644	0.023
15:30 - 16:00	6	3644	0.018	6	3644	0.014	6	3644	0.032
16:00 - 16:30	6	3644	0.014	6	3644	0.027	6	3644	0.041
16:30 - 17:00	6	3644	0.023	6	3644	0.032	6	3644	0.055
17:00 - 17:30	6	3644	0.023	6	3644	0.091	6	3644	0.114
17:30 - 18:00	6	3644	0.014	6	3644	0.041	6	3644	0.055
18:00 - 18:30	6	3644	0.000	6	3644	0.041	6	3644	0.041
18:30 - 19:00	6	3644	0.005	6	3644	0.032	6	3644	0.037
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.646			0.598			1.244

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.*

Parameter summary

Trip rate parameter range selected:	920 - 7049 (units: sqm)
Survey date date range:	01/01/15 - 11/03/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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): 12.36

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	3644	0.128	6	3644	0.014	6	3644	0.142
07:30 - 08:00	6	3644	0.352	6	3644	0.027	6	3644	0.379
08:00 - 08:30	6	3644	0.508	6	3644	0.055	6	3644	0.563
08:30 - 09:00	6	3644	0.841	6	3644	0.055	6	3644	0.896
09:00 - 09:30	6	3644	0.974	6	3644	0.059	6	3644	1.033
09:30 - 10:00	6	3644	0.617	6	3644	0.101	6	3644	0.718
10:00 - 10:30	6	3644	0.448	6	3644	0.128	6	3644	0.576
10:30 - 11:00	6	3644	0.348	6	3644	0.114	6	3644	0.462
11:00 - 11:30	6	3644	0.215	6	3644	0.188	6	3644	0.403
11:30 - 12:00	6	3644	0.284	6	3644	0.284	6	3644	0.568
12:00 - 12:30	6	3644	0.306	6	3644	0.471	6	3644	0.777
12:30 - 13:00	6	3644	0.375	6	3644	0.640	6	3644	1.015
13:00 - 13:30	6	3644	0.512	6	3644	0.622	6	3644	1.134
13:30 - 14:00	6	3644	0.604	6	3644	0.370	6	3644	0.974
14:00 - 14:30	6	3644	0.357	6	3644	0.220	6	3644	0.577
14:30 - 15:00	6	3644	0.169	6	3644	0.229	6	3644	0.398
15:00 - 15:30	6	3644	0.174	6	3644	0.192	6	3644	0.366
15:30 - 16:00	6	3644	0.183	6	3644	0.297	6	3644	0.480
16:00 - 16:30	6	3644	0.101	6	3644	0.370	6	3644	0.471
16:30 - 17:00	6	3644	0.133	6	3644	0.407	6	3644	0.540
17:00 - 17:30	6	3644	0.082	6	3644	0.741	6	3644	0.823
17:30 - 18:00	6	3644	0.055	6	3644	0.851	6	3644	0.906
18:00 - 18:30	6	3644	0.027	6	3644	0.805	6	3644	0.832
18:30 - 19:00	6	3644	0.014	6	3644	0.329	6	3644	0.343
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.807			7.569			15.376

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.*