CANEPARO ASSOCIATES
Transport Planning & Highway Design

Railway Pension Nominees Limited

26 Red Lion Square, Camden

Transport Statement

December 2024

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

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Appendices

1 INTRODUCTION

1.1 This Transport Statement has been prepared by Caneparo Associates on behalf of Railway Pension Nominees Limited ('the Applicant') in relation to the planning application at 26 Red Lion Square, WC1R 4HQ ('the site'), located in the London Borough of Camden ('LBC').

1.2 The site is situated north of Red Lion Square, east of Old North Street and south of the A401 Theobalds Road. The site is situated approximately 330m (4-minute walk) to the north of Holborn Underground Station and 660m (8-minute walk) west of Chancery Lane Underground Station and is surrounded by a range of mixed-use developments including retail, residential and office uses.

1.3 The existing site forms a six-storey building with basement level comprising 13,465 sqm GIA of office floorspace. The site is provided with a basement level car park accessed via a car lift from Old North Street.

1.4 The planning application seeks the extension, reconfiguration, and refurbishment of the building to provide a qualitative and quantitative uplift of 87 sqm GIA office floorspace, with the aim to modernise the site through the introduction of new ancillary facilities for employees. The proposals remove the basement level car park to provide high-quality cycle parking and end of trip facilities.

1.5 The description of development ('Proposed Development') is the following:

"Refurbishment and recladding of existing building with extension at fourth floor adjacent to Theobalds Road and associated works."

1.6 The Architect's layout plans for the proposed ground and basement floors are included at **Appendix A**.

1.7 This Transport Statement reviews the proposal in traffic and transportation terms, setting out the existing situation and considering the effects of the proposal on trip generation, parking, servicing, and waste. It concludes that the proposals result in an acceptable impact on the surrounding transport network.

1.8 A BREEAM Travel Plan and Delivery & Servicing Plan have been prepared separately as part of the planning application to fully consider and mitigate the potential effects of the proposals.

1.9 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 - considers the trip generation of the proposal; and
- Section 7 - provides a summary and conclusion.

2 EXISTING SITUATION

2.1 The site comprises the building of 26 Red Lion Square which fronts on to Red Lion Square to the south, Theobalds Road to the north, and Old North Street to the west. The site is located approximately 330m to the north of Holborn Underground Station and 660m west of Chancery Lane London Underground Station.

2.2 The site benefits from convenient access to a range of amenities located along Theobalds Road and surrounding streets. Additionally, the site has excellent accessibility to public transport infrastructure including rail, underground and bus services. The location of the site with respect to the transport network is detailed within **Figure 2.1**.

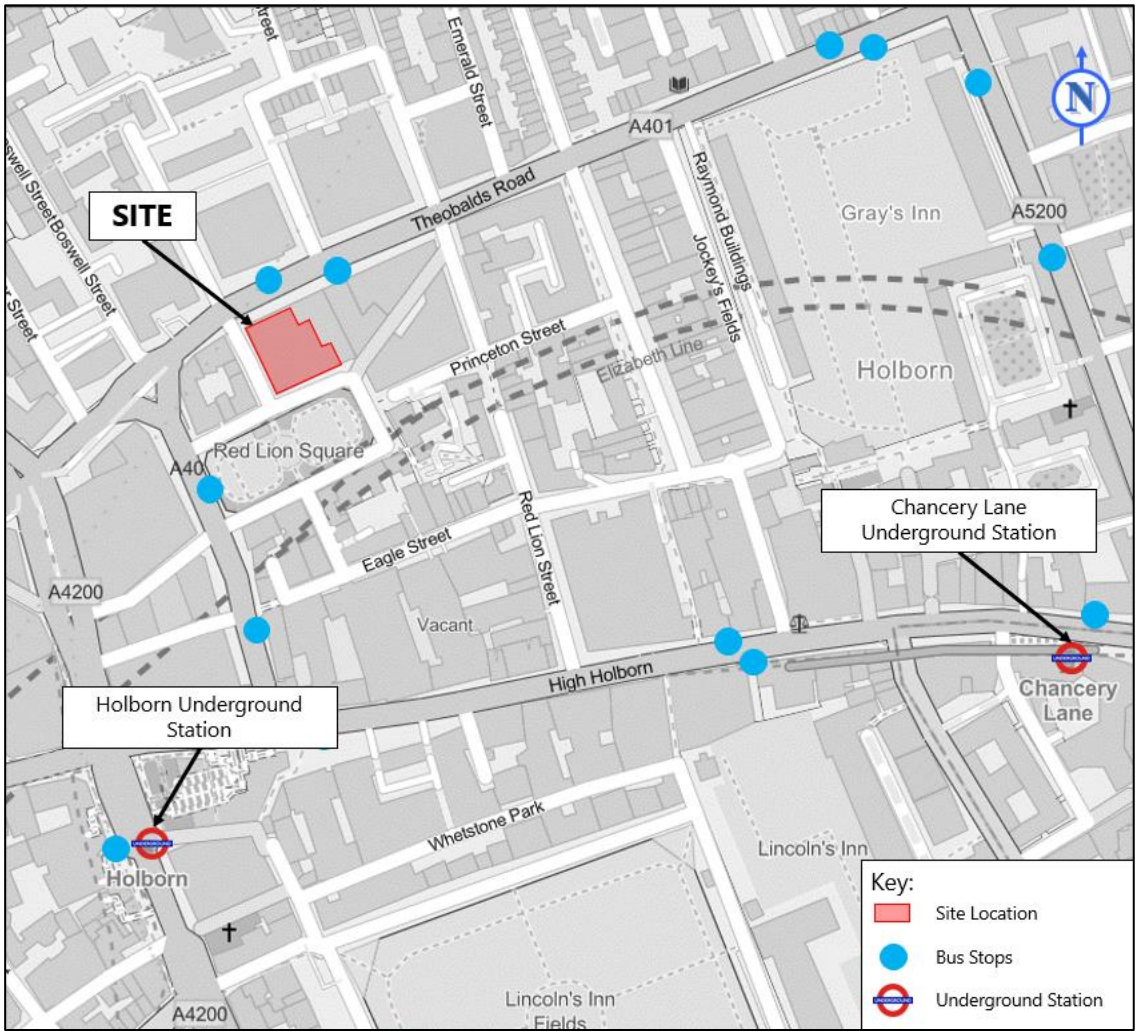

Figure 2.1: Site Location Plan *Source: ArcGIS Pro 2024*

2.3 The site comprises a 6-storey office building (with basement) fronting Red Lion Square including a basement car park accessed via a vehicle lift from Old North Street providing 8 employee car parking spaces at basement level.

2.4 In addition, the site currently includes 49 cycle parking spaces, which is significantly below the London Plan (2021) requirements.

Existing Highway Network

Red Lion Square

2.5 Red Lion Square offers one-way movement in a clockwise direction along the site's southern frontage, connecting to the A40 Drake Street, Old North Street to the north, and Dane Street to the south. The road is controlled by a mixture of single and double yellow lines on both sides of the road. Electric vehicle parking bays are located to the south of the site along the north of Red Lion Square, providing a maximum stay of 3 hours.

2.6 A number of residential permit holder and pay to park bays are located along both sides of the carriageway, controlling parking during the hours of 08:30-18:30 Monday to Friday and 08:30-13:30 Saturday. Furthermore, a disabled parking bay is located on the northern side of the square within circa 15m of the reception entrance. Footways are located along both sides of Red Lion Square along with street lighting.

A410 Theobalds Road

2.7 The A401 Theobalds Road runs in an east-west orientation along the site's northern boundary operating westbound from the A5201 Clerkenwell Road and eastbound from the A401 Bloomsbury Way; the highway operates two-way in the vicinity of the site. A shared bus lane / cycleway is located along the southern side of the carriageway.

2.8 Theobalds Road is controlled by double yellow lines and double yellow blips preventing loading and unloading at any time. Pay to park bays are located along the westerly facing carriageway and are controlled during the hours of 08:30 – 18:30 Monday to Friday and 08:30 – 13:30 Saturday. A loading bay located along the southern side of the carriageway is controlled during the hours of 08:30 – 18:30 Monday to Friday and 08:30 – 13:30 Saturday. Footways are located along both sides of Theobalds Road along with street lighting.

Old North Street

2.9 Old North Street is located to the west of the site providing access between Theobalds Road and Red Lion Square. Old North Street provides a southbound contra-flow cycle lane from Theobalds Road to Red Lion Square. The road is circa 3.5m in width at the southern section.

2.10 Old North Street is controlled by single yellow lining located to the east of the carriageway and double yellow lining located to the west of the carriageway. Footways are located along both sides of Old North Street along with street lighting.

Parking and Loading

2.11 The site is in the London Borough of Camden Controlled Parking Zone (CPZ) CA - D which controls parking between the hours of 08:30-18:30 Monday to Friday, as well as between 08:30-13:30 Saturday. There is no restriction on parking on Sundays.

Existing Servicing Arrangements

2.12 Servicing and waste collection for the existing building is currently undertaken on-street using the single yellow line restrictions on the eastern side of Old North Street or from the single yellow line available directly outside the main reception on Red Lion Square.

Method of Travel to Work Data

2.13 **Table 2.2** below shows the assumed modal split for journeys made by employees to and from the Development. The 2011 Census data WU03EW 'Location of usual residence and place of work by method of travel to work (MSOA level)' dataset has been obtained for the local area, Camden 028, to inform what mode of travel employees that work in the area may currently utilise for their journey to work.

2.14 Despite 2021 Census data being available, this was heavily skewed by Covid-19 with government advice to work from home where possible, as such, the data shows a much larger proportion of people working from home and therefore the 2011 data is more reflective.

2.15 The 2011 Census Modal split has been modified to reflect the limited car parking at the existing site and car-free nature of the Proposed Development. The proposed modal split at the site for cycling has been raised to 10.0% which reflect the excellent end-of-trip facilities at the site and the uplift in cycle usage in London since 2011. Further details on the amended modal splits are included in Section 6.

Table 2.2: Predicted Employee Modal Split

Mode	2011 Census Modal Split (%)	Amended Existing Modal Split (%)	Amended Proposed Modal Split (%)
Underground	37.3%	39.2%	37.6%
Train	34.2%	35.9%	34.4%
Bus	11.5%	12.1%	11.6%
Taxi	0.2%	0.3%	0.2%
Motorcycle	1.2%	1.3%	1.2%
Driving a Car or Van	4.8%	0.2%	0.0%
Car or Van Passenger	0.4%	0.1%	0.0%
Bicycle	5.5%	5.8%	10.0%
On Foot	4.9%	5.1%	4.9%
Total	100.0%	100.0%	100.0%

3 SITE ACCESSIBILITY

3.1 The site benefits from excellent access to walking, cycling and public transport networks which are currently used by employees and visitors in the locality and will be conveniently accessible to future employees and visitors.

Access by 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 Foot

3.3 Pedestrians are well provided for in the vicinity of the site with footways along both sides of all roads within the immediate vicinity along Red Lion Square and Old North Street. Lamb's Conduit Passage is a pedestrian only through route between Red Lion Square and Red Lion Street to the east of the site.

3.4 The crossings around Red Lion Square are provided with dropped kerbs and tactile paving. In general, the pedestrian environment is excellent with many streets in the vicinity orientated towards pedestrians.

3.5 Areas such as Bloomsbury, Soho, and Covent Garden are within a 2km walking distance of the site. In addition, the roads surrounding the site provide a wide array of retail and commercial properties including food retailers, cafés 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 Public Transport Nodes & Key Local Amenities

Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
Bus Stops	Red Lion Square Stop 'A'	50m	1 minute
	Red Lion Street Stop 'G'	60m	1 minutes
	Red Lion Square Stop 'J'	120m	1-2 minutes
	Procter Street Stop 'H'	200m	2-3 minutes
Stations	Holborn Underground Station	330m	4 minutes

Table 3.1: Approximate Distances to Public Transport Nodes & Key Local Amenities			
Amenity	**Location**	**Distance (metres)**	**Approximate Walking Time (minutes)**
	Chancery Lane Underground Station	660m	8 minutes
	Russell Square Underground Station	750m	9 minutes
	Tottenham Court Road Station	900m	11 minutes
	Farringdon Station	1.22km	15 minutes
Facilities and Amenities			
Red Lion Square Gardens	Red Lion Square	40m	1 minute
PureGym London Holborn	Lamb's Conduit Street	160m	2 minutes
Sainsbury's Local	Southampton Row	230m	3 minutes
Southampton Row Post Office	Southampton Row	280m	3-4 minutes
Holborn Pharmacy	Southampton Row	290m	4 minutes
Holborn House Community Centre	Emerald Street	300m	4 minutes
Sainsbury's Bank ATM	A4200 High Holborn	340m	4 minutes
Holborn Medical Centre	Lamb's Conduit Street	350m	4 minutes
Kiddycare Millman Street	Millman Street	460m	6 minutes
Condor Cycles	A5200 Grays Inn Road	510m	6 minutes

Access by Cycle

3.6 Guidance on cycling can be found in '*Cycle Friendly Infrastructure*' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km), of which 60% are undertaken by private cars. The guidelines highlight that there is a *'substantial potential'* for substituting cycling for driving for distances up to 5 miles (20 – minute cycle).

3.7 **Figure 3.1** indicates the Active Travel Zone for the site based on a 20-minute cycle distance. In addition, cycling has the potential to replace driving for distances up to 5 miles (8 kilometres) which includes areas such as Soho, Islington, Marylebone, Westminster, City of London, Chalk Farm, Lambeth and Vauxhall.

3.8 There are a number of cycle routes in the locality which provide connections to local facilities and public transport nodes. Cycleway 41 is located approximately 110m / 1-minute cycle to the east of the site, providing a cycle route which connects to the remainder of the TfL Cycleway network, including Cycleway 6 which operates from Chalk Farm to Elephant and Castle. In addition, Cycleway 10 is located circa 550m / 2-minute cycle west of the site and provides route from Euston to Greenwich.

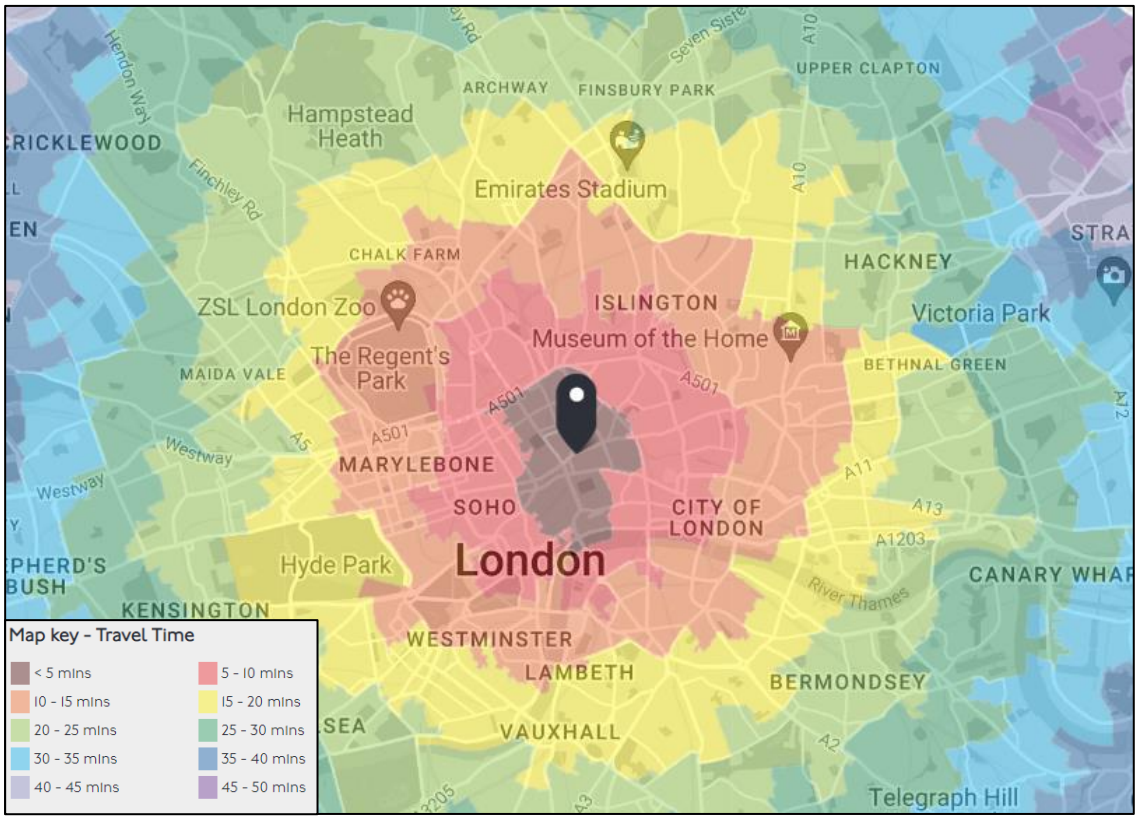

Figure 3.1: Cycle Isochrone (20 minutes) *Source: TfL 2024*

3.9 At present there are many short-stay cycle parking opportunities close to the site, with 10 x Sheffield stands (20 spaces) on the eastern side of Red Lion Square and a further 3 x Sheffield stands (6 spaces) on New North Street (circa 30m from the site).

3.10 In addition, Condor Cycles bike store is located circa 510m / 2-minute cycle northeast of the site, with this store offering access to new bicycle sales (including Brompton foldable bicycles), accessories and a workshop for same day servicing and repairs.

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

- Red Lion Square, Holborn (15 cycles) – circa 20m west of the site (1 minute walk);
- Theobald's Road, Holborn (26 cycles) – circa 200m east of the site (2-3 minutes' walk);
- Red Lion Street, Holborn (35 cycles) – circa 280m southeast of the site (3-4 minutes' walk);
- Southampton Place, Holborn (18 cycles) – circa 450m southwest of the site (6 minutes' walk).

3.12 Overall, cyclists in the area are well-provided for with a mixture of high-quality formal cycle routes and various modes of cycle parking provision available.

Access by Public Transport

Public Transport Accessibility Level (PTAL)

3.13 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.

3.14 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 represents 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.

3.15 Using the TfL web-based connectivity assessment toolkit, it has been determined that the centre of the site has a PTAL rating of 6b which demonstrates an excellent level of accessibility to public transport, the highest possible rating. In addition, the site has an accessibility index (AI) score of 57.67. **Appendix B** includes the TfL PTAL report output.

Bus Services

3.16 The site is provided with excellent access to bus services, with the nearest bus stop located directly adjacent to the site on Red Lion Square Stop 'A' which is located approximately 50m from the site. The services operating from nearby bus stops provide regular connections to destinations throughout London and enabling to connect people to nearby rail and underground stations.

3.17 The local bus stops (within a 640m / 8-minute walk of the site) provide access to 12 bus routes (1, 8, 19, 38, 55, 59, 68, 91, 98, 188, 243 and Superloop bus SL6), providing access to locations such as Battersea Bow, Finsbury Park, Victoria, Walthamstow, Waterloo and Willesden.

3.18 In total there are circa 106 services per hour in each direction during the daytime on weekdays, or approximately one bus passing the site every 17 seconds according to TfL's timetables.

3.19 It is also pertinent to note that the entirety of the London Bus network can be used by disabled users, owing to all buses containing a ramp and being low-floor accessible vehicles. In addition, all London buses are equipped with the 'iBus' system which provides audio / visual updates to passengers regarding route and stop information.

London Underground Services

3.20 The site is well provided for in terms of London Underground access with several stations located in the vicinity. **Table 3.3** provides a summary of the Underground services provided from these stations, according to PTAL. It is noted that Tottenham Court Road and Farringdon provide step-free access to all London Underground services.

Table 3.3: Summary of London Underground Services

Station	Lines	Route	Peak Time Services	Walk Distance
Holborn Underground Station	*Central**	West Ruislip / Ealing Broadway – Hainault / Epping	• 11 services per hour to Hainault • 9 services per hour to Epping • 9 services per hour to West Ruislip • 6 services per hour to Ealing Broadway • 6 services per hour to White City	330m / 4-minutes
	Piccadilly	Cockfosters / Arnos Grove – Rayners Lane / Uxbridge / Northfields / Heathrow Terminal 4 / Heathrow Terminal 5	• 18 services per hour to Cockfosters • 6 services per hour to Arnos Grove • 6 services per hour to Heathrow Terminal 4 • 6 services per hour to Heathrow Terminal 5 • 5 services per hour to Rayners Lane • 5 service per hour to Northfields • 4 services per hour to Uxbridge	
Chancery Lane Underground Station	*Central**	West Ruislip / Ealing Broadway – Hainault / Epping	• 11 services per hour to Hainault • 9 services per hour to Epping • 9 services per hour to West Ruislip • 6 services per hour to Ealing Broadway • 6 services per hour to White City	660m / 8-minutes
Russell Square Underground Station	Piccadilly	Cockfosters / Arnos Grove – Rayners Lane / Uxbridge / Northfields / Heathrow Terminal 4 / Heathrow Terminal 5	• 18 services per hour to Cockfosters • 6 services per hour to Arnos Grove • 6 services per hour to Heathrow Terminal 4 • 6 services per hour to Heathrow Terminal 5 • 5 services per hour to Rayners Lane • 5 service per hour to Northfields • 4 services per hour to Uxbridge	750m / 9-minutes
Tottenham Court Road Station	*Central**	West Ruislip / Ealing Broadway – Hainault / Epping	• 11 services per hour to Hainault • 9 services per hour to Epping • 9 services per hour to West Ruislip • 6 services per hour to Ealing Broadway • 6 services per hour to White City	900m / 11-minutes
	Northern	Edgware / High Barnet / Mill Hill East – Kennington / Battersea Power Station / Morden	• 15 services per hour to High Barnet • 13 services per hour to Battersea Power Station via Charing Cross • 10 services per hour to Morden via Charing Cross • 6 services per hour to Kennington via Charing Cross • 5 services per hour to Mill Hill East • 1 service per hour to Finchley Central	

** The Central Line is currently operating with a reduced service as of September 2024*

Rail Services

3.21 Tottenham Court Road Station also provides step-free access to frequent Elizabeth Line services, with the following services operating during the AM peak hour:

- 14 services per hour terminating at Paddington (westbound)
- 12 services per hour to Abbey Wood;
- 12 services per hour to Shenfield;
- 4 services per hour to Heathrow Terminal 4;
- 3 services per hour to Reading;
- 2 services per hour to Heathrow Terminal 5; and,
- 1 service per hour to Maidenhead.

3.22 In addition, Farringdon Railway Station also provides access to Thameslink services to locations including Brighton, Cambridge, Luton, Gatwick Airport, St Albans City, Rainham, Sutton, Horsham and Bedford. Thameslink trains to Brighton and St Albans City run approximately every 10-20 minutes, whilst Cambridge and Bedford services are every 15-30 minutes.

4 PLANNING POLICY CONSIDERATIONS

4.1 This Section provides a summary of the relevant transport policies at a national (Central Government), strategic (London Plan) and local level (City of London).

National Planning Policy

National Planning Policy Framework (December 2023)

4.2 The National Planning Policy Framework (NPPF) 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, with Paragraph 108 setting out 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 A summary of the pertinent proposed policy directions taken from Chapter 9 (Promoting Sustainable Transport) are summarised below.

"114. 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; and

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.*

115. 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.

116. 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*

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

4.5 Paragraph 117 concludes 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 Planning Policy

The London Plan (March 2021)

4.6 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 development are set out below.

4.7 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."

4.8 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."*

4.9 Policy T5 – Cycling states the following:

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:

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

(ii) 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."

4.10 In terms of car parking Policy T6 states:

A. "Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy."

4.11 Table 10.2 sets out under policy section T5 Cycling the specific standards for cycle parking throughout London. These are detailed with reference to the site in **Table 4.1** below:

Table 4.1: London Plan Cycle Parking Standards		
Use Class	**Minimum long-stay cycle parking**	**Minimum short-stay cycle parking**
B1 Office	1 space per 75 sqm	First 5,000 sqm: 1 space per 500 sqm

4.12 Policy T6.2 Office Parking – Table 10.4: The maximum parking standards for offices within Central Activities Zone (CAZ) and inner London should remain car-free.

4.13 Policy T6.3 Retail Parking – Table 10.5: The maximum retail parking standards for Central Activities Zone (CAZ) and all areas of PTAL 5-6 should remain car-free.

4.14 Policy T6.5 Non-residential disabled persons parking states:

A. "Disabled persons parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay."

4.15 Table 10.6 – Non-residential disabled persons parking standards has been set out in **Table 4.2** below.

Table 4.2: London Plan: Non-residential Disabled Parking Standards		
Use Class	**Designated Bays**	**Enlarged Bays**
Workplace	5 per cent	5 per cent

4.16 Policy T7 Deliveries, Servicing and Construction states the following:

A. *"Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.*

4.17 'Point G' of Policy T7 states:

G. *"Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."*

Mayor's Transport Strategy (March 2018)

4.18 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.

4.19 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."

4.20 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 Planning Policy

Camden Local Plan (2017)

4.21 Camden's Local Plan was adopted in July 2017. It supersedes the Core Strategy and replaces the saved policies of the Camden Development Policies as the basis for planning decisions and future development in Camden. The Local Plan sets out the policies for planning in the Camden and will assist in determining the shape and future of development.

4.22 Policy A1 10.7 addresses the transport impacts of development and states:

"The Council will consider the impacts of movements to, from and within a site, including links to existing transport networks via transport assessments, travel plans, delivery and servicing management plans and construction management plans. The application of these documents is covered within Policy A1 Managing the impact of development".

4.23 Policy T1 10.8 concerns active travel and states:

"To promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site".

4.24 Policy T1 10.11 goes on to state:

"Cycling is an increasingly popular and sustainable means of travel which we hope to encourage further. The Council will therefore seek to ensure that developments contribute to and, where appropriate, provide appropriate links to strategic cycle routes. We will also expect cycle parking to be convenient and secure, so that users of a development are more likely to use bicycles to travel to and from a site. Details regarding cycle parking standards and design can be found within our supplementary planning document Camden Planning Guidance on transport."

4.25 Servicing is addressed in Policy T4 10.35, which states:

"The impact of goods vehicles can be reduced where a loading and unloading bay is included within a development, particularly where the bay can be enclosed. Developments should therefore incorporate space within the site for goods vehicles. The space required for service vehicles is set out within our supplementary planning document Camden Planning Guidance on transport."

Draft New Camden Local Plan (2024)

4.26 The Draft New Camden Local Plan was published for Regulation 18 consultation in January 2024, with the document setting out the Council's vision for the next 15 years regarding development in the borough. The document includes both planning policies and site allocations for LBC.

4.27 Policy T1 of the document details how LBC will promote sustainable and active modes. This states that the Council will do the following:

i. *"prioritise walking, wheeling, and cycling;*

ii. *ensure that streets are designed to be attractive and safe; minimise opportunities for crime; and be inclusive and accessible for all, in line with the Mayor's Healthy Streets approach;*

iii. *require development to contribute towards the delivery of highways greening measures, including tree planting, provision of pocket parks and green space, the introduction of rain gardens and other street greening measures;*

iv. *reduce vehicle use through the delivery of car free development, provision of alternative, sustainable modes of travel, supporting improvements to and investment in public transport, and by prioritising the sustainable movement of goods, services, and materials;*

v. *require development to reduce and mitigate the impact of transport-based emissions and noise in Camden;*

vi. *not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects;*

vii. *protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;*

viii. *require development to contribute towards the delivery of shared transport infrastructure and services in Camden in accordance with Policy T4 Shared Transport Infrastructure and Services;*

ix. *require development to contribute to the delivery of an efficient, well maintained highway network and kerb-side space that prioritises the sustainable movement of goods, services, materials, and people; and*

x. *ensure that economic growth and regeneration is both supported by, and supports, a sustainable transport network."*

4.28 Policy T2 Point B details how LBC will promote walking and wheeling (wheelchair use) within the borough:

B. "To promote walking and wheeling in the borough the Council will require development to:

i. contribute towards the delivery of high quality public realm improvement works, including pedestrianization and the provision of safe road crossings where needed, wider pavements where possible, seating, signage, and landscaping, including tree planting and the introduction of rain gardens and other street greening measures;

ii. be easy and safe to move through ('permeable'), adequately lit and well connected to adjoining areas;

iii. be designed to be inclusive and meet the needs of all pedestrians, in particular people with physical disabilities, people using wheelchairs and neurodiverse people;

iv. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them;

v. avoid street clutter and ensure that street furniture, including phone boxes and advertisements, is located to allow the unobstructed movement of wheelchairs, mobility scooters and pushchairs;

vi. contribute towards new bridges and bridge improvement works where appropriate (e.g., over railways and the Regents Canal); and

vii. contribute towards other relevant infrastructure and "behaviour change" measures as set out in the Council's Walking and Accessibility Action Plan."

4.29 Point C of Policy T3 details how the Council will promote cycling within Camden:

C. "To promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will require development to:

i. provide for and make contributions towards high quality, connected, accessible, inclusive, convenient, and safe cycle routes, in line with or exceeding London Cycle Design Standards/national LTN 1/20 standards, including the implementation of improvements to strategic "primary" and "secondary" cycle routes in the borough;

ii. provide for high quality, accessible, inclusive, convenient, and safe cycle parking facilities, exceeding the minimum standards outlined in the London Plan, and design requirements outlined within the Camden Planning Guidance on Transport. Higher levels of provision may

also be required in areas well served by cycle route infrastructure, considering the size and location of the development;

iii. *make provision for high quality, accessible, and inclusive facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*

iv. *make provision on-site for, or contribute off-site towards, improved cycle hire (and e-scooter hire) provision, including both "docked" and "dockless" systems in accordance with Policy T4 Shared Transport Infrastructure and Services;*

v. *be easy and safe to cycle through ('permeable') and well connected to the wider cycle network. Contributions will be sought to deliver improvements to the wider cycle network in the vicinity of the development;*

vi. *contribute towards bridges suitable for cycle use, where appropriate (e.g., over railways and the Regents Canal); and*

vii. *contribute towards other relevant infrastructure and "behaviour change" measures as set out in the Council's Cycling Action Plan"*

4.30 Policy T3 – Public Transport:

A. *"To safeguard and promote the provision of public transport in the borough the Council 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.*

B. *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 and the provision of improved public transport infrastructure including bus shelters and passenger information, and step free access at stations in the borough."*

4.31 Policy T5 states the approach of LBC towards vehicle parking at developments in the borough:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free, to reduce car ownership and vehicle use and encourage the use of alternative, sustainable modes of travel."

4.32 Policy T6 Point A details how servicing should be managed:

A. *"To promote the sustainable movement of goods, services and materials and minimise their movement by road, the Council will:*

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

ii. *require major developments to make provision for cargo bike parking, where appropriate;*

iii. *seek contributions towards the delivery of new and improved cycle routes and cargo bike parking from new logistics and freight consolidation developments that result in additional cargo bike movements;*

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

v. *require developments to be designed to enable and encourage servicing using sustainable means, for example on foot, using zero emission vehicles or by cargo bike;*

vi. *seek to minimise the impact of freight and servicing trips through such measures as the provision of on-site servicing facilities, the timing of deliveries outside peak hours and the adoption of area wide solutions;*

vii. *promote the provision and use of freight consolidation facilities to ensure that last mile deliveries are undertaken by sustainable means;*

viii. *encourage the use of underused spaces in the borough for micro mobility hubs, and urban logistics hubs; and*

ix. *seek to ensure that parcel drop off hubs are incorporated into new developments, where appropriate."*

Camden Planning Guidance – Transport (2021)

4.33 The Camden Planning Guidance was adopted in January 2021 and supersedes the Transport CPG (March 2019) and the earlier Camden Planning Guidance 7: Transport (September 2011). The guidance acts as a Supplementary Planning Document to the Local Plan.

4.34 Paragraph 4.14 covers the requirements for loading facilities:

"Developments with dedicated onsite loading facilities must document in the DSP that these facilities are/will be used for servicing and deliveries as opposed to using the public highway, unless agreed otherwise by the Council at the planning application stage".

4.35 Paragraph 4.35 discusses this further:

1) *"As outlined above, consideration should be given to the consolidation of deliveries, in particular to large office developments (generally those larger than 2,500sqm)"*.

4.36 Paragraphs 5.9 and 5.19 and 5.22 covers the guidance on disabled parking and car-free developments:

1) *"The term 'car-free' will apply to all developments subject to Policy T2, even those that have demonstrated, to the Council's satisfaction, a need for associated parking provision for disabled use and/or that is integral to the nature of a business. This means that other than the parking provision for essential users, the rest of the development is car-free and future occupiers will not be eligible for on-street parking permits"*.

2) *"For all major developments the Council will expect that disabled car parking is accommodated on-site. For further guidance on the design and layout of these spaces see Section 6 of this CPG"*.

3) *"The amount of disabled parking should be in accordance with the London Plan. The total disabled parking requirement must be clearly set out in a supporting Transport Assessment"*.

4.37 Paragraph 8.6 relates to cycle parking standards and states:

"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."

4.38 Paragraph 8.13 relates to accessible cycles:

"Cycle parking for non-standard cycles will be sought for all applications subject to Policy T1 in line with the standards set out in the London Plan. The London Plan together with the London Cycling Design Standards require that at least 5% of the total number of cycle parking facilities are allocated for non-standard cycles. For larger developments or developments that are likely to generate a higher demand for non-standard cycle parking, such as but not limited to, supermarkets or food retail units with cargo bike deliveries, the Council will encourage that more than 5% of the cycle parking is allocated for use by nonstandard cycles."

Policy Summary

4.39 The development proposals accord with LBC's Transport Planning Guidance, LBC's Local Plan and the London Plan by removing all parking within the basement and promoting the use of walking and cycling as the main modes of travel to / from the site and public transport modes.

4.40 The location of the proposed development with its existing public transport facilities and the real opportunities for the use of active modes of transport, means that the site is highly suited to an increase in employment floor space.

4.41 The servicing strategy will continue as per the existing situation, continuing on-street with no vehicles provided access into the site. This will be managed by a Delivery & Servicing Plan, such that the number of servicing trips will be monitored and reduced compared to the existing situation, where possible. LBC will be consulted with to ensure that the servicing strategy is appropriate.

4.42 Cycle parking will be provided in line with the London Plan and the London Cycle Design Standards, resulting in a significant improvement to the existing cycle parking provision with showers, lockers and changing facilities also provided at basement level.

5 DEVELOPMENT PROPOSALS

5.1 This section provides an overview of the proposed development. A copy of the Architect's proposed layout plans is provided at **Appendix A** of this report.

5.2 The planning application seeks the extension and reconfiguration of the existing building to provide a qualitative and quantitative uplift in office floorspace. The proposals will result in the removal of the existing basement car park and the provision of high-quality cycle parking facilities and an improved waste management strategy.

5.3 **Table 5.1** summarises the net change in floor area (GIA) resulting from the proposed development.

Table 5.1: Summary of Existing and Proposed Floor Areas (sqm GIA)			
Land Use	**Existing**	**Proposed**	**Net Change**
Class E Office	13,465	13,552	+87

Pedestrian & Cyclist Access

5.4 Pedestrian access will be taken from both Red Lion Square to the south and Theobald Road to the north with both accesses will lead to the main reception area.

5.5 Cycle access will be taken from a separate access at ground floor level, directly from Old North Street. This entrance will provide access to the shared goods/cycle lift to basement level. The lift will also be used as part of the waste transfer route.

5.6 Details of the office access, along with the cycle/goods access and waste transfer route via the cycle lift is detailed further in **Figure 5.1** below.

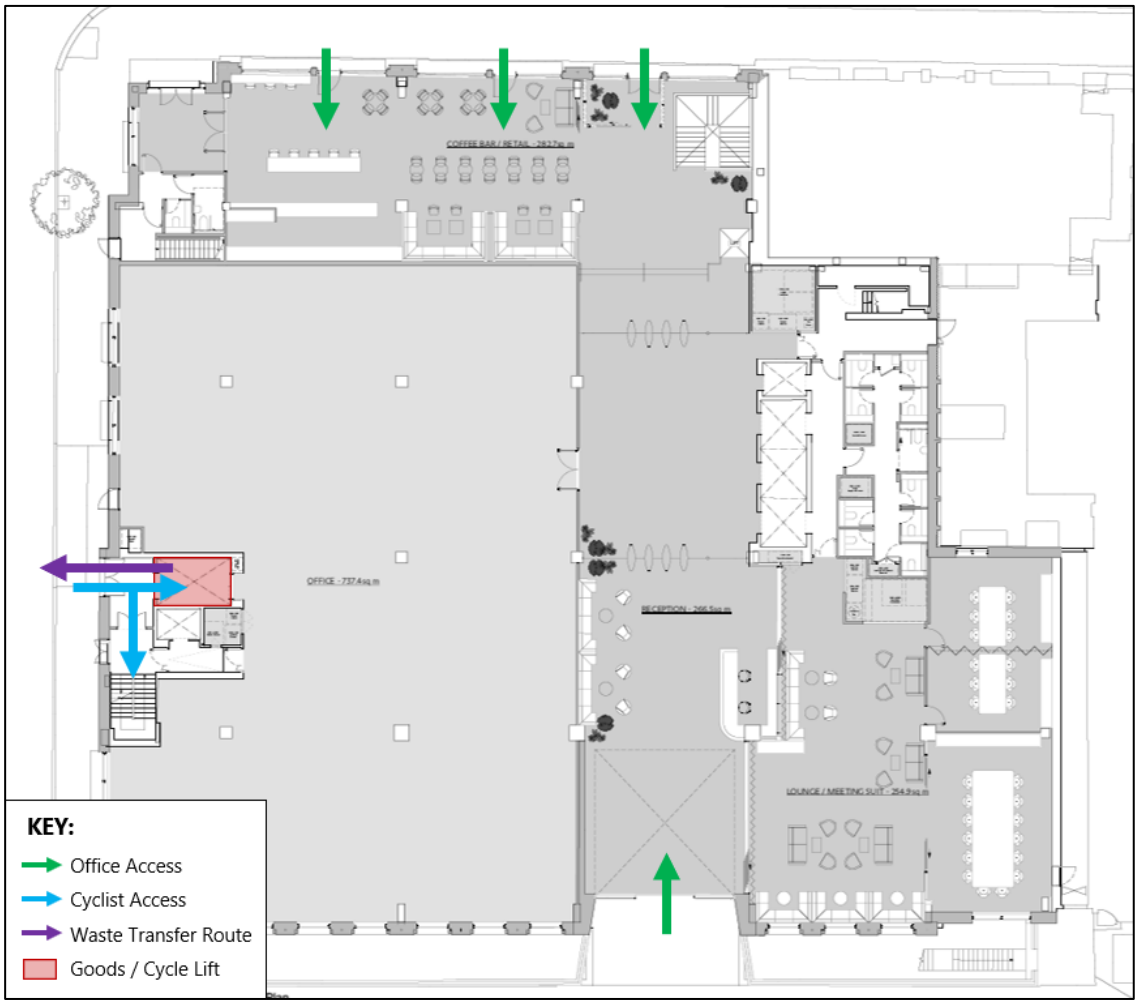

Figure 5.1: Access Points from Ground Floor Level *Source: Stiff+Trevillion Architects 2024*

Parking Provision

Car Parking

5.7 The site is currently provided with a basement level car park with 8 car parking spaces and no accessible parking spaces. The proposals will be car-free with all existing car parking at basement level and associated car lift removed as part of the development. This approach is in line with the London Plan (2021) and reflects the site's excellent accessibility to public transport (PTAL 6b).

5.8 The London Plan (2021) requires the provision of at least one on or off-street accessible parking space per land use. Following a pre-application request from LBC, the Applicant is willing to provide a contribution towards the provision of 1 on-street accessible parking space in the vicinity of the site.

5.9 During pre-application discussions, LBC requested that a 'Electric Vehicles Only' parking bay be secured in the controlled parking zone as part of this scheme. The Applicant notes that a key part

of Camden's Transport Strategy is to reduce unnecessary vehicle ownership and use, along with traffic levels in Central London. On this basis, it is considered that funding facilities that would encourage / accommodate vehicle traffic in the vicinity of the site does not aligns with these requirements, particularly for non-critical traffic such as electric vehicles. In addition, the proposal is for a minor uplift in floor area, therefore, the Applicant does not consider that this request is in keeping with the scale / nature of the development, nor necessary to make the development acceptable in planning terms.

Cycle Parking

5.10 Cycle parking will be provided in accordance with the London Plan (2021) minimum standards which require 191 long-stay + 12 short-stay spaces for 14,331 sqm GEA of Class E Office floor space. Long-stay cycle parking will be located within a dedicated cycle store at basement level.

5.11 Access to the cycle store will be via the existing shared cycle/goods lift. This complies with London Cycle Design Standards (LCDS) minimum recommended size (1.2 x 2.3m). It is considered this size of lift is sufficient to comfortably accommodate the moderate cycle access demand generated by this building, and thus ensure convenient access. Secondary cyclist access is possible via the stair adjacent to the cycle lift.

5.12 Long-stay cycle parking will be provided using a mixture of cycle stands to provide flexibility at the site for all users, with the 191 long-stay spaces proposed as follows:

- 110 two-tier cycle stand spaces (58% of provision);
- 24 vertical stand spaces (13% of provision);
- 30 Sheffield stand spaces (16% of provision);
- 18 foldable bicycle lockers (9% of provision); and
- 9 adapted / cargo bicycle spaces (5% of provision).

5.13 The cycle parking arrangement is identified within **Figure 5.3** below.

Figure 5.3: Basement – Cycle Parking Arrangement *Source: Stiff+Trevillion Architects 2024*

5.14 The site also includes high-quality end of trip facilities to further encourage employees to cycle to the site, with the following amenities provided:

- 187 lockers;
- 19 showers (including 1 DDA accessible shower);
- Male and female changing rooms;
- Drying room;
- Cycle maintenance / 'washdown' stand; and
- Towel 'grab and drop' service.

5.15 The Applicant is willing to discuss with LBC a contribution towards the provision 6 Sheffield stands (12 spaces) as short-stay cycle parking on the public highway. It is noted that there are currently several cycle stands available in close proximity to the site, and given the small uplift in floorspace the Applicant questions whether this contribution is necessary.

Servicing Strategy

5.16 The existing building is currently serviced on-street with vehicles using the single yellow line along the eastern side of Old North Street, the single yellow line on the northern side of Red Lion Square and for larger, infrequent deliveries the loading bay located along Theobalds Road can also be used.

5.17 The servicing strategy for the proposed development will remain in line with the existing on-street solution. Deliveries for the office will be controlled by site management to ensure the smooth operation of deliveries, servicing and waste collection.

5.18 Using the office servicing trip generation rate of 0.135 delivery vehicles per 100 sqm GIA taken from the TRICS database, it is expected that there proposed uplift in office floorspace of 87 sqm GIA will generate an uplift of up to 1 daily delivery vehicle. The full parameters used to calculate the servicing trip rate are detailed within the DSP.

5.19 Due to the type of deliveries the office floorspace will receive, the vast majority of deliveries will be undertaken by small to medium sized vehicles e.g. transit vans, with an infrequent demand for larger vehicles. This will remain in line with the existing situation.

Waste Storage & Collection

5.20 The waste store will be provided at basement level, accessed from Old North Street via a shared goods/cycle lift. Waste collection will take place outside of the usual tidal flows of cyclists arriving and departing such that the shared use of the lift for cycle access and waste collection is considered appropriate.

5.21 Waste storage for the proposals has been designed in line with British Standards 5906:2005, and seek to achieve a minimum of 70% of total waste storage provided for recyclable materials. The waste stores include provision for general waste, mixed recycling (allowing for comingled cardboard, paper, mixed plastics, metals and glass), and organic food waste.

5.22 Based on the office NIA of 9,334 sqm and 1 employee per 10 sqm NIA, the waste storage requirement of 50 litres per employee per week equates to the waste container requirements in **Table 5.2** below. These have been adjusted to account for the existing level of collection frequency at the site as stated within the table.

Table 5.2: Proposed Waste Storage			
Land Use	**General Waste 1,100L (Daily Collection)**	**Dry Mixed Recycling 1,100L (3 No. Collections/wk)**	**Organic Food Waste 240L (3 No. collections/wk)**
Office	3	10	7

Delivery & Servicing Plan

5.23 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.

5.24 This will provide LBC with enforcement powers should these measures/restrictions not be adhered to, which represents a greater level of control than is currently the case for the existing office use and is thus deemed to be a net benefit of the scheme.

Construction Management Plan

5.25 A Draft Construction Management Plan (CMP) Proforma has been submitted with the planning application. While a contractor is not yet appointed, the CMP sets out initial considerations regarding the proposed logistics strategy, along with details on measures to mitigate construction related impacts, and proposed consultations strategy.

6 MULTI-MODAL TRIP GENERATION ASSESSMENT

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

Trip Generation Methodology

6.2 A multi-modal trip generation assessment has been undertaken for the existing and proposed office land use 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.

6.3 The office person 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. Employee travel profiles have been sourced from the 2011 Census 'Method of Travel to Work' data included at **Table 2.2** to reflect local travel patterns.

Trip Generation

Existing Office Trip Generation

6.4 The following parameters were selected within the TRICS database to obtain the person trip rates for the existing 13,465 sqm GIA Class E office floorspace:

- Land Use: 02 – Employment. A – Office.
- Regions: Inner London Boroughs.
- Urban Category: Town Centre, Edge of Town Centre.
- Floor Area Range: 1,000 sqm to 20,000 sqm.
- PTAL Range: 5, 6a or 6b.
- Date Range: Surveys since 2018.

6.5 The TRICS output file is contained within **Appendix C**, while the AM peak hour, PM peak hour, and daily person trip rates are shown within **Table 6.1** alongside the trip generation for the existing office floorspace.

Table 6.1: TRICS Trip Rates and Trip Generation – Existing Class E Office (13,465 sqm GIA)						
Time Period	**Trip Rates**			**No. Trips Generated**		
	Arrive	**Depart**	**Total**	**Arrive**	**Depart**	**Total**
AM Peak	2.426	0.21	2.636	327	28	355
PM Peak	0.223	2.59	2.813	30	349	379
Daily	13.719	13.174	26.893	1,847	1,774	3,621
Note: minor numerical discrepancies are due to rounding						

6.6 The 2011 Census data WU03EW 'Location of usual residence and place of work by method of travel to work (MSOA level)' dataset has been obtained for the local area, Camden 028, to inform what mode of travel employees that work in the area may currently utilise for their journey to work.

6.7 The 'car driver' mode share has been set to 0.2% which reflects 4 vehicle parking spaces in the basement being used for an inward and outward trip each day (8 two-way trips) whilst the 'car passenger' mode share has been lowered to 0.1%, with all other modes subsequently reproportioned. This reflects the existing operations of the site, with only half of the 8 car parking spaces currently being in use. This is detailed in **Table 6.2** below.

Table 6.2: Predicted Existing Employee Modal Split		
Mode	**2011 Census Modal Split (%)**	**Amended Existing Modal Split (%)**
Underground	37.3%	39.2%
Train	34.2%	35.9%
Bus	11.5%	12.1%
Taxi	0.2%	0.3%
Motorcycle	1.2%	1.3%
Driving a Car or Van	4.8%	0.2%
Car or Van Passenger	0.4%	0.1%
Bicycle	5.5%	5.8%
On Foot	4.9%	5.1%
Total	100.0%	100.0%

6.8 The total person trips included within **Table 6.1** have been applied to the amended existing modal split based on the 2011 Census data in **Table 6.2**. **Table 6.3** displays the multi-modal trip generation for the existing office floorspace.

Table 6.3: Existing Class E Multi-Modal Trip Generation (13,260 sqm GIA)										
Travel Mode	Amended Existing Modal Split (%)	AM Peak Hour			PM Peak Hour			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground	39.2%	128	11	139	12	137	148	724	695	1,420
Train	35.9%	117	10	128	11	125	136	664	637	1,301
Bus	12.1%	40	3	43	4	42	46	224	215	438
Taxi	0.3%	1	0	1	0	1	1	5	5	9
Motorcycle	1.3%	4	0	5	0	4	5	24	23	47
Car Driver	0.2%	1	0	1	0	1	1	4	4	8
Car Passenger	0.1%	0	0	0	0	0	0	1	1	3
Cycle	5.8%	19	2	20	2	20	22	106	102	209
Walk	5.1%	17	1	18	2	18	19	95	91	186
Total	100.0%	327	28	355	30	349	379	1,847	1,774	3,621
Note: minor numerical discrepancies are due to rounding										

Proposed Office Trip Generation

6.9 The TRICS trip rates used for the existing office trip generation have been used, as set out within **Table 6.4** alongside the trip generation for the proposed 13,552 sqm GIA of office floorspace.

Table 6.4: TRICS Trip Rates and Trip Generation – Proposed Class E Office (13,552 sqm GIA)						
Time Period	Trip Rates			No. Trips Generated		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak	2.426	0.21	2.636	327	28	355
PM Peak	0.223	2.59	2.813	30	349	379
Daily	13.719	13.174	26.893	1,846	1,773	3,620
Note: minor numerical discrepancies are due to rounding						

6.10 The 2011 Census data WU03EW 'Location of usual residence and place of work by method of travel to work (MSOA level)' dataset has been obtained for the local area, Camden 028, to inform what mode of travel employees that work in the area may currently utilise for their journey to work.

6.11 The 'car driver' and 'car passenger' mode shares have both been set to 0.0% to reflect the car-free nature of the proposals, whilst the 'cycle' mode share has been set to 10.0% to reflect the increased uptake of cycling since 2011 and the excellent proposed end of trip facilities. All other modes have subsequently been reproportioned as detailed in **Table 6.5** below.

Table 6.5: Predicted Proposed Employee Modal Split		
Mode	**2011 Census Modal Split (%)**	**Amended Proposed Modal Split (%)**
Underground	37.3%	37.6%
Train	34.2%	34.4%
Bus	11.5%	11.6%
Taxi	0.2%	0.2%
Motorcycle	1.2%	1.2%
Driving a Car or Van	4.8%	0.0%
Car or Van Passenger	0.4%	0.0%
Bicycle	5.5%	10.0%
On Foot	4.9%	4.9%
Total	100.0%	100.0%

6.12 The total person trips included within Table 6.4 have been applied to the amended proposed modal split based on the 2011 Census data in Table 6.5. **Table 6.6** displays the multi-modal trip generation for the proposed office floorspace.

Table 6.6: Proposed Class E Multi-Modal Trip Generation (13,552 sqm GIA)										
Travel Mode	**Amended Existing Modal Split (%)**	**AM Peak Hour**			**PM Peak Hour**			**Daily**		
		In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	37.6%	123	11	134	11	132	143	698	671	1,369
Train	34.4%	113	10	123	10	121	131	640	615	1,255
Bus	11.6%	38	3	41	4	41	44	216	207	423
Taxi	0.2%	1	0	1	0	1	1	5	4	9
Motorcycle	1.2%	4	0	4	0	4	5	23	22	45
Car Driver	0.0%	0	0	0	0	0	0	0	0	0
Car Passenger	0.0%	0	0	0	0	0	0	0	0	0
Cycle	10.0%	33	3	36	3	35	38	186	179	364
Walk	4.9%	16	1	18	1	17	19	92	88	180
Total	100.0%	329	28	357	30	351	381	1,859	1,785	3,645
Note: minor numerical discrepancies are due to rounding										

Net Change in Trip Generation

6.13 The total person trips included within Table 6.1 have been applied to the amended existing modal split based on the 2011 Census data in Table 6.2. **Table 6.7** displays the multi-modal trip generation for the uplift in office floorspace.

Table 6.7: Net Change in Multi-Modal Trip Generation (+87 sqm GIA)									
Travel Mode	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	-5	0	-5	0	-5	-5	-26	-25	-51
Train	-4	0	-5	0	-4	-5	-24	-23	-46
Bus	-1	0	-2	0	-2	-2	-8	-8	-16
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	-1	-1	-2
Car Driver	-1	0	-1	0	-1	-1	-4	-4	-8
Car Passenger	0	0	0	0	0	0	-1	-1	-3
Cycle	+14	+1	+15	+1	+15	+16	+79	+76	+156
Walk	-1	0	-1	0	-1	-1	-3	-3	-7
Total	2	0	2	0	2	2	12	11	23
Note: minor numerical discrepancies are due to rounding									

6.14 The proposed development is expected to generate an uplift of 23 two-way trips across the day, including an increase of 2 two-way trips in both the AM peak hour and PM peak hour. This level of change is considered to be negligible in the context of a central London site.

6.15 Owing to the provision of excellent end of trip cycle facilities at the site, the only travel mode to see an uplift in users is expected to be bicycle travel, with an expected uplift of 15 two-way trips in the AM peak hour, 16 two-way trips in the PM peak hour and 156 two-way trips across the day.

6.16 The proposals are expected to lead toa net decrease of 13 two-way trips made using private vehicle based modes (taxis, motorcycles and car driver/passenger modes). In addition, due to the shift towards cycle based modes there is expected to be fewer public transport trips, with a decrease of 12 two-way trips in both of the peak hours and an overall decrease of 113 two-way public transport trips across the day, thus restoring capacity to services.

6.17 The assessment indicates that the site will generate an increase in total person trips across the day with the majority undertaken by sustainable modes of transport. Furthermore, the removal of the 8 existing basement car parking spaces will reduce and discourage 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 demand (up to 1 additional delivery vehicle per day).

Effects of the Development

Active Travel Modes

6.18 The proposed development will lead to no material change in walking trips – with there expected to be a decrease of 1 two-way trip in both the AM peak hour and PM peak hour along with 7 fewer two-way trips across the day.

6.19 Owing to the introduction of excellent cycle facilities and increased rates of cycle commuters in London since the 2011 Census, there is expected to be an uplift of 15-16 two-way cycle trips in the peak hours with an overall daily uplift of 156 two-way cycle trips. This number of trips will be easily accommodated on the local cycle network, with there being many TfL Cycleways close to the site including Cycleway 6, 10 & 41.

Public Transport Modes

6.20 There will be a minor reduction in public transport trips as a result of the proposed development. The development will therefore have no impact on public transport services.

Private Vehicle Modes

6.21 The proposals are expected to lead to a decrease of 10 two-way private vehicles accessing the site each day (8 fewer two-way 'car driver' trips and 2 fewer two-way 'motorcycle' trips). Owing to the increase in Class E office floorspace of 87 sqm GIA, as detailed in Section 5 there is expected to be up to 1 additional daily servicing vehicle.

6.22 As such, the site is expected to lead to a decrease of 8-10 two-way vehicle movements over the course of each day, which will deliver a benefit to the local highway network.

7 SUMMARY AND CONCLUSION

7.1 Caneparo Associates is appointed by Railway Pension Nominees Limited ('the Applicant') to provide traffic and transportation advice for the application at 26 Red Lion Square WC1R 4HQ ('the site'), located in the London Borough of Camden ('LBC').

7.2 The planning application seeks the extension and reconfiguration of the existing building to provide a qualitative and quantitative uplift of 87 sqm GIA office floorspace. The proposals will result in the removal of the existing basement car park and the provision of high-quality cycle parking and end of trip facilities.

7.3 The proposals have been assessed taking into consideration planning 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 rail / underground stations and many bus services; this is evidenced by the site's PTAL rating of 6b.
- The proposed development will remove all existing on-site car parking, 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 Red Lion Square.
- Cycle parking will be provided in accordance with the London Plan and will therefore actively encourage cycling as a means of travel to/from work. Cycle parking facilities will be supported by lift and stair access, and associated end of trip amenities including showers, changing facilities, lockers, and cycle maintenance areas.
- Servicing will be undertaken on-street as per the existing solution on Old North Street, Red Lion Square and for infrequent, larger deliveries within the loading bay location on Theobald Street. The proposed development is forecast to result in an uplift of up to 1 daily delivery when compared with the existing situation.
- Waste will be stored at basement level and transported to ground floor level for collection from Old North Street; all waste will be collected by a private contractor.
- A multi-modal trip generation assessment has been undertaken which demonstrates that the proposal will generate a minimal change in trips on the transport network. The only mode to see an uplift in trips will be cycling, with there being a minor increase which will easily be

accommodated on the local cycle network. All other modes will see minor reductions in trip generation, thereby restoring capacity to the public transport services operating in the Holborn area.

- The removal of the existing 8 vehicle parking spaces will lead to the proposals have an overall positive impact on the local highway network, leading to a reduction in vehicle trips associated with the site throughout the day.
- A draft Delivery & Servicing Plan (DSP) has been provided to set out the measures to manage deliveries and servicing associated with the proposed development, ensuring that impacts on other highway users are mitigated.
- A draft Construction Management Plan proforma has been submitted with the application to set out the logistics strategy and measures that will be implemented or further investigated by a future contractor to mitigate the effects of construction.

Conclusion

7.4 In conclusion, it is considered that the development proposal is appropriate for the location, will not have a significant impact on the local transport network, and is in accordance with relevant adopted national, regional, and local policy guidance. It therefore meets the test of the NPPF paragraph 115, 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."

7.5 It is therefore considered that the proposed development should not be prevented or refused on transport grounds.

APPENDIX A

1 Ground Floor Proposed Plan
Scale: 1:100

N

0 2 4 6 8 10 M

Key Plan

Do not scale from this drawing.

Check drawing on receipt and immediately report any discrepancies to the Architect.

Verify all dimensions and levels on site prior to construction.

Notes

Rev.	Date	Approved	Note
P1	06/12/2024		Planning Issue

Stiff + Trevillion

Stiff + Trevillion Architects Ltd
16 Woodfield Road
London W9 2BE

T +44(0)20 8960 5550
mail@stiffandtrevillion.com
www.stiffandtrevillion.com

Client
RAILPEN

Project
26 RED LION SQUARE
LONDON WC1R 4HQ

DRAFT

Drawing Title
Ground Floor Proposed Plan

Drawing Status	Drawn	Checked	Revision
PLANNING	RL	RB	P1

Project No.	Date	Scale @ A1	Scale @ A3
4575	06/12/2024	1:100	1:200

Drawing Number
4575-STA-XX-XXXX-DR-A-07100

1 Basement Proposed Plan
Scale: 1:100

0 2 4 6 8 10 M

Key Plan

Do not scale from this drawing.

Check drawing on receipt and immediately report any discrepancies to the Architect.

Verify all dimensions and levels on site prior to construction.

Notes

Rev.	Date	Approved	Note
P1	06/12/2024		Planning Issue

Stiff + Trevillion

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London W9 2BE

T +44(0)20 8960 5550
mail@stiffandtrevillion.com
www.stiffandtrevillion.com

Client
RAILPEN

Project
26 RED LION SQUARE
LONDON WC1R 4HQ

DRAFT

Drawing Title
Basement Proposed Plan

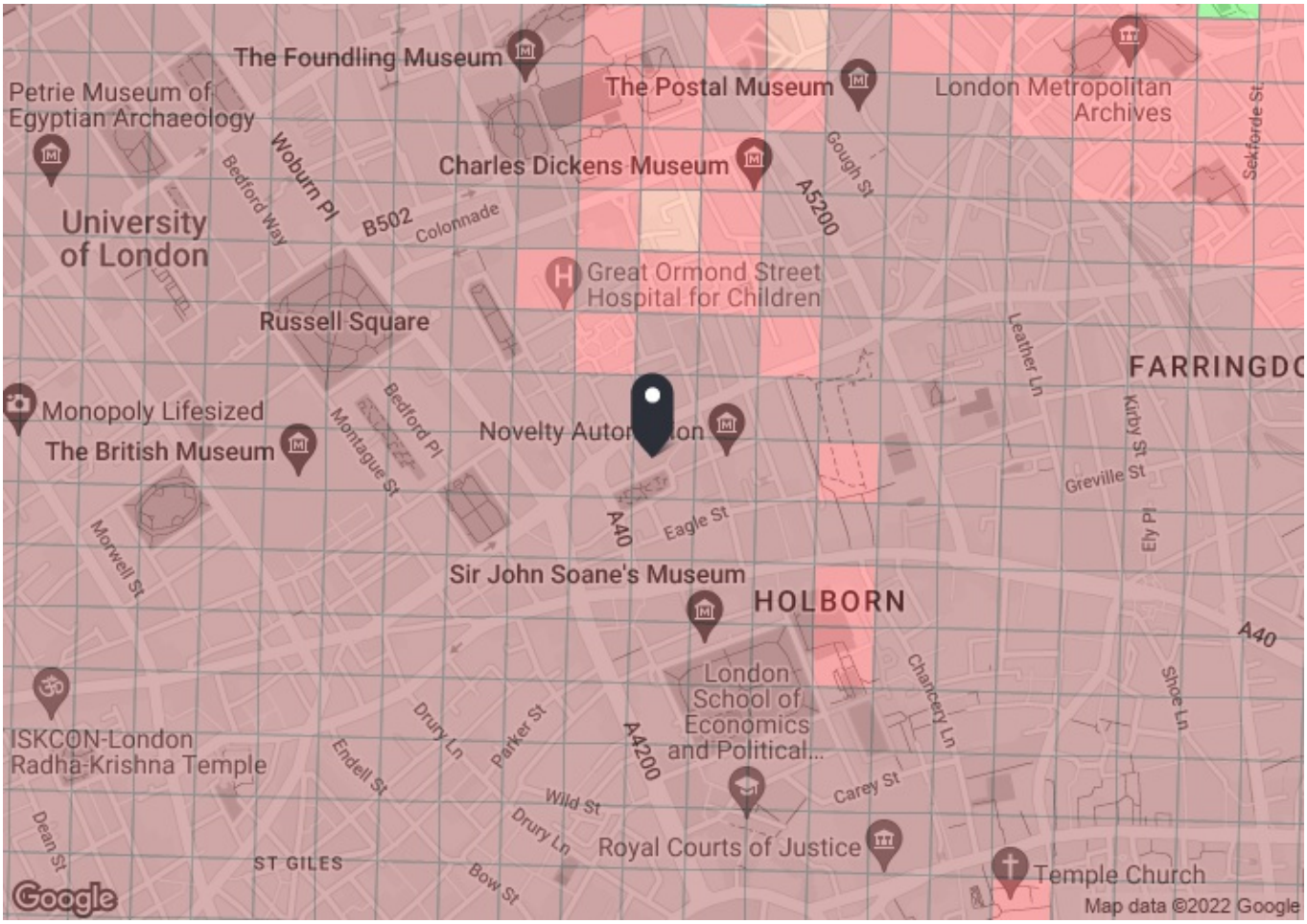
Drawing Status	Drawn	Checked	Revision
PLANNING	RL	RB	P1

Project No.	Date	Scale @ A1	Scale @ A3
4575	06/12/2024	1:100	1:200

Drawing Number
4575-STA-XX-XXXX-DR-A-07099

APPENDIX B

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

26 Red Lion Square
26 Red Lion Square, London WC1R 4HQ, UK
Easting: 530631, Northing: 181753

Grid Cell: 86868

Report generated: 27/09/2022

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	HOLBORN HALL	341	572.37	6	7.15	7	14.15	2.12	0.5	1.06
Bus	GRAYS INN RD CL'WELL RD	46	571.78	6	7.15	7	14.15	2.12	0.5	1.06
Bus	GRAYS INN RD CL'WELL RD	17	571.78	7.5	7.15	6	13.15	2.28	0.5	1.14
Bus	GRAYS INN RD CL'WELL RD	45	571.78	7	7.15	6.29	13.43	2.23	0.5	1.12
Bus	CONWAY HALL	243	158.5	11	1.98	4.73	6.71	4.47	0.5	2.24
Bus	CONWAY HALL	38	158.5	10	1.98	5	6.98	4.3	0.5	2.15
Bus	CONWAY HALL	19	158.5	8	1.98	5.75	7.73	3.88	0.5	1.94
Bus	CONWAY HALL	55	158.5	10	1.98	5	6.98	4.3	0.5	2.15
Bus	HIGH HOLBORN PROCTER ST	8	265.05	10	3.31	5	8.31	3.61	0.5	1.8
Bus	HIGH HOLBORN PROCTER ST	521	265.05	27	3.31	3.11	6.42	4.67	1	4.67
Bus	HIGH HOLBORN PROCTER ST	242	265.05	6.5	3.31	6.62	9.93	3.02	0.5	1.51
Bus	HIGH HOLBORN PROCTER ST	25	265.05	8	3.31	5.75	9.06	3.31	0.5	1.66
Bus	S'HAMPTON ROW T'BALDS RD	59	294.54	10	3.68	5	8.68	3.46	0.5	1.73
Bus	S'HAMPTON ROW T'BALDS RD	91	294.54	9	3.68	5.33	9.02	3.33	0.5	1.66
Bus	S'HAMPTON ROW T'BALDS RD	68	294.54	9	3.68	5.33	9.02	3.33	0.5	1.66
Bus	S'HAMPTON ROW T'BALDS RD	X68	294.54	4	3.68	9.5	13.18	2.28	0.5	1.14
Bus	S'HAMPTON ROW T'BALDS RD	188	294.54	8	3.68	5.75	9.43	3.18	0.5	1.59
Bus	S'HAMPTON ROW T'BALDS RD	168	294.54	9	3.68	5.33	9.02	3.33	0.5	1.66
Bus	BLOOMSBURY SQUARE	1	309.94	8	3.87	5.75	9.62	3.12	0.5	1.56
Bus	BLOOMSBURY SQUARE	171	309.94	7.5	3.87	6	9.87	3.04	0.5	1.52
Bus	BRITISH MUSEUM	98	542.83	9	6.79	5.33	12.12	2.48	0.5	1.24
LUL	Chancery Lane	'RuislipGar-Epping '	635.3	1	7.94	30.75	38.69	0.78	0.5	0.39
LUL	Chancery Lane	'WRuislip-NewburyPark'	635.3	0.33	7.94	91.66	99.6	0.3	0.5	0.15
LUL	Chancery Lane	'Hainault-Nacton '	635.3	1.33	7.94	23.31	31.25	0.96	0.5	0.48
LUL	Chancery Lane	'GrangeHill-Wdfd-WRsp'	635.3	0.67	7.94	45.53	53.47	0.56	0.5	0.28
LUL	Holborn	'Epping-Ealing '	372.83	3	4.66	10.75	15.41	1.95	0.5	0.97
LUL	Holborn	'WRuislip-Epping '	372.83	3	4.66	10.75	15.41	1.95	0.5	0.97
LUL	Holborn	'WhiteCity-Epping '	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
LUL	Holborn	'Epping-NActon '	372.83	1	4.66	30.75	35.41	0.85	0.5	0.42
LUL	Holborn	'Northolt-Epping '	372.83	0.67	4.66	45.53	50.19	0.6	0.5	0.3
LUL	Holborn	'Debden-WRuislip '	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
LUL	Holborn	'WhiteCity-Debden '	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
LUL	Holborn	'Debden-Northolt '	372.83	1	4.66	30.75	35.41	0.85	0.5	0.42
LUL	Holborn	'RuislipGdns-Debden '	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
LUL	Holborn	'Loughton-WRuislip '	372.83	1	4.66	30.75	35.41	0.85	0.5	0.42
LUL	Holborn	'NActon-Loughton '	372.83	0.67	4.66	45.53	50.19	0.6	0.5	0.3
LUL	Holborn	'RuislipGdns-Loughton'	372.83	0.67	4.66	45.53	50.19	0.6	0.5	0.3
LUL	Holborn	'Loughton-WhiteCity'	372.83	0.67	4.66	45.53	50.19	0.6	0.5	0.3
LUL	Holborn	'Loughton-Northolt '	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
LUL	Holborn	'Ealing-Loughton '	372.83	1	4.66	30.75	35.41	0.85	0.5	0.42
LUL	Holborn	'Ealing-NewburyPark '	372.83	0.67	4.66	45.53	50.19	0.6	0.5	0.3
LUL	Holborn	'NActon-NewburyPark '	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
LUL	Holborn	'Hainault-Ealing '	372.83	5.33	4.66	6.38	11.04	2.72	1	2.72
LUL	Holborn	'Hainault-WRuislip '	372.83	3.33	4.66	9.76	14.42	2.08	0.5	1.04
LUL	Holborn	'RuislipGdns-NP-Hain '	372.83	0.67	4.66	45.53	50.19	0.6	0.5	0.3
LUL	Holborn	'Hainault-WhiteCity'	372.83	1.67	4.66	18.71	23.37	1.28	0.5	0.64
LUL	Holborn	'Hainault-NP-Northolt'	372.83	1	4.66	30.75	35.41	0.85	0.5	0.42
LUL	Holborn	'GrangeHill-WD-Eal '	372.83	1	4.66	30.75	35.41	0.85	0.5	0.42
LUL	Holborn	'GrangeHill-Wdfd-Whit'	372.83	0.67	4.66	45.53	50.19	0.6	0.5	0.3
LUL	Holborn	'LHRT4-Cockfosters '	372.83	1	4.66	30.75	35.41	0.85	0.5	0.42
LUL	Holborn	'RayLane-Cockfosters '	372.83	3.67	4.66	8.92	13.58	2.21	0.5	1.1
LUL	Holborn	'LHRT4LT-ArnosGrove '	372.83	4.67	4.66	7.17	11.83	2.53	0.5	1.27
LUL	Holborn	'ArnosGrove-RayLane '	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
LUL	Holborn	'ArnosGrove-Nthfields'	372.83	3	4.66	10.75	15.41	1.95	0.5	0.97
LUL	Holborn	'Oakwood-RayLane '	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
LUL	Holborn	'Nthfields-Cockfoster'	372.83	1	4.66	30.75	35.41	0.85	0.5	0.42
LUL	Holborn	'Cockfosters-LHRT5 '	372.83	3.33	4.66	9.76	14.42	2.08	0.5	1.04
LUL	Holborn	'Uxbridge-Cockfosters'	372.83	3.67	4.66	8.92	13.58	2.21	0.5	1.1

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Holborn	'Ruislip-Cockfosters'	372.83	2.33	4.66	13.63	18.29	1.64	0.5	0.82
LUL	Holborn	'ArnosGrove-Uxbridge'	372.83	1	4.66	30.75	35.41	0.85	0.5	0.42
LUL	Holborn	'Oakwood-Uxbridge'	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
LUL	Holborn	'Oakwood-Ruislip'	372.83	0.33	4.66	91.66	96.32	0.31	0.5	0.16
									Total Grid Cell AI:	**57.67**

APPENDIX C

Caneparo Associates Ltd Little Portland Street London Licence No: 358901

Calculation Reference: AUDIT-358901-241104-1143

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:	1000 to 20000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 07/06/22

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	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	1 days - Selected

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 (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:

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.

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 - 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	3	5097	0.183	3	5097	0.020	3	5097	0.203
07:30 - 08:00	3	5097	0.562	3	5097	0.039	3	5097	0.601
08:00 - 08:30	3	5097	0.811	3	5097	0.105	3	5097	0.916
08:30 - 09:00	3	5097	1.615	3	5097	0.105	3	5097	1.720
09:00 - 09:30	3	5097	1.707	3	5097	0.111	3	5097	1.818
09:30 - 10:00	3	5097	0.974	3	5097	0.242	3	5097	1.216
10:00 - 10:30	3	5097	0.569	3	5097	0.235	3	5097	0.804
10:30 - 11:00	3	5097	0.379	3	5097	0.170	3	5097	0.549
11:00 - 11:30	3	5097	0.451	3	5097	0.249	3	5097	0.700
11:30 - 12:00	3	5097	0.379	3	5097	0.373	3	5097	0.752
12:00 - 12:30	3	5097	0.576	3	5097	0.589	3	5097	1.165
12:30 - 13:00	3	5097	0.863	3	5097	0.896	3	5097	1.759
13:00 - 13:30	3	5097	0.896	3	5097	0.948	3	5097	1.844
13:30 - 14:00	3	5097	1.066	3	5097	0.942	3	5097	2.008
14:00 - 14:30	3	5097	0.981	3	5097	0.700	3	5097	1.681
14:30 - 15:00	3	5097	0.458	3	5097	0.556	3	5097	1.014
15:00 - 15:30	3	5097	0.379	3	5097	0.399	3	5097	0.778
15:30 - 16:00	3	5097	0.235	3	5097	0.517	3	5097	0.752
16:00 - 16:30	3	5097	0.190	3	5097	0.634	3	5097	0.824
16:30 - 17:00	3	5097	0.170	3	5097	0.798	3	5097	0.968
17:00 - 17:30	3	5097	0.118	3	5097	1.171	3	5097	1.289
17:30 - 18:00	3	5097	0.105	3	5097	1.419	3	5097	1.524
18:00 - 18:30	3	5097	0.026	3	5097	1.223	3	5097	1.249
18:30 - 19:00	3	5097	0.026	3	5097	0.733	3	5097	0.759
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:			13.719			13.174			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.*