TABLE 5.2 TRAVL SITES FOR D1 AND B1 USES

Use	Site	Location	PTAL	GFA	Survey Date
D1	Wembley Manor Primary School	Brent	5	2920m^2	23/05/2000
	Marlborough Primary School	Kensington and Chelsea	4	3660m^2	02/03/2006
B1	Association of London Government	Southwark	6	3066 m^2	01/12/2004
	Baltic Exchange	City of London	6	3809 m^2	08/02/2005

5.8 The resulting TRAVL trip rates for the B1 and D1 land uses (per 100m^2 GFA) are summarised in Table 5.3 below. The TRAVL outputs are provided in Appendix B.

TABLE 5.3 COMPARISON OF TRIP RATES (PER 100M^2)

Source	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		Daily	
	In	Out	In	Out	In	Out
D1 Non-Residential	15.532	2.918	*7.842	*19.179	**29.380**	**29.415**
B1 Office	0.332	0.020	0.048	0.464	**2.840**	**2.568**

*Peak Hour = 1500-1600 hours

5.9 The trips rates in Table 5.3 have been applied to the area of the proposed NEB in order to calculate the future trip generation for the NEB. As previously mentioned the site comprises 3,670m^2 of flexible D1 and B1 use, however the proposals also include the construction of a Ancillary Caretakers flat of 85m^2. Therefore this has been removed from the total floor area and the trip rates shown in Table 5.3 are based upon 3,585m^2 GFA.

5.10 In order to assess a worst case scenario for the proposed NEB, we have considered that 100% of the land use would be D1 as this has the highest trip generation.

5.11 A summary of the trips generated by this floor area is provided in Table 5.4.

TABLE 5.4 COMPARISON OF ALL PERSON TRIPS GENERATED (3,585M^2)

Source	AM Peak Hour (0800-0900)		PM Peak (1500-1600)		Daily	
	In	Out	In	Out	In	Out
Existing Site	281	56	56	281	**1,125**	**1,125**
D1 Non-Residential (3,585m^2)	557	105	281	688	**1,053**	**1,055**

5.12 Table 5.4 shows that the worst case scenario is the existing site across the day (being some 7% higher than the proposed D1 use), with the proposed D1 use having the highest peak hour person trips daily, with 662 during the AM peak hour and 969 during the PM peak hour.

5.13 In order to provide a robust scenario the worst case scenario has been assessed in further detail below.

Modal Split

5.14 To determine the likely modal split for the site, the Journey to Work Census data 2001 has been interrogated. The proposed development site is located within the King's Cross ward within the London Borough of Camden.

5.15 There will need to be some allocation of car parking spaces provided for the NEB given the nature of the site with staff having to make home visits. The Campus also currently provides allocated parking spaces to the existing buildings as part of the leasing contracts and these are provided to staff through permits. Subsequently we have assumed that five car parking spaces will be provided for the NEB.

5.16 The modal split for car driver has been reduced to correlate with the future parking provision for the NEB (five spaces). The remaining modal split has been proportionately added to the other modes. The adjusted modal split is shown in Table 5.5 below.

TABLE 5.5 MODE SPLIT FOR KING'S CROSS WARD

Mode	JTW Percentage	Adjusted Percentage
Car Driver	9.5%	0.5%
Car Passenger	1.8%	2.0%
Bus	11.8%	13.0%
Underground	26.5%	29.1%
Train	5.1%	5.6%
Motorcycle	0.8%	0.9%
Pedestrians	37.1%	40.8%
Cycle	4.9%	5.4%
Taxi	1.0%	1.1%
Other	1.5%	1.6%
Total	**100.0%**	**100.0%**

5.17 Notably, Table 5.5 shows that in the original journey to work data for Kings Cross ward only 12.3% of people travel to work by car (car driver, car passenger, taxi). The remaining 87.7% of people travel to work by non-car modes. In the adjusted modal split, the percentage of people travelling to the site by private vehicle has decreased to 7.9% whilst the remaining 92.1% travel by sustainable modes.

5.18 The reduction in car trips is achievable given the high level of site accessibility and with Coram's commitment to encouraging non-car modes, particularly through the implementation of the Travel Plan.

5.19 The site is within walking distance of three national rail stations, four underground stations and nineteen bus routes and it is expected that a large percentage of the trips to the site will be via sustainable modes of transport. The PTAL assessment of the site provides evidence to support this with a value of 6A (excellent) an can be found in Appendix A.

5.20 A Travel Plan has also been produced in conjunction with this Transport Assessment. The Travel Plan provides a coordinated package of measures aimed at promoting sustainable travel to and from the site. It will also promote sustainable modes, including 'active travel' such as walking and cycling, which offer personal as well as collective benefits. It will enable more informed travel decisions by those using the site, and encourage efficient use of the limited number of private cars that will access the site.

5.21 The allocation of the five spaces proposed for the NEB through a permit system will also restrict the number of cars accessing the site.

Trip Generation

5.22 Table 5.6 presents the future trip generation by mode for worst case scenario of the proposed NEB.

TABLE 5.6 TOTAL PERSON FUTURE TRIP GENERATION BY MODE FOR PROPOSED NEB (3,585M^2) - WORSE CASE SCENARIO

Mode/Time	AM Peak Hoour (0800-0900)		PM Peak Hour (1500-1600)		Daily	
	In	Out	In	Out	In	Out
Car Driver	3	1	1	3	5	5
Car Passenger	11	2	6	14	21	21
Bus	72	14	37	89	137	137
Underground	162	31	82	200	306	307
Train	31	6	16	39	59	59
Motorcycle	5	1	3	6	9	9
Pedestrians	227	43	115	281	430	430
Cycle	30	6	15	37	57	57
Taxi	6	1	3	8	12	12
Other	9	2	4	11	17	17
Total	**557**	**105**	**281**	**688**	**1,053**	**1,055**

5.23 The proposed NEB, as shown in Table 5.6, is estimated to produce 662 total person two-way trips in the AM peak hour and 969 two-way trips in the PM peak. In total there are estimated to be 2,108 person two-way trips across the whole day. There are estimated to be approximately 10 two-way car driver movements across the entire day, the majority of which are likely to be home visits by staff to and from the site.

5.24 It is estimated that there will be five inbound car trips to the site across the whole day and five outbound trips. A car parking accumulation assessment was conducted to ensure that the five car parking spaces that will be available for the proposed site will be sufficient to satisfy the demand as shown in the trip generation. This was based upon the daily profile of trips to and from the D1 sites from TRAVL. Table 5.7 below outlines the parking accumulation.

TABLE 5.7 PARKING ACCUMULATION ASSESSMENT

Time Period	Parking Accumulation
07:00 – 08:00	0
08:00 – 09:00	2
10:00 – 11:00	5
11:00 – 12:00	5
13:00 – 14:00	5
14:00 – 15:00	5
15:00 – 16:00	5
16:00 – 17:00	5
17:00 – 18:00	2
18:00 – 19:00	0

5.25 As can be seen in Table 5.7 above, the parking accumulation estimates that the maximum number of cars parked on site at any one time will be five, which can be accommodated within the proposed on-site parking provision.

Summary

5.26 This chapter has outlined the estimated trip generation for the proposed NEB. The figures contained with this trip generation assessment have assumed a worst case scenario, with the entire development comprising D1 land use. As the proposals are for flexible B1 and D1 use, it is likely that the NEB will include an element of B1 use which would result in a lower number of trips to the site.

5.27 The chapter has also provided the predicted modal split for the site and a parking accumulation assessment, both highlighting the expected minimal use of private car as a mode of transport to and from the proposed NEB.

6 Development Impacts

6.1 This chapter details the development impacts of the proposed NEB and also sets out the assignment of the proposed trips onto the local networks.

6.2 The NEB development is not expected to generate a significant increase in vehicles to the site.

Trip Distribution and Assignment

6.3 The Census 2001 Journey to Work origin data for the Kings Cross Ward has been used in order to analyse the most likely distribution of trips to the proposed NEB at Coram Campus. We have assumed that all trips to the network will be new.

6.4 A summary of the distribution of where employees within the Kings Cross Ward travel from is shown in Table 6.1 below:

TABLE 6.1 JOURNEY TO WORK ORIGIN DATA FOR KING'S CROSS WARD

Origin	Distribution (%)
London	84%
Outside London	16%
London Boroughs	
▪ *Camden*	16%
▪ *Islington*	11%
▪ *Haringey*	6%
▪ *Southwark*	5%
▪ *Waltham Forest*	4%
▪ *Wandsworth*	4%

6.5 Table 6.1 above shows that a significant amount of employees will be expected to be travelling to the site from within London (84%). The remainder that come from outside of London will most likely travel to the site by train or underground. Therefore these employees will arrive in the vicinity of the site via one of the main rail or underground stations, located at Russell Square, Holborn, Euston or Kings Cross St. Pancras.

6.6 Within London, it is expected that the largest percentage of employees will travel from within Camden itself, with 16% of employees estimated to access the site from within the Borough. The majority of these employees will access the site on foot. Nearby wards of Islington and Haringey are also origins of a large percentage of employees expected to access the site. Some residential areas in these boroughs

will be within walking site but there will also be a percentage of people taking the tube, bus, cycling or using other forms of public transport.

Pedestrians

6.7 The proposed development is anticipated to generate a further 860 two-way daily walk trips in the area. This is expected to be the largest modal share, and this is supported by a large percentage of employees expected to travel to and from the site from the local area, especially from within Camden itself. There are two pedestrian accesses to the east and west to the site, which will be used most frequently.

Taxis

6.8 There are expected to be very limited movements by taxi, and the trip generation suggested there will only be 24 two-way trips across the whole day. It is likely that these trips will be made by visitors to the site.

Cycles and Motorcycles

6.9 It is anticipated that there will be approximately 114 two-way daily cycle trips. There is cycle infrastructure located in the vicinity of the site and a number of cycle parking spaces will be provided on-site.

London Underground

6.10 The additional 613 two-way underground trips generated over in the peak by the proposed development are likely to be shared between the seven different underground lines at Russell Square, Holborn, Euston and Kings Cross St. Pancras. During the peak hours it is estimated that there will be 193 additional passengers arising from the development and these will be split between the different underground lines and this impact is considered negligible. It is expected that people using the underground will walk the rest of their journey to the site.

London Buses

6.11 Of the 274 additional bus trips, only 86 are expected in the AM and 126 in the PM peak hour. With 19 bus routes, each with good frequencies, within the specified walking distance of the site, the impact is considered to be negligible.

National Rail

6.12 The proposed site will result in 118 additional rail passengers on the network on a daily basis, with 54 additional passengers are anticipated in the PM peak hour. With three mainline rail stations within walking distance to the site, the impact is considered to be negligible. It is expected that people using the train will walk the remainder of their journey to the site.

7 Servicing and Waste

Proposals and Facilities

7.1 A Servicing Management Plan will be secured as part of the S106.

Waste Collection Arrangements

7.2 For the purposes of waste storage and collection:

- bin storage facilities will be provided on-site near the Mecklenburgh Square entrance; and
- a servicing/delivery bay is proposed on-site at the Mecklenburgh Square entrance.

7.3 Servicing and delivery vehicles (<7.5 tonnes) are proposed to enter the site from Mecklenburgh Square. Figure 7.1 also shows the location of the proposed servicing/delivery area and the vehicle tracking for a 7.5 tonne service vehicle. The Council's waste collection vehicles will continue to collect the refuse from the Mecklenburgh Square entrance and do not enter the site. The proposed servicing bay will be within 10m of the collection point, in accordance with Camden's servicing and waste policy.

Servicing and Deliveries Trip Calculations

7.4 In terms of assessing the worst case scenario for the future servicing and waste provision at the NEB we have compared the servicing trip rates for the B1 and D1 uses in Table 7.1.

TABLE 7.1 COMPARISON DELIVERY DAILY TRIP RATES AND TRIPS

Land Use	Trip Rates	
	In	Out
D1 Non-Residential	0.29	0.29
B1 Office	0.21	0.21

7.5 The trip rates for the D1 use are based on estimations of deliveries provided by the Assistant Estates Manager at Coram Campus for the existing Nursery. Currently the Nursery receives approximately three deliveries per day and has a GFA of 1,033m^2. The office trip rates are based on previous project experiences and surveys. Overall, the existing Coram Campus receives approximately 12 deliveries per day.

7.6 Table 7.1 shows that the D1 use has the higher trip rate and this has been used in order to asses a robust scenario for the servicing and waste arrangements for the NEB.

7.7 We estimate that the proposed development will generate a maximum of fourteen servicing trips across the day. All service and delivery vehicles accessing the site

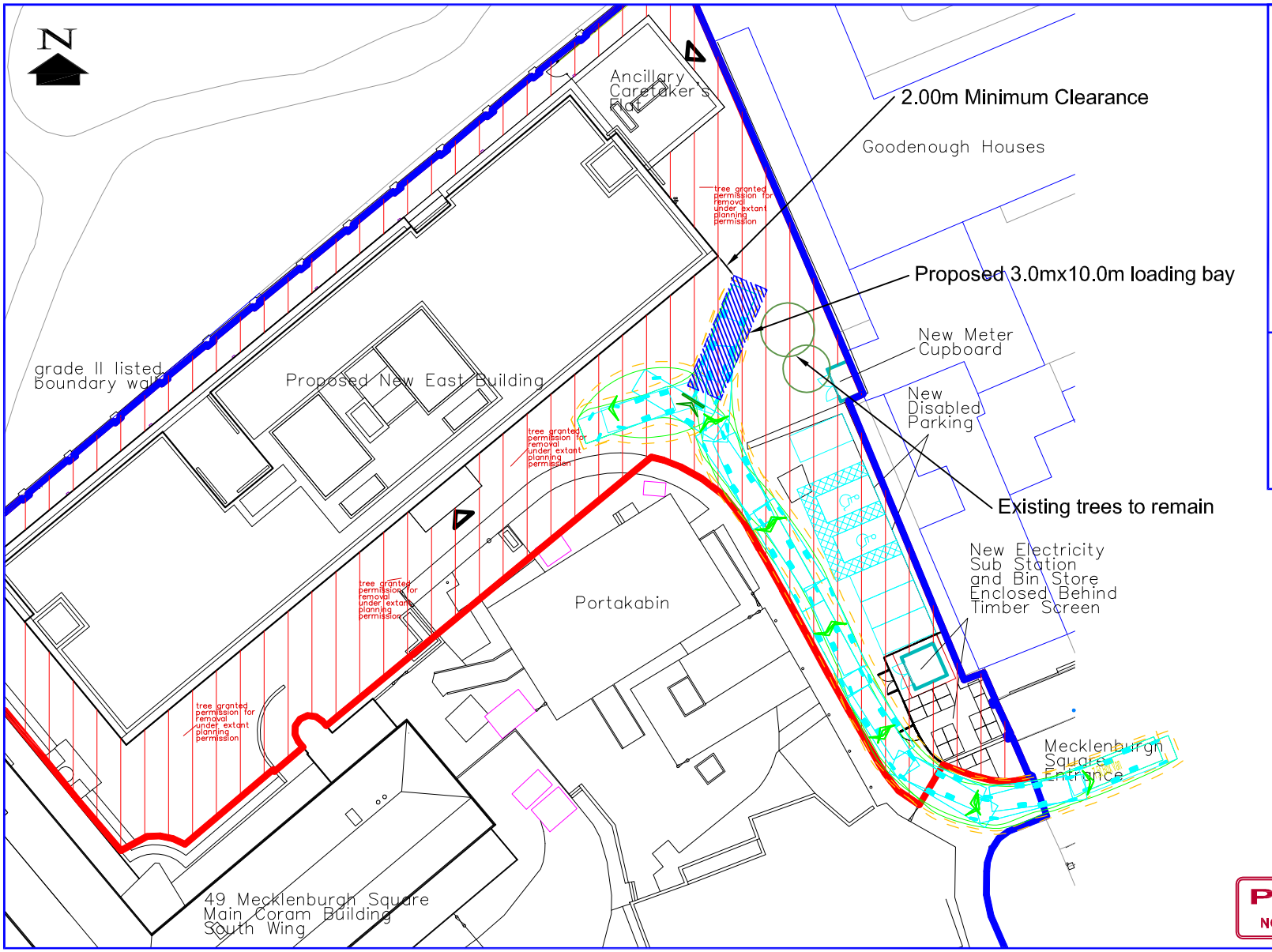
will be less than 7.5 tonnes, with Council refuse vehicles collecting the bins from Mecklenburgh Square entrance i.e. not entering the site.

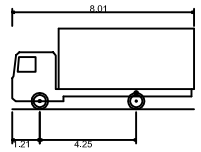
Waste Storage Facilities

7.8 There is little information within the TRAVL database relating servicing trips, therefore we have used existing information from Coram Campus and survey information for other land uses to estimate the number of bins required for 3,585m^2 of D1 use. We estimate that a total of twelve 1100 litre bins (including seven non-recyclable and five recyclable bins) will be required for the NEB. A total of 18 bins will be provided for the site.

7.9 The bin store will be located within the car park to the east of the development site, whereby one car parking space will be removed in order to provide sufficient space.

7.10 The bins would be collected as per the existing arrangements i.e. three times per week for the non-recyclable bins and weekly collections for the recyclable bins.





7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m

KEY:

Proposed service bay

Proposed development

Preliminary Design

NOT TO BE USED FOR CONSTRUCTION PURPOSES

steer davies gleave
28-32 Upper Ground London SE1 9PD
Tel: 020 7910 5000 Fax: 020 7910 5001

Client: **Coram Foundation**

Title

Coram Campus Transport Assessment

Figure 7.1
Proposed Location of Servicing Area and Swept Path Analysis

Rev.	Date	Comments	Ckd	App
A	06/08/10	Layout Updated	MSB	KWM
–	17/06/10	ORIGINAL ISSUE	JZC	KWM

Drawn	Scale.		Rev.
RFC	1:500	@ A4	A

Drawing No.	Sheet No.
22288201-02	01 of 01

PLOT DATE: 06/08/2010@13:54 CAD REFERENCE: \Douglas\Work\Projects\222\8\82\01\CAD\Drawings\22288201-01.dwg – Sheet 1

8 Construction

8.1 The proposed development will require demolition of the existing Old Mortuary and Swimming Poll and Gregory House buildings and the construction of the NEB.

8.2 Demolition and construction will require the removal of spoil and materials from the site and the import of building materials.

8.3 Construction timescales and requirements of the proposals are currently unknown, therefore it is difficult to estimate the number of construction vehicle trips to the site.

8.4 The majority of the period will be taken up by construction of the buildings. It is likely that for much of the time the vehicle flows associated with this will remain fairly constant, but short peak periods of construction would generate in the region of 50% higher trips than the average. The final stages of construction involve fitting out of the site. Traffic movements during this stage would likely be associated with the movement of trades persons.

8.5 Given the location of the site, all construction traffic could use either the western access at Brunswick Square or the eastern access at Mecklenburgh Square. The construction vehicles would use the local road network of the A5200, A4200 and A401 to travel to the wider road network. These routes would be discussed with the London Borough of Camden and if necessary the police. These routes would seek to ensure minimum disturbance to surrounding occupiers.

8.6 Construction traffic and activities associated with the development would be carefully managed to mitigate impacts on the local road network.

8.7 All construction traffic entering and leaving the site would be closely controlled ensuring the safety of pedestrians and other road users. Some loss of pedestrian amenity would be anticipated, but no additional road crossing delays surrounding the site would be expected and access to all bus stops is to be maintained.

8.8 Deliveries to the site would be carried out within normal site working hours wherever possible and would where possible avoid peak travel times. Provision would be made to ensure that unloading of vehicles can be carried out on-site wherever possible. Deliveries would be phased and controlled on a 'just in time' basis. This would minimise travel time around the site and any associated noise and would prevent any parking whilst waiting on the street. All transportation to, from and on the site would be on rubber-tyre vehicles to prevent damage to the highway and a wheel washing plant would be used before vehicles leave unpaved sites.

8.9 The number of construction workers on-site at any one time would depend upon the phasing of the development. To minimise traffic on site, staff and the labour force would be a encouraged to use public transport. No parking on the local roads would be allowed and the Contractor/Construction Manager would collaborate to enforce this. Provision would be made within the site for essential on-site parking. Site personnel would access the site via security controlled gates, which would be segregated from vehicular access.

8.10 Whilst no long-term road closures are envisaged, short term closures may be required in order to transport abnormal loads. If these are required, they would be undertaken at weekends or during evenings to minimise disruption to traffic and consent would be obtained from the London Borough of Camden. Notice would be given by the Contractor in advance of the required closure or diversion dates.

8.11 A Construction Management Plan (CMP) would be implemented prior to commencement of demolition and construction works. This would be approved and enforced by the Council under a planning condition in the planning permission sought. This would ensure that:

- Construction routes minimise impacts;
- Deliveries would arrive on a 'just in time' basis and where possible ensure deliveries arrive out of peak hours;
- Provision would be made to ensure that vehicles can be unloaded on the site wherever possible, rather than on the adjacent roads;
- Staff and the construction labour force would be encouraged to use public transport, to minimise car movements on-site during the construction period;
- All transportation to and from the site would be on rubber-tyred vehicles; and
- If short-term road closures to allow for deliveries are required, consent would be obtained from the local authority prior to this occurring.

8.12 There would be an increase of HGV movements during demolition and construction. Management strategies formed as part of the CMP would be implemented to ensure that any impacts associated with their movements to and from the site are minimised.

8.13 These would include a routing agreement to ensure that the most appropriate route is used between the site and spoil processing/disposal site, along with wheel-washing and restricting the hours of operation.

8.14 The Construction Management Plan will be secured as part of the S106.

9 Conclusions and Recommendations

9.1 This report has assessed the transport impacts of the proposed NEB at Coram Campus. The development is for the provision of 3,670m^2 of flexible D1 and B1 space, and the demolition of the existing buildings on-site.

9.2 The development site has a very good level of accessibility being well connected by pedestrian, cycle and public transport routes. There are three national rail stations, seven underground lines and nineteen bus routes within walking distance of the site. Vehicular access to the site is via either the main entrance to Coram Campus at Mecklenburgh Square, to the east of the site or from the west via Brunswick Square. A minimum of twenty cycle parking spaces are required for the NEB (based on all floor area being D1 use). The number and location of the proposed cycle parking can be agreed as part of the S106.

9.3 Analysis of personal injury accidents has been undertaken for the last three years. No accidents have been recorded in the last three years on the roads immediately surrounding the site including Mecklenburgh Square, Heathcote Road, Doughty Street, Brunswick Square, Regent Square. Overall, the majority of accidents were found to be due to either pedestrian or driver error. The recorded accidents are typical of urban junctions where conflicting movements occur. There are no significant safety issues in the area that need to be addressed.

9.4 The trip generation of the site has been calculated for the existing site and the proposed NEB. A worst case scenario has been assessed for the proposed NEB of 100% D1 use given the application for flexible B1 and D1 uses.

9.5 The parking impacts of the proposed NEB have been considered. The proposals provide for 20 cycle parking spaces and six car parking spaces within the application site (four standard and two disabled). The two disabled spaces currently provided outside Gregory House will need to be relocated as part of the development proposals.

9.6 Our assessment has also considered the worse case servicing and waste requirements for the development site in accordance with Council policy. We have estimated the number of servicing/delivery trips and bin requirements and these can be accommodated within the development site. A servicing bay will be provided to the east of the site.

9.7 A Servicing Management Plan and Construction Management Plan will be secured as part of the S106.

9.8 A Travel Plan has also been produced in parallel with this Transport Assessment report. The Travel Plan provides a coordinated package of measures aimed at promoting sustainable travel to and from the development site. Limited car parking and a permit system will help to reduce the use of cars to access the site. Furthermore, the Travel Plan will promote sustainable modes, including 'active travel' such as walking and cycling, which offer personal as well as collective benefits. It will enable more informed travel decisions by those using the site, and encourage efficient use of the limited number of private cars that access the site.

APPENDIX

A

PTAL CALCULATIONS

Project name	Coram Campus
Sheet name	**Development PTAL Summary**
Scenario	[link to Scenario sheet as appropriate]
Version number	[link to Version sheet as appropriate]

PTAL

Service	Peak PTAI	Off-Peak PTAI
Bus	14.0	11.9
Underground	8.0	7.8
Rail	3.4	2.4
Boat	0.0	0.0
Development PTAI	25.4	22.0
Development PTAL	6a	5

Development Summary

Coram Campus

The PTAL level of the development during the period **8-9am and 5-6pm** is level **6a**
This level of Public Transport Accessibility is **Excellent**

The PTAL level of the development during the period **Daytime** is level **5**
This level of Public Transport Accessibility is **Very Good**

APPENDIX

B

TRAVL OUTPUTS

TRAVL - Average Trip Rate by Mode and Time

List of Surveys:

Name	Address	Postcode	Survey Date
Assoc of London Government	59.5 Southwark Street	SE1 0AL	02/12/2004
Baltic Exchange	38 St Mary Axe	EC3A 8BH	08/02/2005

Number of sites considered **2**

Counts By Mode:

Mode: **All Modes**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	2	0.11636	0.17455	0.29091	11.6	17.5	29.1
07:30-08:00	2	0.24727	0.04364	0.29091	24.7	4.4	29.1
08:00-08:30	2	0.36364	0.02909	0.39273	36.4	2.9	39.3
08:30-09:00	2	0.84364	0.04364	0.88727	84.4	4.4	88.7
09:00-09:30	2	1.16364	0.04364	1.20727	116.4	4.4	120.7
09:30-10:00	2	0.97455	0.14545	1.12000	97.5	14.5	112.0
10:00-10:30	2	0.62545	0.07273	0.69818	62.5	7.3	69.8
10:30-11:00	2	0.37818	0.23273	0.61091	37.8	23.3	61.1
11:00-11:30	2	0.30545	0.05818	0.36364	30.5	5.8	36.4
11:30-12:00	2	0.48000	0.29091	0.77091	48.0	29.1	77.1
12:00-12:30	2	0.62545	0.42182	1.04727	62.5	42.2	104.7
12:30-13:00	2	0.56727	0.82909	1.39636	56.7	82.9	139.6
13:00-13:30	2	0.75636	0.72727	1.48364	75.6	72.7	148.4
13:30-14:00	2	0.36364	0.37818	0.74182	36.4	37.8	74.2
14:00-14:30	2	0.72727	0.20364	0.93091	72.7	20.4	93.1
14:30-15:00	2	0.40727	0.74182	1.14909	40.7	74.2	114.9
15:00-15:30	2	0.29091	0.72727	1.01818	29.1	72.7	101.8
15:30-16:00	2	0.32000	0.68364	1.00364	32.0	68.4	100.4
16:00-16:30	2	0.26182	0.33455	0.59636	26.2	33.5	59.6
16:30-17:00	2	0.27636	0.58182	0.85818	27.6	58.2	85.8
17:00-17:30	2	0.04364	0.81455	0.85818	4.4	81.5	85.8
17:30-18:00	2	0.13091	0.87273	1.00364	13.1	87.3	100.4
18:00-18:30	2	0.00000	0.36364	0.36364	0.0	36.4	36.4
18:30-19:00	2	0.05818	0.52364	0.58182	5.8	52.4	58.2

Peak Period For **All Modes**

In	**09:00-09:30**	**1.16**
Out	**17:30-18:00**	**0.87**
Total	**13:00-13:30**	**1.48**

TRAVL - Average Trip Rate by Mode and Time

List of Surveys:

Name	Address	Postcode	Survey Date
Marlborough Primary School	Draycott Avenue	SW3 3AP	23/05/2000
Wembley Manor Primary School	East Lane	HA9 7NW	02/03/2006

Number of sites considered **2**

Counts By Mode:

Mode: **All Modes**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.10929	0.00000	0.10929	10.9	0.0	10.9
07:30-08:00	2	0.21277	0.03040	0.24316	21.3	3.0	24.3
08:00-08:30	2	1.06383	0.07599	1.13982	106.4	7.6	114.0
08:30-09:00	2	14.46809	2.84195	17.31003	1,446.8	284.2	1,731.0
09:00-09:30	2	2.50760	1.88450	4.39210	250.8	188.4	439.2
09:30-10:00	2	0.15198	0.10638	0.25836	15.2	10.6	25.8
10:00-10:30	2	0.16717	0.04559	0.21277	16.7	4.6	21.3
10:30-11:00	2	0.12158	0.09119	0.21277	12.2	9.1	21.3
11:00-11:30	2	0.34954	0.10638	0.45593	35.0	10.6	45.6
11:30-12:00	2	0.48632	1.12462	1.61094	48.6	112.5	161.1
12:00-12:30	2	0.04559	0.16717	0.21277	4.6	16.7	21.3
12:30-13:00	2	0.92705	0.54711	1.47416	92.7	54.7	147.4
13:00-13:30	2	0.30395	0.34954	0.65350	30.4	35.0	65.3
13:30-14:00	2	0.03040	0.09119	0.12158	3.0	9.1	12.2
14:00-14:30	2	0.04559	0.03040	0.07599	4.6	3.0	7.6
14:30-15:00	2	0.27356	0.56231	0.83587	27.4	56.2	83.6
15:00-15:30	2	5.82067	6.97568	12.79635	582.1	697.6	1,279.6
15:30-16:00	2	2.02128	12.20365	14.22492	202.1	1,220.4	1,422.5
16:00-16:30	2	0.07599	0.45593	0.53191	7.6	45.6	53.2
16:30-17:00	2	0.07599	0.63830	0.71429	7.6	63.8	71.4
17:00-17:30	2	0.03040	0.41033	0.44073	3.0	41.0	44.1
17:30-18:00	2	0.09119	0.47112	0.56231	9.1	47.1	56.2
18:00-18:30	1	0.00000	0.20548	0.20548	0.0	20.5	20.5

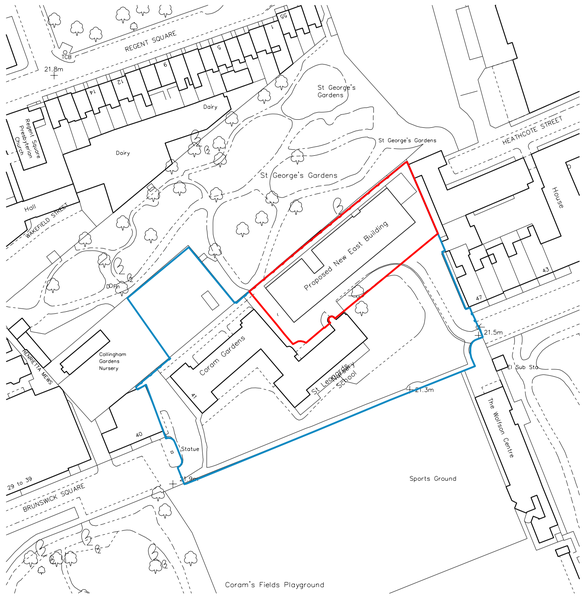
Peak Period For **All Modes**

In	**08:30-09:00**	**14.47**
Out	**15:30-16:00**	**12.20**
Total	**08:30-09:00**	**17.31**

APPENDIX

C

PRELIMINARY DESIGN DRAWING



Proposed Location Plan
Scale 1:1250

N

0 1 5 10 20 metres

KEY

Site Ownership

Proposed Development

Proposed External Area

St George's Gardens

Ancillary Caretaker's Flat

Goodenough Houses

loading bay

grade II listed boundary wall

Proposed New East Building

new meter cupboard 2x3m requires approx 40m mains infrastructure extending into site

4 no. parking spaces plus 2 no. new dis parking spaces - 2 no. spaces removed to allow for substation

new electricity sub station within 4x4m ventilation zone subject to approval by utility company-requires 24hr access-doors to act as blast vent

bin store

Portakabin

Collingham Gardens

Mecklenburgh Square Entrance

Collingham Gardens Nursery

49 Mecklenburgh Square Main Coram Building North Wing

49 Mecklenburgh Square Main Coram Building South Wing

Foundling Museum

Coram's Fields

Public Footpath

Brunswick Square Entrance

A	01.07.10	Vent area added to sub station meter cupboard moved
-	01.07.10	Issued for information

DO NOT SCALE OFF THIS DRAWING
Check all dimensions and levels on site. Report any discrepancies.
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Status: For Information
Scale: 1:500@ A3
Rev Date: 01.07.10
Rev: A
Drwg No: 0903E_SK102

Job: Coram Campus New East Building
Drwg description: Service Areas

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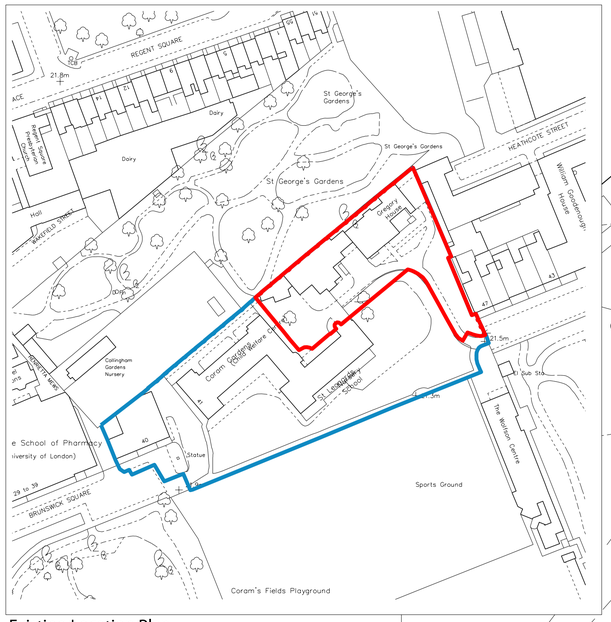
APPENDIX

D

EXISTING SITE LAYOUT DRAWING



Existing Location Plan
Scale 1:1250

N

0 1 5 10 20 metres

KEY

Site Ownership

Proposed Development

St George's Gardens

Goodenough Houses

Gregory House

grade II listed boundary wall

Old Swimming Pool

Old Mortuary

Portakabin

Collingham Gardens

courtyard

Mecklenburgh Square Entrance

Collingham Gardens Nursery

49 Mecklenburgh Square Main Coram Building North Wing

49 Mecklenburgh Square Main Coram Building South Wing

Foundling Museum

Coram's Fields

Public Footpath

Brunswick Square Entrance

-	27.07.10	Issued for Planning

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Status: Planning

Scale: 1:250@ A1, 1:500@ A3

Rev Date: 27.07.10

Rev: -

Drwg No: 0903E_010

Job: Coram Campus New East Building

Drwg description: Existing Site Plan

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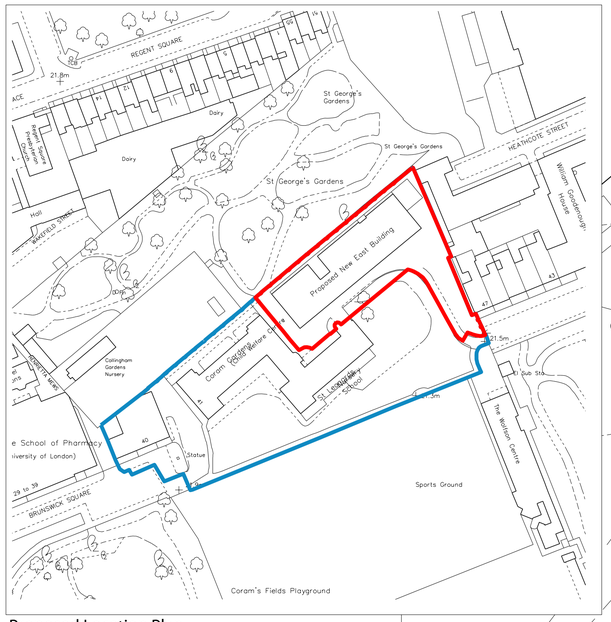
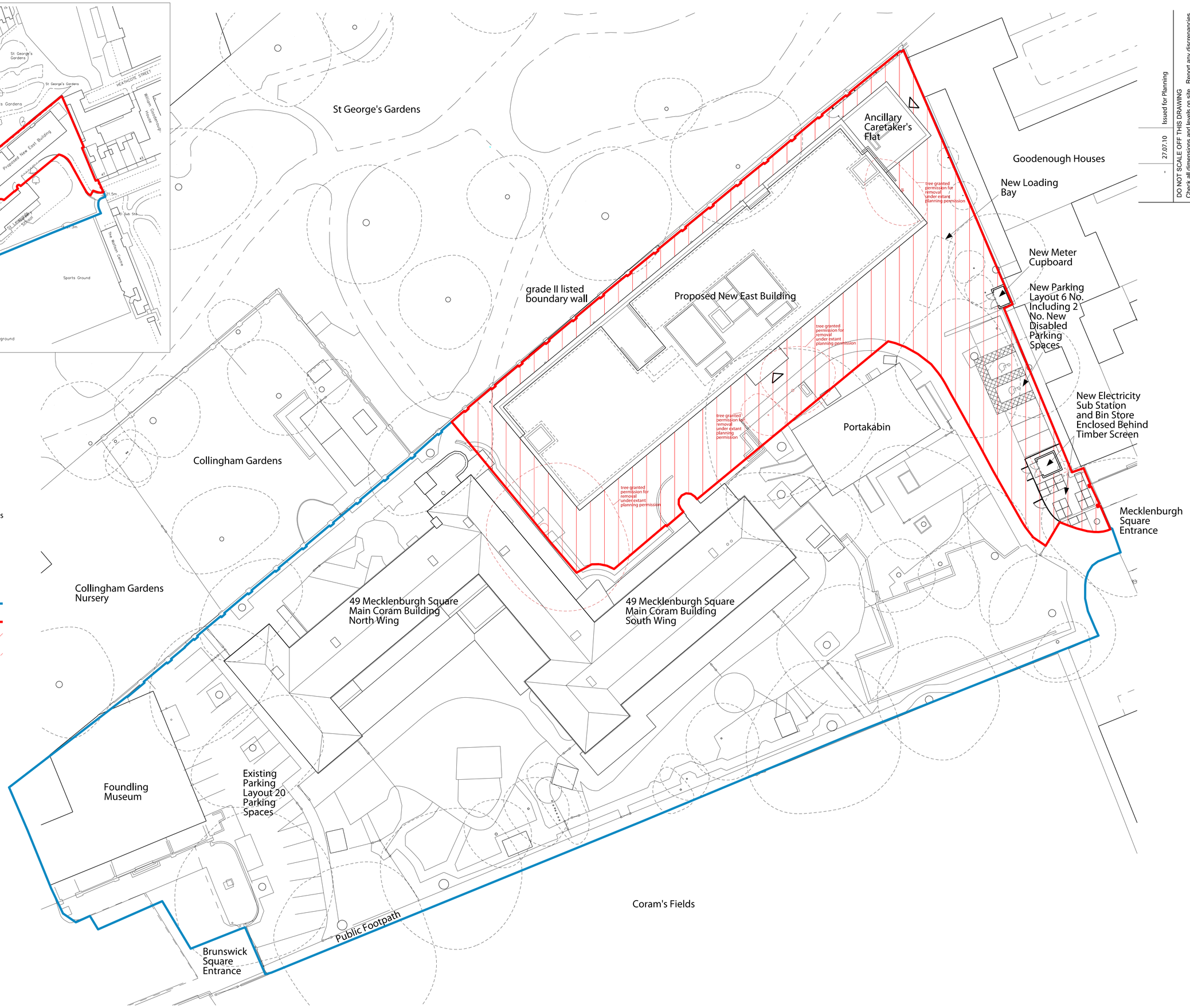
APPENDIX

E

PROPOSED SITE LAYOUT DRAWING



Proposed Location Plan
Scale 1:1250



-	27.07.10	Issued for Planning

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Status: Planning
Scale: 1:250@ A1, 1:500@ A3
Rev Date: 27.07.10
Rev: -
Drwg No: 0903E_510

Job: Coram Campus New East Building
Drwg description: Proposed Site Plan

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CONTROL SHEET

Project/Proposal Name	Coram Campus
Document Title	Transport Assessment
Client Contract/Project No.	
SDG Project/Proposal No.	22288201

ISSUE HISTORY

Issue No.	Date	Details
1	28/05/10	Draft
2	30/06/10	2nd Draft
3	21/07/10	Final Draft
4	27/07/10	Final

REVIEW

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Other Contributors	Kara Dale, Rafael Carvajal	
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	Sign	.....

DISTRIBUTION

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