

TJAC SOUTHAMPTON ROW LLC

Managed Student Residential Accommodation 150 Southampton Row, London

Appendices

APPENDIX A

To: Jonathan Markwell
Development Control Team Town Hall Extension, 5th Floor

From: Steve Cardno (Transport Planning)

Date: 12th June 2012

Re: **NEW PREMIER HOUSE**
150 SOUTHAMPTON ROW
LONDON
WC1B 5AL

Proposal: *Change of use and extension of upper floors (1st - 7th) from office use (Class B1) to provide 184 bedrooms for use as student accommodation (Sui Generis), involving infilling of existing inner lightwells, extension at roof level to create new eighth floor, installation of plant and solar panels at eighth floor level, and provision of associated communal areas at basement level, and communal rear garden at ground floor level for student use.*

Reference: 2012/1671/P

Key points: The proposals are unacceptable for various reasons. The transport assessment is lacking in detail, as is the Travel Plan and the Construction Management Plan. A Delivery and Servicing Management Plan has not been provided. The proposal also includes insufficient detail with regard to cycle parking provision and bicycle store layout details. In addition the access arrangements to the proposed bicycle store are contrary to CPG7 Transport (i.e. step free access). There are various planning obligations which would need to be secured by a Section 106 agreement if planning permission was to be granted. These include a Construction Management Plan, a Delivery and Servicing Management Plan, a Student Residential Travel Plan, a Student Management Plan, and financial contributions for highway works adjacent to the site and Pedestrian, Cycling and Environmental improvements in the vicinity of the site.

BACKGROUND

The site is located on the eastern side of Southampton Row which forms part of the Strategic Road Network (SRN) and is therefore a busy traffic corridor which accommodates various bus routes. The site is located within the Bloomsbury Conservation Area. In addition, the site is located within the Kings Cross Area controlled parking zone (CPZ). The Kings Cross Area CPZ operates between 0830 and 1830 from Monday to Friday, and between 0830 and 1330 on Saturday. The ratio of parking permits to parking spaces in the Kings Cross Area CPZ is 1.07. This suggests that parking stress is a local issue.

The site has a PTAL score of 6b (excellent) which indicates that it has a high level of accessibility by public transport. The nearest transport interchanges are located (approximately) as follows:

- Russell Square underground station, located 285m to the north of the site.
- Holborn underground station, located 485m to the southeast of the site.

Bus stops are located nearby on Russell Square, Southampton Row, Bloomsbury Way, Theobald's Road, Gray's Inn Road and Gower Street.

RELEVANT POLICY

DP16 (The Transport Implications of Development)

DP17 (Walking, Cycling and Public Transport)

DP18 (Parking Standards and Limiting the Availability of Car Parking)

DP19 (Managing the Impact of Parking)

DP20 (Movement of Goods and Materials) (CMP/SMP)

DP21 (Development Connecting to the Highway Network) (Highway Works)

Camden Transport Strategy 2011

CPG6 Amenity

CPG7 Transport

CPG8 Planning Obligations

London Plan Policy 3C.1 (Integrating Transport and Development)

London Plan Policy 3C.17 (Tackling Congestion and Reducing Traffic)

London Plan Policy 3C.23 (Parking Strategy)

TRANSPORT OBSERVATIONS

Transport Assessment

The applicant has provided a Transport Assessment (TA) in support of the planning application. The TA is lacking in detail and does not follow Camden Planning Guidance; specifically CPG7 Transport. It provides a very brief description of the existing and proposed servicing arrangements. It also mentions that the applicant is willing to sign a Section 106 agreement to designate the site as car free. It mentions the location of a Barclays Cycle Hire docking station in the vicinity of the site. However, the provision of covered and secure cycle parking facilities on-site for the student accommodation is not mentioned. The conclusion suggests that trip generation will reduce as a result of the development. I accept that this may be likely. However, I would have expected to see evidence of this in the way of a TRAVL assessment.

Travel Plans

The applicant has provided a Travel Plan (TP) in support of the planning application. The TP is lacking in detail and does not follow Camden Planning Guidance; specifically CPG7 Transport.

Camden would require a full Student Residential Travel Plan for the Student Accommodation to satisfy DP16 and Camden Planning Guidance; specifically

CPG7 Transport (this includes references to TfL and DfT guidance). The Student Residential Travel Plan would need to be secured by a Section 106 Agreement.

Transport for London encourages developers to use the TRAVL database for trip generation predictions. We will require the applicant to undertake a TRAVL after study and provide TfL and Camden's Transport Strategy Service with the results on completion of the development. TfL would then be able to update the TRAVL database with the trip generation results for the various use categories associated with this development. We would seek to secure the necessary after surveys and results by Section 106 agreement as part of the Travel Plan review and monitoring process.

Student Management Plan

The applicant has provided a Student Management Plan in support of the planning application. This suggests that students would be given instructions on how to travel to the site by public transport. In my experience, students often arrive and depart student accommodation sites by private car at the beginning and end of each academic year (or individual terms). I am concerned that this could have an adverse impact on the surrounding highway network (e.g. traffic congestion, parking etc). This issue has not been addressed in the Student Management Plan or the Transport Assessment. I would encourage the applicant to describe the moving in/out procedure in more detail within the Student Management Plan and the Delivery and Servicing Management Plan. The Student Management Plan should be secured by Section 106 agreement.

Pedestrian, Cycling and Environmental Improvements

Given the scale of the proposed development, Camden would require a financial contribution towards Pedestrian, Cycling and Environmental Improvements in the local area.

I anticipate a significant level of short distance pedestrian trips between the site and nearby transport interchanges. These trips would have an impact on the surrounding footways and public transport facilities. We generally seek a financial contribution to help to mitigate such impacts while also helping to encourage sustainable transport choices.

Camden is committed to rolling out the Legible London pedestrian wayfinding system across the borough. Given the significant level of pedestrian trips associated with the development, we may consider providing additional Legible London signs in the vicinity of the site.

Camden is committed to rolling out the Cycle Hire scheme across the borough. Given the significant level of pedestrian trips associated with the development, we may consider providing an additional Cycle Hire docking station in the vicinity of the site.

Camden's Core Strategy includes a list of strategic transport schemes which are currently being developed. This includes the following schemes in the vicinity of the site:

- Holborn Station – congestion improvement, improved interchange and accessibility (including step free access)
- Public Realm Improvements (Bloomsbury) – improvements to public realm to facilitate pedestrian movement and connectivity

Camden is currently developing proposals to improve the public realm and address road safety issues in the Holborn area. The proposals will prioritise improvements for pedestrians and cyclists.

Camden also reviews and monitors travel plans over a period of between 3 and 5 years. We generally seek to secure a financial contribution to cover officer time. In this case, the officer time would equate to approximately £5k.

Taking all of the above points into consideration, we would seek to secure a financial contribution of £50k towards pedestrian, cycling and environmental improvements in the vicinity of the site. This would generally need to be secured by a Section 106 Agreement and would allow the development to be tied into the proposals currently being developed to improve the public realm and address road safety issues in the Holborn area.

Cycle Parking

One of our key aims is to promote cycling in the borough and this is detailed in DP17 (Walking, Cycling and Public Transport). Indeed, Camden's Transport Strategy has set a target of 25% for cycling as a proportion of road traffic flows in the borough by 2020.

Secure and covered cycle parking will need to be provided for the student accommodation as part of the development proposals. Cycle parking should be provided within the building, preferably at ground level or alternatively at basement level with step free access.

The proposals would provide 186 study bedrooms. I assume this would accommodate 186 students. Applying TfL cycle parking standards (1 space per 2 students), a minimum of 93 secure and covered cycle parking spaces would be required. The proposals do not specify how many cycle parking spaces would be provided. However, I note that a bike store is shown on the proposed lower ground floor plan. Students would be able to access this bike store from the ground floor via a lift. However, it should be noted that there is a small set of steps on the ground floor which would need to be negotiated on route. The proposed access arrangements are unacceptable as they are contrary to CPG7 guidance (i.e. access to cycle parking should be step free). In addition, it is uncertain if the proposed bike store could actually accommodate 93 cycle parking spaces, even if the 'Josta' cycle parking solution was to be provided.

I suggest that a revised bicycle store layout design be provided in accordance with the guidance provided in CPG7 (Section 9, Cycling Facilities, Pages 53-55).

We would resist any application which failed to meet the minimum dimensions specified in that section of CPG7.

CPG7 Transport is available on the Camden website at the hyperlink below:

- <http://camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en>

In summary, the cycle parking proposals are unacceptable. The proposed access arrangements for the student accommodation bicycle store are contrary to CPG7. The level of cycle parking provision has not been specified. In addition, insufficient details have been provided (e.g. layout dimensions etc). The sub-standard cycle parking proposals should therefore be considered as a reason for refusal unless alternative proposals can be submitted and approved.

Car Parking

The development is to be car free and the applicant is willing to enter into a car free agreement which is welcomed by Camden. The car parking proposals comply with DP18 and are therefore acceptable. The development should be secured as car free via a Section 106 agreement.

Deliveries and Servicing

The applicant has provided a Transport Assessment (TA) in support of the planning application. The TA provides a very brief description of the existing and proposed servicing arrangements.

The TA does not discuss specific refuse/recycling collection details (e.g. number of collections per week and time of day; refuse/recycling to be collected by Camden Council or private contractor). The TA does not provide any information on the nature of goods to be delivered (e.g. laundry). Such details would need to be provided as part of a Delivery and Servicing Management Plan (SMP).

A SMP would need to be approved by Camden prior to occupation. The points raised above should be incorporated into the revised SMP. Refer to Camden Planning Guidance; specifically CPG7 Transport for SMP requirements. The final SMP should be secured by Section 106 agreement.

Construction

The applicant has provided a Construction Management Plan (CMP) in support of the planning application. The CMP is lacking in detail and does not follow Camden Planning Guidance; specifically CPG6 Amenity. Pages 39 to 44 of this document provide specific guidance on transport requirements. It is important that the CMP deals with the transport considerations as detailed on pages 42 and 43 of CPG6.

CPG6 is available on our website at the hyperlink below:

- <http://camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en>

It is unclear how the proposed works would be undertaken without adversely impacting on the surrounding highway network. As already mentioned Southampton Row is located on the Strategic Road Network (SRN) and is therefore a busy traffic corridor which accommodates various bus routes. It should be noted that there is a southbound bus lane located on Southampton Road, directly adjacent to the site. This area already suffers from traffic congestion and I am concerned that the proposed works could make this situation even worse. A revised CMP would need to demonstrate that construction traffic could service the site during the proposed works without adversely impacting on the surrounding highway network. This is particularly important during peak periods.

Please note that traffic congestion will be a significant issue during the London 2012 Olympic Games and Paralympic Games. We would encourage the applicant to minimise the number of vehicles travelling to and from the site during this period. However, I do anticipate works commencing on site during this period.

A revised CMP would need to be approved by Camden prior to works commencing on site. The points raised above should be incorporated into the revised CMP. Refer to Camden Planning Guidance; specifically CPG6 Amenity for CMP requirements. The final CMP should be secured by Section 106 agreement.

Highway Works

The footway adjacent to the site is in poor condition with various items of street furniture constituting street clutter. In addition, the footway could be damaged significantly as a result of the proposed works. The footway would therefore need to be repaved following completion of the works. We may also consider removing any redundant street furniture items as a means of reducing unnecessary street clutter. Please note that the public realm improvements within the highway boundary would be designed and constructed by Camden.

A cost estimate will be prepared by our Transport Design Team and we would seek to secure a financial contribution as part of any Section 106 agreement if planning permission is to be granted.

Conclusions

The proposals are **unacceptable** for various reasons. The transport assessment is lacking in detail, as is the Travel Plan and the Construction Management Plan. A Delivery and Servicing Management Plan has not been provided. The proposal also includes insufficient detail with regard to cycle parking provision and bicycle store layout details. In addition the access arrangements to the proposed bicycle store are contrary to CPG7 Transport (i.e. step free access).

There are various planning obligations which would need to be secured by a Section 106 agreement if planning permission was to be granted. These include a Construction Management Plan, a Delivery and Servicing Management Plan, a Student Residential Travel Plan, a Student Management Plan, and financial contributions for highway works adjacent to the site and Pedestrian, Cycling and Environmental improvements in the vicinity of the site.

If the applicant can confirm that cycle parking can be provided in accordance with TfL cycle parking standards and CPG7 Transport guidance, I would recommend the following planning obligations and conditions:

- A condition requiring the provision and ongoing retention of 93 covered and secure cycle storage/parking spaces for the Student Accommodation. These cycle parking facilities would need to be designed to Camden Council's design specifications, details of which will need to be submitted and approved, and approval should be reserved by condition. Refer to CPG7 Transport for details.
- A Section 106 agreement to designate the development as car free. The applicant will need to indicate the proposed units which will be car free on drawings of the floor plans and these plans should be attached to the Section 106 agreement to avoid any future doubt.
- A Section 106 agreement for a Construction Management Plan (CMP). The Section 106 agreement shall state that the CMP shall be approved prior to any works starting on site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority concerned. Refer to Camden Planning Guidance; specifically CPG6 Amenity for CMP requirements.
- A Section 106 agreement for a Servicing Management Plan (SMP). The Section 106 agreement shall state that the SMP shall be approved prior to occupation and the approved plan shall be followed, unless otherwise agreed with the Highway Authority concerned. Refer to Camden Planning Guidance; specifically CPG7 Transport for SMP requirements.
- A Section 106 agreement for a Student Management Plan. The Section 106 agreement should state that the Student Management Plan shall be approved prior to occupation and the approved plan shall be followed, unless otherwise agreed with the Planning Authority concerned.

- A Section 106 agreement for a Student Residential Travel Plan for the student accommodation. The Section 106 agreement shall state that the Travel Plan shall be approved prior to occupation and the approved plan shall be followed, unless otherwise agreed with the Highway Authority concerned. The Section 106 agreement shall require the applicant to undertake TRAVL after surveys and to provide TfL and Camden with a copy of the results as part of the travel plan review and monitoring process. Refer to Camden Planning Guidance; specifically CPG7 Transport for Travel Plan requirements.
- A Section 106 agreement to secure a financial contribution of £50k towards Pedestrian, Cycling and Environmental improvements in the vicinity of the site (e.g. Legible London, Cycle Hire, public realm improvements and pedestrian route improvements).
- A Section 106 agreement to secure a financial contribution to cover the cost of repaving the footway adjacent to the site following completion of the proposed works. The highway works financial contribution will need to be secured through a Section 106 (Town and Country Planning Act 1990) Agreement with the Council. An estimate for the cost of this work will be calculated and provided by the Design Team in the Transport Strategy Service (Simi Shah), and I will forward it onto you when complete. An informative should also be placed on the planning permit, which states that planning permission does not guarantee that highways works will be implemented as they are always subject to further detailed design, consultation and approval by the Highway Authority.

Pre-application meeting report



Agent name and address:	Site address:
Tony Cain Casson Conder Partnership Architects 29A Thurloe Place London SW7 2HQ	New Premier House 150 Southampton Row London WC1B 5AL
Meeting dates:	Case Ref:
Friday 7 th September 2012	CA\2012\ENQ\05007
Proposal(s)	
Change of use and extension of upper floors (1st - 7th) from office use (Class B1) to provide 176 bedrooms for use as student accommodation (Sui Generis), involving infilling of existing inner lightwells, extension at roof level to create new eighth floor, installation of plant and solar panels at eighth floor level, and provision of associated communal areas at basement level, and communal rear garden at ground floor level for student use.	
Lead officer for Camden:	
Jonathan Markwell – Senior Planning Officer	
Other Camden officers attending:	
Richard Mileham (Senior Town Planner – Planning Policy) Steve Cardno (Principal Transport Planner) Genny Fernandes (Business Opportunities Manager – Economic Development) Input in advance of the meeting was also sought from: Charles Rose (Conservation and Heritage Officer) Ashraf Khan (Building Control Officer) Jennifer Walsh (Planner) Planning Policy team covering sustainability and energy matters Michelle Horn (Access Officer) Monica Mulowoza (Environmental Health Officer) covering noise and disturbance matters Seamus McCarthy (Environmental Health Officer) covering HMO matters Ann Baker (Principal Environmental Services Officer)	
Applicant(s)/Agents(s) attending:	
Patrick Watson-Hogan Co-Project Team Leader – TJAC Southampton Row LLC Stephen Hubner Co-Project team Leader - TJAC Southampton Row LLC Tony Cain - Casson Conder Partnership Architects Mark Tillson – Matthews and Goodman Emma Ranger - TPA & another colleague.	

Principal issues discussed at our meeting

Introduction / Purpose of Meeting

Pre planning application advice on the change of use and extension of the upper floors (1st - 7th) from office use (Class B1) to provide 176 bedrooms for use as student accommodation (Sui Generis). These works involve the infilling of existing inner lightwells, an extension at roof level to create new eighth floor, the installation of plant and solar panels at eighth floor level, provision of associated communal areas at basement level, and communal rear garden at ground floor level for student use.

This pre-application advice is further to a withdrawn planning application 2012/1671/P of a similar nature at the site on 19/06/2012. This followed an email from the local planning authority dated 12/06/2012 where significant concerns were raised regarding the proposal. A summary of the main issues raised at this time are as follows:

- lack of justification for loss of B1 employment use
- the intended college partner not being a HEFCE institution – implications in respect of policy DP1 (provision of C3 accommodation on site) & not being an appropriate institution for a student housing development to serve;
- lack of mix of student flat layout types;
- lack of compliance of student accommodation in line with HMO standards;
- layout of rooms awkward
- lack of outlook
- overlooking / loss of privacy
- sunlight / daylight
- acoustic report not demonstrating that noise and disturbance would not be caused
- subdivision of windows meeting building control regulations
- lack of justification for adaptability for wheelchair users – access issues
- TA / TP lacking in detail and not in accordance with CPG
- Issues with Student Management Plan
- Cycle parking provision
- Deficiencies in Servicing Management Plan – e.g. refuse/recycling details
- CMP lacking in detail and not in accordance with CPG
- Lack of BREEAM statement
- Lack of Energy strategy
- Inaccuracies on plans

This pre-application enquiry was submitted with view to seeking to overcome the previous concerns raised by the local planning authority. As part of this enquiry the following documents were submitted for consideration:

- updated existing and proposed plans;
- Daylight Report by MES Energy Services;
- Daylight and Sunlight Report – Impact on Neighbours by MES Energy Services;
- Energy and Sustainability Statement by MES Energy Services;
- Response to Transport comments letter dated 16/07/2012;
- Response to Environmental Health comments letter dated 16/07/2012;

	<ul style="list-style-type: none">– Response to Conservation and Urban Design comments letter dated 20/07/2012;– Cover letter dated 17/07/2012;– Design and Access Statement Rev A July 2012;– Planning Statement;– Travel Plan by TPA;– Transport Assessment by TPA;– Construction Management Plan updated July 2012;– Acoustic Report dated 16/07/2012 by Deane Austin Associates LLP;– Commercial Viability Report (and associated appendices) prepared by Mark Tillson dated July 2012
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<p>Overview of advice</p>	<p>There are considered to be a multitude of shortcomings with the proposed development. This ranges from land use matters, such as the intended college partner not being an HEFCE institution, the quality of accommodation being proposed and impact on nearby occupiers, non-compliance with HMO standards, access concerns and some transport deficiencies for example. It is considered very doubtful whether all of the issues can be overcome if an application were submitted for formal determination. It may be the case that the proposed use is simply not appropriate at this building.</p> <p>Put another way, although some matters in comparison with the previously withdrawn application appear to have been overcome and are now considered to be appropriate, there remain significant concerns with the proposals. It appears unlikely that the local planning authority would be able to support the intended proposals at the site. Based on the proposals submitted for this pre-application meeting, if this were to be submitted as an application it would be refused planning permission. Consequently the Council would not encourage such an application to be submitted in the future. You would naturally have the opportunity to appeal against any subsequent refusal of planning permission by the local planning authority.</p> <p>The local planning authority will of course consider any application submitted on its own merits and determine it in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that applications for development are determined in accordance with the development plan unless material considerations indicate otherwise.</p>
<p>Land use principles</p>	<p>The relevant policies that would apply to this proposal are taken from the London Borough of Camden Local Development Framework (Core Strategy and Development Policy documents) as adopted on 8th November 2010, the London Plan 2011 and the NPPF March 2012.</p> <p>The aim of the LDF is to seek to move away from the strictly land use based plans with a compendium of detailed policies and regulatory standards, towards plans which provide a strategic vision and objectives for the future of an area over time. The LDF aims to give scope to consider the wider benefits a development would bring to an area considering the wider aims and objectives identified by the Council for the area. Many of the policies in the previous Unitary Development Plan have been retained and tightened for the LDF. The LDF is available to view and download from the Council's website: http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-policy/local-development-framework--ldf-/?;jsessionid=1DA2018841FAE94451C85600F5F2B893.node2</p> <p>The LDF is accompanied by the Camden Planning Guidance (CPG) which was adopted in two stages during 2011. It comprises CPG1-8, covering matters specified in the LDF in more detail and outlining how we apply planning policies in Camden. It is a fully adopted Supplementary Planning Document (SDP). A full copy of CPG 2011 is available to view from the Council's website: http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en</p> <p>There are two primary land use considerations, namely the loss of the existing office (Class B1) use at the site and the provision of student accommodation (sui generis) as proposed. Each matter is considered in turn.</p>

Loss of employment use

CS8 and DP13, whilst generally seeking to safeguard employment uses (existing employment sites and premises that meet the needs of businesses and employers), acknowledges that the Council will consider proposals for other uses of older office premises if they involve the provision of permanent housing (in particular, affordable housing). In general, student housing would be likely to be considered as permanent residential use as the letting periods would exceed 90 days. In this pre-application submission you have indicated that the accommodation would be of this nature.

DP13 (paragraph 13.3) and CPG5 (paragraph 6.4) sets out the considerations that the Council will take into account when assessing applications for a change of use from office to a non-business use. All of these factors would need to be taken into account. At present there are some questions raised in respect of some specific points, namely:

- need for more robust information (possibly a detailed photographic record?) to be provided in respect of the condition of the existing building prior to officers being satisfied in this respect;
- Questioning of the information provided regarding the range of unit size provided within the building – it is seen that on site there is a range of unit sizes, which does make a contribution and would be suitable for small and medium sized enterprises.
- Disagreement of the information provided which denotes that the location is 'not an office location' and instead is 'tourist led'.
- More detailed information is required as to which of the existing tenants intend to stay/leave and details of any moves / their reasoning behind this. Specific commentary from existing/recent tenants outlining the reasons for leaving may be one way of demonstrating this (e.g. actual letters / emails from occupiers stating their reasons in writing would be most beneficial).
- Need for you to demonstrate that alternative business uses at the site had been fully explored (in line with paragraph 13.5 of the supporting text to policy DP13) and in response to page 30 of the Matthews and Goodman document submitted for this pre-application discussion.

It is acknowledged that significantly more information was submitted for the purposes of this pre-application enquiry than was submitted at the time of the withdrawn application. In overall terms it is considered that a narrative could be provided which would persuade officers that the loss of employment use would be appropriate. At the present point in time there are just a few remaining matters (outlined above) which officers consider remain unanswered prior to being in a position where an on balance support for the loss would be able to be forthcoming.

Provision of student accommodation at the site

Land Use

Policies CS6 and DP9 of the LDF support the development of student housing in Camden. However, the borough only support student housing which is genuinely aimed at higher education students in the area and which is supported by the Higher Education Funding Council for England (HEFCE). Policy DP9h and paragraph 9.11 provide further guidance on this stating that '*Student housing should serve higher education institutions based in Camden or adjoining boroughs*' and that '*The Council will ...limit their term-time occupation to students registered at higher education institutions that are based in Camden or the adjoining boroughs and supported by the*

Higher Education Funding Council for England'. (Emphasis added by officers).

The proposed student housing is intended to be provided for students of CATS College London. It has been shown that CATS College provides a range of A-Level, Baccalaureate and Foundation courses, which are not considered to constitute 'Higher Education'. In addition, CATS College is not one of the 11 HEFCE funded Higher Education Institutions (HEIs) situated in Camden (as set out within Camden Planning Guidance 2 – *Housing*), and therefore is not considered to be an appropriate institution for a student housing development to serve. Policy 3.8 of the London Plan supports this position and states that student accommodation should be secured by members of 'specified educational institutions'.

Mixed and inclusive communities

Policy DP9 also recognises that student housing should contribute to mixed and inclusive communities and should not create an over-concentration of that use. The proposal scheme is situated within the ward of Holborn and Covent Garden, which is the 4th most populated Camden ward by students. It is also situated adjacent to the Bloomsbury ward which is the most populated ward by students in the borough. This area of central London is therefore under significant pressure from student accommodation. The proposed scheme would introduce a very large number of student bed spaces, far above the figure of 100 bed spaces which CPG2 recognises has the potential to harm the mix and balance of the community.

The London Plan supports this position and recognises within Policy 3.8 that addressing the demand for student housing should not compromise capacity to meet the need for conventional dwellings, especially affordable family homes, or undermine policy to secure mixed and balanced communities. The London Plan also recognises that this may raise particular challenges locally, and especially in parts of inner London where almost three quarters of the capacity for new student accommodation is concentrated. Whilst it is acknowledged that the proposed form of student housing is less likely to create the noise disturbance issues which may be associated with other forms of student accommodation, there are concerns that the scale of the proposed scheme would prevent the Council from meeting its target for self contained homes.

For these reasons the nature and size of student accommodation proposed to be created in this instance is not considered to be appropriate and would not be supported by officers.

If a subsequent scheme at the site were to be able to be supported there would be several elements secured via S106 Legal Agreement, covering matters such as: Student management plan; Students to be enrolled on HEFCE funded course within Camden (preferably) or an adjoining borough; Affordability of student units; Use by students only and not to be sole or let as self-contained units. Such measures have been secured with other recent student schemes in the borough.

Please note that the remainder of this advice is provided on a without prejudice basis to the advice outlined in this land use principles section.

Residential policies	<p>As already discussed above the proposed intended user of the accommodation – CATS College – is not a HEFCE institution. With paragraph 1.9 of policy DP1 (and explained in CPG2 paragraph 3.19) in mind, and given the extension proposed is above 200sqm in size, 50% of the additional floorspace proposed is required by this policy to be provided as permanent self-contained housing in Use Class C3. This is not shown to be proposed as part of the scheme. Similarly, it is how this could be incorporated into your proposals for the site. Hence the non-provision of 50% of the floorspace of the extension proposed as Class C3 residential accommodation forms another reason as to why the proposals are not considered to be appropriate and would not be supported if submitted as per these pre-application discussions.</p> <p>For your information, if the proposed intended user of the accommodation were to be a HEFCE institution, the letting periods would be expected to exceed 90 days (for it to be considered as permanent residential) to avoid the need to comply with DP1. Although, based on the information provided for the purposes of this pre-application enquiry it has been demonstrated that the intended occupier would have letting periods of beyond 90 days, by virtue of CATS College not being a HEFCE institution policy DP1 would apply.</p> <p>If Class C3 residential accommodation were subsequently proposed at the site (as well as the student accommodation) you would need to consider policies CS6, DP2, DP3 (but the proposals are unlikely to be of scale to warrant consideration of this) and DP5. Please note that policy DP2 (Making full use of Camden's capacity for housing) specifically states that <i>'the Council will seek to maximise the supply of additional homes in the borough... by: a) expecting the maximum appropriate contribution to supply of housing on sites that are underused or vacant, taking into account any other uses that are needed on the site'</i>. Furthermore, the supporting text to the policy states at paragraph 2.8 that <i>'housing is regarded as the priority land-use of the LDF, and the Council will make housing its top priority when considering the future of unused or underused land and buildings'</i>.</p> <p><u>Please note that the remainder of this advice is provided on a without prejudice basis to the advice outlined in this residential policies section or the land use principles section above.</u></p>
Quality of accommodation / Environmental Health (HMO) standards	<p>Outlook for future occupiers</p> <p>Considerable concern is raised in respect of outlook matters. It is considered that an inadequate level of outlook would be created for future occupiers of the proposed units, primarily owing to the creation of the in-fill extensions at the site. For example, future occupiers of all bedrooms within Flats 103/203/303/403/503/603 would only have limited outlook of c. 1 metre towards a blank facade. Furthermore poor outlook would be suffered at least one of the bedrooms in the vast majority of other flats proposed. It is not a limited number of bedrooms where outlook is insufficient; instead it is found throughout the proposals and would result in creating an undue sense of enclosure for future occupiers, resulting in a poor standard of accommodation and harmful amenity impacts, contrary to CS5 and DP26. It is considered that the proposals would need to be fundamentally altered in order to overcome the current deficiencies of the scheme.</p> <p>Overlooking / loss of privacy for future occupiers</p> <p>Significant issues are raised in respect of the proposed development</p>

creating opportunities for overlooking and leading to a loss of privacy for future occupiers. For example within units 101/201/301/401/501/601 one bedroom proposed to be created would directly overlook two bedrooms within units 104/204/304/404/504 and one bedroom in 604 and 704 at a distance of c. 1m. This is another area where the proposals would be unacceptable and would represent a reason for refusal of the application, as being contrary to CS5 and DP26. It is considered that the proposals would need to be fundamentally altered in order to overcome the current deficiencies of the scheme.

Daylight/Sunlight for future occupiers

A daylight report has been submitted as part of the pre-application process. This demonstrates that 55 of the bedrooms created, almost one-third of the total number, do not comply with the 1% target for bedrooms for ADF. Furthermore none of the shared kitchens have any access to any natural light. The daylight distribution results indicate similar shortfalls in this regard. It is evident that the proposals are deficient in terms of providing sufficient access to light for future occupiers, resulting in what would be considered to be substandard accommodation for future occupiers. This is considered to represent another area where the proposals are unacceptable and planning permission would be resisted on this basis (in line with CS5 and DP26). It is advised that the proposals would need to be substantially altered in order to even attempt to overcome the current concerns raised.

Flat layouts

At the time of the withdrawn application concerns were raised in respect of the layout of a number of rooms, which were awkwardly shaped into a narrow rectangular shape. Although they may accord with minimum overall floorspace standards the usability of the rooms is constrained by the shape, which impinges on the quality of accommodation proposed. This is considered to provide a substandard level of accommodation for future occupiers. It is therefore advised that the rooms are reconfigured into more regular layouts in order to provide a suitable quality of accommodation for future occupiers. If you were to continue to pursue the currently proposed room layout it is advised that examples of where such shaped rooms have been approved and implemented should be provided in order to attempt to justify this element of the proposals.

Waste and recycling

The policy context in this regard is CS18, DP22, DP26 and CPG1 Ch10. With respect to waste and recycling matters the area specified at ground floor level is much too small. For the number of bedrooms being proposed there should be enough space for 16 x 1,100 euro bins - half of which is for refuse and half for recycling (If this is converted to wheelie bins you would need 45 x 360 litre bins or 70 x 240 litre bins to be provided). Based on the current proposals it is clear that the space is not suitable for the required facility, especially as there are a number of steps down between the storage facility and the Southampton Row frontage. This consequently represents another significant issue with the proposed scheme.

HMO standards

Environmental Health officer Seamus McCarthy has considered the information provided for the purposes of this pre-application enquiry. Seamus has provided the following comments which are re-produced in full below.

The Housing Health & Safety Rating System assessment procedure requires

two judgements; the likelihood over the next 12 months of an occurrence that could result in harm to a member of the vulnerable age group and the range of potential outcomes to the occurrence. Notwithstanding the updated lighting study, the existing light box and the statement provided by you it is not clear how much daylight will penetrate into the rooms from the light box. It is considered that most bedsits will not only have insufficient natural lighting to carry out normal domestic tasks during daylight hours without eyestrain, many of those same bedsits will have no visual aspect. Therefore there is likely to be a category 1 hazard under the lighting profile.

It should be noted that with the exception of crowding & space a HHSRS assessment is carried out without reference to the actual occupants but is made on the basis of the vulnerable age group (which in this case no age group more vulnerable than another) so the point made about the students not being in the facility during many daylight hours has to be disregarded.

The plans do not mark the actual route of the proposed secondary path that is leading to the public right of way, although an existing fire door is indicated crossing the boundary wall between Premier House and 8-11 Queen's Square (so this is assuming to be the route). The boundary wall in question is 3-4m tall and the officer could not see the existing fire door (and if it did exist it would open onto an enclosed and locked bicycle parking area) although there is a marked exit from the rear of 154 Southampton Row. 8-11 Queen's Square appears to be in the ownership of the Wellcome Trust or UCH and there was nothing that the officer could see to indicate a public right of way into and from their rear yard (although it is the route to a diagnostic centre). You clarified at the meeting that this was a public right of way, so clarification of this in the future would be helpful for environmental health officers.

Response to previous comments

The response to my observations regarding the deviations from the HMO standards is generally "...noted. All flats are of 5 occupants or less". The threshold for HMO licensing is 5, so based on the proposed layout 20 of the flats will be subject to HMO licensing. All the previous comments, sent via email to you on 12/06/2012, regarding the deviations from the HMO standards in the proposals stand as before.

Please note that the remainder of this advice is provided on a without prejudice basis to the advice outlined in this Quality of accommodation / Environmental Health (HMO) standards section, or that provided in the land use principles and residential policies sections above.

Food and drink policies (for Use Classes A3, A4 and A5 proposals)	<p>It is shown that some of the floorspace associated with the existing Pizza Hut unit is to be reconfigured. It is not considered that the proposal would negatively impact on the viability and vitality of the unit operating at this point and thus no issues are raised with this element of the proposals.</p>
Amenity	<p>Please see policies CS1, CS5 and DP26 and CPG6 for guidance of the factors which would need to be considered in respect of amenity. Please see the quality of accommodation section above in respect of amenity matters for future occupiers of the units. This section will focus upon the impact for neighbouring and nearby occupiers.</p> <p>A Daylight and Sunlight Report has been submitted to consider the impact of the proposals on neighbouring occupiers. There are considered to be significant concerns raised with this document. First it is noted that calculations are based on estimations of the size of the rooms and it is also not confirmed what the exact use of each room is within the neighbouring Russell Mansions. It is advised that prior to any future application access is sought to confirm the size and use of the rooms. Furthermore it is clear that based on the calculations that have been provided the proposals would have a significant adverse impact on these windows (for example the VSC fails in all cases). Hence the proposals would be contrary to CS6 and DP26, with planning permission unlikely to be able to be supported on this basis.</p> <p>Linked to this fundamental concerns are also raised in respect of the loss of outlook caused to existing occupiers of Russell Mansions as a result of the infill extension proposed closest to this neighbouring building. This would exacerbate the existing situation at this point and warrant a further reason for the refusal of the application. It is acknowledged that the proposals would not result in significant additional overlooking or loss of privacy, but the loss of daylight and outlook is a serious concern and it is advised that the scheme would need to be significantly altered to overcome the existing concern (which was also raised at the time of the previous application).</p> <p>In terms of noise and disturbance implications, an acoustic report has been submitted. It is advised that the methodology used to assess the above site is satisfactory. It is noted that the site has a dominant noise source from traffic along the front elevation (Southampton Row). The site falls within NEC C, both during the day and night, and this should be factored into any future consideration of these matters.</p> <p><u>Internal noise criteria for external noise sources.</u></p> <p>The report submitted is considered to have demonstrated that internal noise levels will fall within the Reasonable standard found in BS8223: 1999 in the bedroom and living rooms respectively. This will be achieved by the glazing performance criteria, which is deemed acceptable.</p> <p>It is considered that internal and external vibrations are deemed minimal and will not adversely affect the proposal. No mitigations measures are considered to be required based on the information provided.</p> <p>It is noted however that although the noise survey show noise levels for nearest neighbouring receptors at Russell Mansions (stated to be a flat 20 metres away) to be acceptable, the design criterion for noise levels on the actual site and for the those windows within the existing light well has not been stated. In particular reference is made to item 9.3; this should be clarified in any future submission. Furthermore you will need to clarify whether there will be any openable windows on the site and, if so, then plant</p>

	<p>located at roof level must operate at least 10db (A) below background level, e.g. 41 decibels. It may thus be the case that mitigation measures are required.</p> <p>In terms of the following statement made, you will need to state in any future submission what the design criterion will be for this.</p> <p><i>“The overall noise level experienced by the windows in the adjoining light well will be reduced because of the new plant and more importantly the removal of the substantial old condenser units which are located in the light well”.</i></p> <p><u>Sound insulation</u></p> <p>The sound insulation scheme and acoustic performance cited in the report item 8.4 is considered to be satisfactory (this is for internal sound separation between commercial and residential and between all residential units).</p>
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<p>Conservation and urban design / Listed buildings</p>	<p>Aligning with comments made during the consideration of the earlier withdrawn application, no in-principle concerns are raised in respect of the proposed roof extension or in-filling of the lightwells, which are not considered to in themselves harm the character and appearance of the building or conservation area at this point. However, as noted in the amenity section above the significant reduction in the light to the lower floors of the building (in itself and when compared with existing), resulting from the substantial infilling of the lightwells, is considered to unduly affect the quality of the accommodation. This does not result in good design or sustainable development contrary to principles and section 7 of the NPPF.</p> <p>The proposals continue to indicate that a number of the existing windows will be in effect sub-divided on the front and rear elevations to serve two different rooms. From purely a design perspective the impact on the character and appearance of the building by what it likely to be an awkward appearance which would result as a consequence of these alterations occurring is also raised. This is another example of poor design which would not be supported by officers. It does not appear that this previous concern raised has been overcome.</p>
<p>Archaeology and historic parks and gardens</p>	<p>The application site is not located within an archaeological priority area or within a historic park/garden.</p>
<p>Trees and landscape</p>	<p>In respect of these considerations the relevant policies include CS14 (Promoting high quality places and conserving heritage), CS15 (Open space and biodiversity), DP22 (Sustainable design and construction), DP24 (Securing high quality design) and DP25 (Conserving Camden's heritage). Furthermore CPG 1 Ch 6 and CPG3 Ch 10 / 13 are of particular relevance.</p> <p>Biodiversity/ecology</p> <p>The proposal should incorporate biodiversity enhancement features such as biodiverse roofs and bird/bat bricks. For example the provision of a green roof at the building, as shown, is welcomed in principle. Please refer to the following website for further information: www.d4b.org.uk (see the key concepts section). Policies CS13 and DP22 of the LDF seeks to ensure that new development incorporates green or brown roofs and green walls wherever suitable. Please also see CPG3 Ch10 and 13 in particular. In association with the proposed extension there appears no immediate reason why bird/bat bricks cannot be incorporated into the proposals. Such bricks should be clearly shown on any plan submitted.</p> <p>The proposed garden and associated landscaping on the rear elevation is also welcomed in principle. It may be that a condition would seek to secure full details of the exact hard and soft landscaping features as part of any permission at the site.</p> <p>In relation to the proposed green roof, to avoid a condition being added to any planning permission, you would need to provide a plan showing details of the biodiverse roof including species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the biodiverse roof, and a programme for an initial scheme of maintenance. Alternatively, if details are unknown at the time of submission, this can be secured via condition.</p> <p>There are no known trees on or close to the site. Given the physical constraints of the site it is acknowledged that it will be unlikely that any trees will be able to be incorporated into the scheme.</p>

<p>Crime prevention</p>	<p>The relevant Core Strategy policy to consider is CS17. Please also see CPG1 Ch9 and CPG8 Ch5. Given that the proposals would represent a major development you are advised that a Crime Impact Assessment would be required to be submitted (within the Design and Access Statement). Please see the following link for confirmation of this: http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/making-an-application/supporting-documentation--requirements/</p> <p>Moreover, you are encouraged (although this would not be a statutory requirement) to engage the Council's Crime Prevention Design Advisor Adam Lindsay (Adam.Lindsay@met.pnn.police.uk) prior to the submission of any application.</p>
<p>Access / Building Control</p>	<p>The Access officer has considered the information submitted for the purposes of this pre-application discussion. This feedback should be read in conjunction with advice provided during the course of the previously withdrawn application, as per the email of 12/06/2012. It appears, similar to the situation at the time of the withdrawn application earlier in the year, that no detailed consideration has been given to improving access or providing accessible bedrooms. To meet DP9 it would be expected for 10% of the rooms to be accessible, of which normally it would be sought for 5% to be provided from the outset and a further 5% to be easily adaptable.</p> <p>It is acknowledged that the building doesn't appear to be easily capable of being made full accessible; you are advised that significant improvements could be made, such as improving the step to reach the lift to make it more suitable. At the present point in time, given that this has not been demonstrated by you, it is considered that this would form a further reason why the proposals could not be supported (if they were submitted in their current form as a planning application). Full plans demonstrating where the accessible bedrooms would be located (and plans highlighting how it meets the standards) would be expected with any application.</p> <p>Linked to access matters, you are advised that the Council's Building Control service now set their own fees, which means if/when planning permission is granted and you are required to advance the proposals from a Building Control perspective, the Council's team are now much more competitively positioned than previously. For example the Council are able to offer bespoke fees for each individual case, based on the length of contract and complexity of work. It is understood that the Council's new fees come in at less than 1% of the contract value. Although based on the information submitted it is understood that Thames Building Control may have already been appointed for this project, if you wish to discuss Building Control matters further please contact my colleague Ashraf Khan on 020 974 2368 (or ashraf.khan@camden.gov.uk).</p> <p>Based on an initial look through the information provided you are advised that as student accommodation is proposed at 8th floor level, the building would come under the Section 20 category under The London Building Act (Amendment Act) 1939. This is as it will be greater than 25m in height as well as having floor areas greater than 930m². You would hence (if applicable) need to submit a Section 20 application under The London Building Acts. Please note that Section 20 applications can only be dealt with by Local Authorities as Approved Inspectors are not permitted to deal with this legislation.</p>

Resources and energy	<p>The primary policy context for this element of the proposals is CS13, DP22, DP23, CP3 and CPG8.</p> <p>As outlined during the course of the subsequently withdrawn application, a BREEAM Multi Residential Assessment is required to be carried out for the proposed development. An initial assessment of the information submitted for the pre-application discussions indicates that in overall terms the necessary standards are met. However, the following points are nevertheless noted for your future information as the scheme progresses through the full application and design stage:</p> <ul style="list-style-type: none"> – reference is made to a 'commercial BREEAM' all the way through the document, although the required multi residential assessment is undertaken; – the proposals fail on the daylighting credit – Query over the statement that where possible the proposal will try and have natural ventilation to rooms <p>The Energy element states that the overall reduction for carbon emissions is to be over 60% and that 27% of the buildings energy comes from low carbon sources. Please note that such figures (and the measures to achieve this) would be secured via S106 Legal Agreement. In addition the design stage and post construction review of the BREEAM Multi Residential would also be secured via S106 Legal Agreement.</p>
Transport and servicing	<p>The transport officer has had an opportunity to further consider the information submitted for the pre-application in the intervening time between the meeting on 7th September and this advice note being sent to you.</p> <p>As means of background it is advised that the site is located on the eastern side of Southampton Row, which forms part of the Strategic Road Network (SRN) and is therefore a busy traffic corridor which accommodates various bus routes. The site is located within the Bloomsbury Conservation Area. In addition, the site is located within the Kings Cross Area controlled parking zone (CPZ). The Kings Cross Area CPZ operates between 0830 and 1830 from Monday to Friday, and between 0830 and 1330 on Saturday. The ratio of parking permits to parking spaces in the Kings Cross Area CPZ is 1.07. This suggests that parking stress is a local issue.</p> <p>The site has a PTAL score of 6b (excellent) which indicates that it has a high level of accessibility by public transport. The nearest transport interchanges are located (approximately) as follows:</p> <ul style="list-style-type: none"> • Russell Square underground station, located 285m to the north of the site. • Holborn underground station, located 485m to the southeast of the site. <p>Bus stops are located nearby on Russell Square, Southampton Row, Bloomsbury Way, Theobald's Road, Gray's Inn Road and Gower Street.</p> <p>The main policy context is Camden policies CS11 and DP16-21, CPG 6, 7 and 8, Camden Transport Strategy 2011 and London Plan policies 3C.1, 3C.17 and 3C.23.</p> <p>Transport Assessment</p> <p>The TA generally adheres to CPG7. A trip generation assessment has been undertaken to compare the existing and proposed uses. The results suggest</p>

that the proposed use would typically generate twice as many trips as the existing use. However, it is acknowledged that the majority of trips for the proposed use may already take place on the local road network. This is because students currently living in Islington use the Piccadilly Line (underground) and then walk between Russell Square underground station and the college buildings on Bloomsbury Square. However, it is considered that the trip generation assessment fails to consider non-college related trips. For example, it would be expected that students would make leisure related trips in their spare time, especially at weekends and in the evenings. It is therefore expected that such trips would have an impact on the local highway network; this should be accounted for accordingly.

The TA provides a description of the existing and proposed servicing arrangements. The proposed arrangements to service the proposed use from Queen Square are likely to be considered appropriate from a transport perspective providing such access is confirmed to be a public right of way. A Servicing Management Plan has also been submitted. This would need to be secured by Section 106 agreement if planning permission were to subsequently be granted.

The TA confirms that you are willing to sign a Section 106 agreement to designate the site as car free. This is welcomed.

Travel Plan

A draft Travel Plan (TP) has been submitted. It is considered that the TP is lacking in detail and does not adhere to Camden Planning Guidance; specifically CPG7 Transport. The TP suggests that travel plan objectives and targets are not required as the development would be 'car free'. However, it is advised that objectives and targets are still required as a means of encouraging students and staff to walk and cycle as an alternative to using public transport and taxis. The TP does not provide any details in terms of management, monitoring and review of the TP. It would also be expected for an action plan to be included.

The Council would require a full Student Residential Travel Plan for the Student Accommodation to satisfy DP16 and CPG7 Transport (this includes references to TfL and DfT guidance). The Student Residential Travel Plan would need to be secured by a Section 106 Agreement.

Transport for London encourages developers to use the TRAVL database for trip generation predictions. You are advised to undertake a TRAVL after study and provide TfL and Camden's Transport Strategy Service with the results on completion of the development. TfL would then be able to update the TRAVL database with the trip generation results for the various use categories associated with this development. We would seek to secure the necessary after surveys and results by Section 106 agreement as part of the Travel Plan review and monitoring process.

Student Management Plan

You have provided a Student Management Plan. This suggests that students would be given instructions on how to travel to the site by public transport. Based on prior experiences, students often arrive and depart student accommodation sites by private car at the beginning and end of each academic year (or individual terms). This could have an adverse impact on the surrounding highway network (e.g. traffic congestion, parking etc). This issue has not been addressed in the Student Management Plan or the Transport Assessment. However, it is acknowledged that you denote

that students are likely to use public transport when arriving/departing at the beginning/end of term as most of the students will be from overseas. Nevertheless it would be advised that you describe the moving in/out procedure in more detail within the Student Management Plan and the Servicing Management Plan. The Student Management Plan would be secured by Section 106 agreement.

Pedestrian, Cycling and Environmental Improvements

Given the scale of the proposed development, the Council would generally require a financial contribution towards Pedestrian, Cycling and Environmental Improvements in the local area. The results of the trip generation assessment suggest that the proposed use would typically generate twice as many trips as the existing use. It is acknowledged that the majority of trips for the proposed use already take place on the local road network. However, the trip generation assessment fails to consider non-college related trips (as already outlined); such trips are likely to have an impact on the local highway network.

It is also anticipated that a significant level of short distance pedestrian trips between the site and nearby transport interchanges would take place. These trips would have an impact on the surrounding footways and public transport facilities. It is generally sought for a financial contribution to be made to help to mitigate such impacts while also helping to encourage sustainable transport choices.

Camden is committed to rolling out the Legible London pedestrian wayfinding system across the borough. Given the significant level of pedestrian trips associated with the development, it may be considered appropriate to provide additional Legible London signs in the vicinity of the site.

Camden is committed to rolling out the Cycle Hire scheme across the borough. Given the significant level of pedestrian trips associated with the development, it may be considered appropriate to provide an additional Cycle Hire docking station in the vicinity of the site.

Camden's Core Strategy includes a list of strategic transport schemes which are currently being developed. This includes the following schemes in the vicinity of the site:

- Holborn Station – congestion improvement, improved interchange and accessibility (including step free access)
- Public Realm Improvements (Bloomsbury) – improvements to public realm to facilitate pedestrian movement and connectivity

Camden is currently developing proposals to improve the public realm and address road safety issues in the Holborn area. The proposals will prioritise improvements for pedestrians and cyclists. Camden also reviews and monitors travel plans over a period of between 3 and 5 years. We generally seek to secure a financial contribution to cover officer time. In this case, the officer time would equate to approximately £5k.

Taking all of the above points into consideration it is likely that the Council would seek to secure a financial contribution of £50k towards pedestrian, cycling and environmental improvements in the vicinity of the site. This would need to be secured by a Section 106 Agreement and would allow the development to be tied into the proposals currently being developed to improve the public realm and address road safety issues in the Holborn

area.

Cycle Parking

A key aim is to promote cycling in the borough and this is detailed in DP17 (Walking, Cycling and Public Transport). Indeed, Camden's Transport Strategy has set a target of 25% for cycling as a proportion of road traffic flows in the borough by 2020. Secure and covered cycle parking will need to be provided for the student accommodation as part of the development proposals. Cycle parking should be provided within the building, preferably at ground level or alternatively at basement level with step free access.

The proposals would provide 176 study bedrooms. Applying TfL cycle parking standards (1 space per 2 students), a minimum of 88 secure and covered cycle parking spaces would be required. The proposals suggest that 88 cycle parking spaces would be provided in a secure area within the rear courtyard. Students would be able to access this bike store via an alleyway from Queen Square. The proposed level of provision and access arrangements are appropriate in principle. However, it is uncertain if the proposed bike storage area could actually accommodate 88 cycle parking spaces, even if the 'Josta' cycle parking solution was to be provided. Further details would be required (e.g. type of cycle parking facility and layout dimensions etc). Please see the guidance provided in CPG7 (Section 9, Cycling Facilities, Pages 53-55) for more details. The Council would resist any application which failed to meet the minimum dimensions specified in that section of CPG7.

Car Parking

The development is to be car free and you are willing to enter into a car free agreement, which is welcomed. The car parking proposals comply with DP18 and are therefore acceptable. The development would be secured as car free via a Section 106 agreement.

Deliveries and Servicing

The TA provides a brief description of the existing and proposed servicing arrangements. The TA does not discuss specific refuse/recycling collection details (e.g. number of collections per week and time of day; refuse/recycling to be collected by Camden Council or private contractor). The TA does not provide any information on the nature of goods to be delivered (e.g. laundry). Such details would need to be provided as part of a Delivery and Servicing Management Plan (SMP). A SMP would need to be approved by Camden prior to occupation. The points raised above should be incorporated into the revised SMP. Refer to Camden Planning Guidance; specifically CPG7 Transport for SMP requirements. The final SMP would be secured by Section 106 agreement.

Construction

The CMP is lacking in detail and does not follow Camden Planning Guidance; specifically CPG6 Amenity. Pages 39 to 44 of this document provide specific guidance on transport requirements. It is important that the CMP deals with the transport considerations as detailed on pages 42 and 43 of CPG6.

The revised CMP should include further details as follows:

- a) The construction programme will need to be confirmed once a Contractor has been appointed.
- d) Proposed routes for vehicles between the site and the Transport for

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| | <p>London Road Network (TLRN). Consideration should also be give to weight restrictions, low bridges and cumulative effects of construction on the highway.</p> <ul style="list-style-type: none"> e) Sizes of all vehicles and the frequency and times of day when they will need access to the site, for each phase of construction. f) Swept path drawings for any tight manoeuvres on vehicle routes to the site. h) Parking and loading arrangements of vehicles and delivery of materials and plant to the site. i) Details of proposed parking bays suspensions and temporary traffic management orders. m) Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any banksman arrangements; q) Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented. r) The CMP will need to be updated to include the name and contact details of the Project Manager (or similar) once a Contractor has been appointed. s) The CMP will need to be updated to include a statement confirming registration of the site with the Considerate Constructors Scheme once a Contractor has been appointed. u) Details are required to describe what provision will be made for monitoring of the implementation of the CMP and review by the Council during the course of construction works. |
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As already mentioned Southampton Row is located on the Strategic Road Network (SRN) and is therefore a busy traffic corridor which accommodates various bus routes. It should be noted that there is a southbound bus lane located on Southampton Row, directly adjacent to the site. This area already suffers from traffic congestion during peak periods. The draft CMP suggests that the site would be serviced during demolition/construction via Queen Square. A revised CMP would need to be approved by Camden prior to works commencing on site. The points raised above should be incorporated into the revised CMP. Refer to Camden Planning Guidance; specifically CPG6 Amenity for CMP requirements. The final CMP would be secured by Section 106 agreement.

Highway Works

The proposals do not involve any external works and it is not anticipated that there will be any significant damage to the public highway in the vicinity of the site. A financial contribution towards highway works is thus unlikely in this case.

Community development and regeneration	<p>As per paragraphs 8.17 and 8.18 of CPG8 you will be sought to recruit 1 construction apprentice per £3million of build costs, and pay the council a support fee of £1,500 per apprentice. This would be secured as part of the S106 Legal Agreement required as part of any approved development of this nature at the site.</p> <p>It is also likely that the value of the scheme would exceed £1million. As such you would also be sought to sign up to the Camden Local Procurement Code, as per section 8.19 of CPG8. Again this would be secured as part of the S106 Legal Agreement for the proposal.</p> <p>In accordance with CPG8 paragraphs 4.12 - 4.16, the scheme should include 176 sq m of amenity/communal space. If the scheme does not include this amount of communal space, a community facilities contribution would be sought to be secured, calculated as follows in line with the formula outlined in CPG8:</p> <p style="padding-left: 40px;"> Number of student bedspaces created = 176 Indoor community space required = 176 sq m Amount of community space proposed by applicant = x sqm Number of additional bedspaces (£980 per bedspace) requiring S106 contribution = 176-x = y Final contribution required = y x 980 = £xxxx </p> <p>For example if none of the space required provided the financial contribution sought would amount to £172,480 (176 x 980). Again this would be secured via S106 Legal Agreement.</p>
Contaminated land	<p>The site constraints do not indicate any reference for there to be potentially contaminated land at the site. Thus it is unlikely that a contaminated land report would be required in any proposal seeking to alter the building which includes excavation.</p>
Basement excavation	<p>The proposals indicate that no basement excavation is proposed. However, you are advised that if any excavation is subsequently proposed that schemes which include basement excavations are particularly topical and often raise significant concerns from neighbouring occupiers and/or local groups. Moreover the Council has recently adopted policies (in particular DP27) which often require a significant amount of work to be undertaken as part of the planning application submission to justify the proposed excavation. CPG4 indicates that the most appropriate way to extend basements is to confine them within the footprint of the original building. CPG4 stems from a recent report undertaken by Arup for the Council, namely the Arup guidance for subterranean development 'Camden geological, hydrogeological and hydrological study'. If any excavation is subsequently proposed a Basement Impact Assessment would be required to be submitted with the application.</p> <p>Please see the following links to download the Arup report:</p> <p> www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=2465490 www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=2465491 www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=2465492 www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=2465493 www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=2465494 www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=2465495 </p> <p>If excavation is subsequently proposed it is advised that in the first instance</p>

	<p>a screening report is carried out, answering all of the questions in the three different sections outlined in CPG4 (stage 1). The need for these assessments to be undertaken by suitably qualified professionals is paramount (see CPG4 and Arup report for details of the required qualifications). The answers to these questions within a screening report will then determine the level and nature of further investigation and information required to be submitted (stages 2 -4). <u>All of this information is required prior to registration of the application.</u> If during the consultation period concerns are raised from relevant professionals it may be that the Council will seek for an independent assessment of all the information / evidence gathered to be undertaken, as funded by the applicant.</p>
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<p>Other S106 matters</p>	<p>In line with policies CS8 and DP13, and as stipulated at paragraphs 8.8 to 8.14 of CPG8, a financial contribution to offset the loss of employment use at the site (and hence reduce job opportunities for Camden residents) and hence provide employment opportunities is required by the proposed development. This would be secured via Section 106 Legal Agreement, to be used by the Council to provide training and employment support to Camden residents. The contribution, as outlined at the time of the previously withdrawn application was calculated to be £89,375:</p> <ul style="list-style-type: none"> ➤ Gross employment floorspace lost – 2,685 sq m ➤ $2,685 \text{ sq m} / 19 \text{ sq m} = 141.3 \text{ FTE jobs lost (floorspace / average space per worker)}$ ➤ No. of jobs that would be expected to be filled by Camden residents – $141.3 \times 23\% = 32.5$ ➤ Cost of retraining and supporting Camden residents that would be expected to be filled by Camden residents – $32.5 \times 2,750 = £89,375$ <p>It is presumed that the loss of employment floorspace in the current proposal is similar to that of the withdrawn application.</p> <p>As outlined in paragraph 11.3 of CPG6 public open space, outdoor sport and recreation facility financial contributions (to be secured via S106 Legal Agreement) are sought in student housing schemes creating an additional 10 or more units/rooms or occupiers. As such the proposed scheme would require a contribution. Priority is for on-site provision, but this and off-site provision is acknowledged to be unlikely in this instance. Thus it is likely that a financial contribution would be sought instead. Please see CS5, CS15, DP26 and in particular DP31 for more details. Furthermore CPG 6 Ch11 and CPG8 Ch11 are also of relevance and provide a full breakdown as to how the contribution would be calculated. For a scheme comprising 176 single bedrooms the contribution sought would be £111,056.</p> <p>A Healthcare contribution may be sought given the scheme may result in an increase in demand for health care provision and facilities. Please see policy CS16 and CPG8 paragraphs 4.17 – 4.21 for more details. This would typically take the form of a financial contribution. In line with paragraph 4.21 of CPG8 you are advised that you may wish to carry out your own assessment as to the health implications of the development and its impact on local health services, which will then help form a view as to whether a healthcare contribution will be sought or not.</p> <p>A financial contribution towards educational infrastructure facilities would be unlikely to be required in line with paragraph 4.7 of CPG8.</p>
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**Planning
Performance
Agreements (PPAs)**

For your information and future reference the Council provides Planning Performance Agreements (PPAs) for larger scale planning applications of a complex or strategic nature. It is considered that the proposed scheme may benefit from advancing a PPA.

PPAs have been identified by the Department for Communities and Local Government as an important tool for managing the end-to-end planning process and improving the quality of decision-making for the largest and most complex planning applications.

A PPA will start as an extension to this charged pre-application advice and assistance for major development and will continue through to the determination of an application.

There are considered to be several benefits of a PPA. First it provides a structured framework for steering a major development proposal through all the necessary stages of identifying issues, consultation and negotiation in order to arrive at a well informed decision. Entering into a PPA also leads to a more collaborative approach between the developer and local planning authority in which issues, timescales, costs and requirements such as community involvement or specialist supporting evidence are agreed at an early stage. Furthermore it provides an alternative route from the standard 13 week time-constraint that would otherwise be imposed for determining Major Applications in line with Government targets.

The Council offers two types of PPA according to the scope of issues and level of complexity to be encountered.

A “Type 1” PPA is a highly bespoke form of agreement that starts during the early stages of the pre-application process. It is suitable for schemes raising multiple issues of a highly complex or contentious nature and offers a clear framework and ‘tasks plan’ for front-loading as much of the information, negotiation and consultation as possible prior to submission of an application. These will be particularly suitable for large scale major applications likely to require an Environmental Impact Assessment and/or a high number of pre-application meetings.

A “Type 2” PPA provides a more standardised form of agreement to guide the pre-application process through to submission and determination of the planning application. It is suitable for most significant major applications but where the level of complexity is not likely to require more than one or two pre-application meetings.

Please note that a PPA does not give any guarantees as to the outcome of a planning application. It is purely to assist the project management and process of communication between the Council and the applicant and builds in added flexibility to properly address any issues or problems prior to the Council making its decision.

It is likely that this proposal would constitute a “Type 2” PPA. Should you wish to enter into a PPA please contact Jonathan Markwell for more details. Please note that the basic cost for a PPA is £5,000 and initial submissions can be made via the Council’s website at the following link: <http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/pre-planning-application-advice/>

<p>Mayor of London CIL / Camden CIL</p>	<p>The Mayor of London CIL came into force from 1st April 2012. The proposed development would be CIL liable.</p> <p>In respect of the Camden CIL, please see the following link for commentary on the current position: http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/community-infrastructure-levy.en</p> <p>Please note that this would be secured separately from the planning application submission, although informatives would be provided on any decision notice indicating that the proposals are CIL liable. It is recommended that the supporting commentary submitted with the application is particularly clear in the existing and proposed Gross Internal Area's (GIA) and Gross External Area's (GEA) of the overall building to assist in this regard.</p>
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Planning Obligations under Section 106 of the Town and Country Planning Act 1990

Following our preliminary assessment of your proposal, if you submit a planning application which addresses outstanding issues detailed in this report satisfactorily, officers would only consider recommending the application for approval subject to completion of a Section 106 agreement covering the following head(s) of terms.

Payment of the Council's legal and other professional costs in preparing and completing the agreement and monitoring and enforcing its compliance	Y (see CPG8 Ch2)
Affordable Housing	Unlikely, but possible if DP1 is applicable and followed
Public Open Space Contributions	Y
Education Facilities and Contributions	N
Healthcare Facilities and Contributions	Possibly
Car Free or Car Capped Housing	Y
Highways works	N
Public Transport Improvements - Pedestrian, Cycling and Environmental Improvements	Y
Travel Plan / Assessment / Student Residential Travel Plan	Y
Service Management Plan	Y
Construction Management Plan	Y
Community Safety	Unlikely
Town Centre Management	N
Sustainability Plan (BREEAM multi residential)	Y
Energy Plan	Y
Social and community facilities/community cohesion	Y
Local employment (e.g. construction jobs recruitment, training and employment contribution)	Y
Local procurement	Y
Public Art	N
Phasing	N
Student use matters, such as: Student Management Plan; Students to be enrolled on HEFCE funded course within Camden or an adjoining borough; Affordability of student units; Use by students only and not to be sole or let as self-contained units.	Y
Other (specify)	- Loss of employment financial contribution

Supporting Statements and other information required for a valid application

To submit a valid planning application you will need to provide all the information and plans set out in the attachment to this letter. In addition, you should submit the following statements, showing how far your proposal meets Camden's policies and guidance:

Design and Access statement (DAS - including 'lifetime homes', crime impact and wheelchair housing)	Y
Affordable housing statement (including Viability assessment if less than 50% affordable housing is proposed)	Unlikely but depends appropriateness of DP1 being applicable
Air Quality assessment	N – Should be incorporated within the Energy statement.
Archaeological assessment	N
Contamination report	N
Construction Management Plan	It is strongly advised that at least a draft CMP is submitted for consideration (by both officers and local occupiers)
Daylight/sunlight assessment	Y (Considering impact on existing nearby occupiers)
Development phasing plan	N
Ecological survey	N
Energy/renewable energy statement	Y
Environmental Statement/ Impact Assessment	N
Floorspace Schedule (including full break down of mix by number of bedrooms etc)	Y
Light impact statement	Y (In respect of all future occupiers of the student units proposed).
Listed building/Conservation Area/Historic Gardens appraisal	Y (within DAS)
Noise Impact assessment (e.g. Acoustic report for plant)	Y
Photographs/photomontages	Y
Planning Statement	Y
Justification for demolition in CA	N
Noise Assessment (for externally transmitted noise e.g. from main road)	N – Will be incorporated within the DAS
Public Open space assessment	Y (within DAS)
Regeneration/Community facilities assessment	N
Retail impact assessment	N
Service Management Plan (including waste storage/removal)	Y
Strategic views assessment	N
Sustainability Statement (including BREEAM Multi Residential)	Y

Transport Statement (OR full TA) –accompanied by Travel Plan and Parking Management Plan if appropriate	Y
Tree Survey/ Arboricultural statement	N
Basement Impact Assessment / Water environment impact statement (water table and/or flooding matters)	Y if proposed.
Other (specify)	<ul style="list-style-type: none"> - Student Management Plan - Report to justify the loss of employment use at the site - Healthcare assessment

What else needs to be done before submission

Please see the following link for the national and local area requirements for submitting a valid planning application:

<http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/making-an-application/supporting-documentation--requirements/>

In particular, section 5:

Provide a minimum of 10 copies comprised of:

- 4 copies of drawings to scale with all associated documents
- 3 sets of drawings/documents reduced to A3 size,
- 3 sets of drawings/documents in electronic format.

Type of scale drawings and plans – see <http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/scale-drawings-and-plans/types-of-scale-drawings-and-plans.en>

In particular please note the need to shown the relative level and extent of neighbouring / nearby properties alongside the proposals.

Reminder regarding minimum types of plans required:

- Site Location Plan (1:1250 scale) / Site Block Plan (1:200 scale) – showing the application site in red and any other land owned by the applicant close to or adjoining the site in blue
- All existing elevations (1:50 scale)
- All proposed elevations (1:50 scale)
- All existing plans including roof plans (1:50 scale)
- All demolition plans (1:50 scale) (if applicable)
- All proposed plans including roof plans (1:50 scale)
- Existing and proposed sections (1:50 scale)
- It would be useful if plans could be submitted in an A3 format as well as to the scale outlined above.

It would also be required for all information submitted to be produced onto a series of CDs, in order to assist with internal/external consultation of this application.

Given the size of the application it would be required to be considered at a Development Control Committee meeting if it were able to be recommended for approval by officers. Please see the following link to provide you with dates of upcoming committee dates in order to assist you with the timing of the submission of an application: <http://democracy.camden.gov.uk/ieListMeetings.aspx?Committeeld=120> Please also bear in mind that officers reports for committee meeting must be completed 2 ½ weeks in advance of the date of the meeting.

If the application were to be refused planning permission this is likely to be done so under delegated powers.

You may wish to enter into a Planning Performance Agreement (PPA). Please see the PPA section of the main report for advice in this regard.

You are also advised that should you wish to undertake further meetings to discuss this pre-application submission further, please see the following link regarding fees for such follow up meetings:
<http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/pre-planning-application-advice/>

Prior to submitting any application you should also read the guidance from the following link for submitting a valid application: <http://www.camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/making-an-application/?jsessionid=0A413F62C5C5AEC5D4C7F21C3E1FA7DC>

Consultation

You are strongly advised to make early contact with the following organisations/groups prior to the submission of any application. It would be useful if feedback from any consultation is outlined in the supporting information submitted at application stage. Please see paragraph 188 onwards of the NPPF which emphasises the importance of pre-application consultation with both the Council and the local community.

- Existing occupiers at the application site building (both ground and upper floors)
- Neighbouring and nearby residents/occupiers to the proposed application site.
- Local ward Councillors <http://camden.talis.com/engage/showrecord/1261590216293>
- Bloomsbury CAAC <http://camden.talis.com/engage/showrecord/1260441253058>
- Holborn Voice <http://camden.talis.com/engage/showrecord/1272260014959>

The Council's Cindex Service (<http://camden.talis.com/engage/>) should also be used to search for and engage other local groups.

To re-emphasise, it would be helpful as part of your submission if you could set out what public consultation you have carried out, what comments have been received and how your proposal has been amended in response to such comments.

This document represents the Council's initial view of your proposals based on the information available to us at this stage. It should not be interpreted as formal confirmation that your application will be acceptable nor can it be held to prejudice formal determination of any planning application we receive from you on this proposal.

If you have any queries in relation to the above matters do not hesitate to contact me.

Signature [via email]

Date of Report: 27/09/2012

Name Jonathan Markwell
Designation Senior Planning Officer

APPENDIX B

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20121107094719
Description 20121107094719
Run by user PTAL web application
Date and time 11/07/2012 09:47

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 530276, 181928

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	BLOOMSBURY SQUARE	38	386.36	12.0	0.5	4.83	4.5	9.33	3.22	1.61

BUS	BLOOMSBURY SQUARE	19		386.36	10.0	0.5	4.83	5.0	9.83	3.05	1.53
BUS	CONWAY HALL	243		496.32	11.0	0.5	6.2	4.73	10.93	2.74	1.37
BUS	BLOOMSBURY SQUARE	55		386.36	9.0	0.5	4.83	5.33	10.16	2.95	1.48
BUS	BLOOMSBURY SQUARE	242		386.36	10.0	0.5	4.83	5.0	9.83	3.05	1.53
BUS	HIGH HOLBORN PROCTOR ST	25		580.44	8.0	0.5	7.26	5.75	13.01	2.31	1.15
BUS	BLOOMSBURY SQUARE	8		386.36	10.0	0.5	4.83	5.0	9.83	3.05	1.53
BUS	HOLBORN STATION KINGSWAY	521		562.85	27.0	0.5	7.04	3.11	10.15	2.96	1.48
BUS	BLOOMSBURY SQUARE	98		386.36	10.0	0.5	4.83	5.0	9.83	3.05	1.53
BUS	RUSSELL SQUARE STH SIDE	X68		133.33	4.0	0.5	1.67	9.5	11.17	2.69	1.34
BUS	SOUTHAMPTON RW RUSSELL S	59		39.94	9.0	1.0	0.5	5.33	5.83	5.14	5.14
BUS	SOUTHAMPTON RW RUSSELL S	68		39.94	9.0	0.5	0.5	5.33	5.83	5.14	2.57
BUS	SOUTHAMPTON RW RUSSELL S	91		39.94	9.0	0.5	0.5	5.33	5.83	5.14	2.57
BUS	BLOOMSBURY SQUARE	171		386.36	7.5	0.5	4.83	6.0	10.83	2.77	1.39
BUS	BLOOMSBURY SQUARE	1		386.36	8.0	0.5	4.83	5.75	10.58	2.84	1.42
BUS	SOUTHAMPTON RW RUSSELL S	168		39.94	9.0	0.5	0.5	5.33	5.83	5.14	2.57
BUS	SOUTHAMPTON RW RUSSELL S	188		39.94	8.0	0.5	0.5	5.75	6.25	4.8	2.4

BUS	RUSSELL SQUARE STH SIDE	7	133.33	9.0	0.5	1.67	5.33	7.0	4.29	2.14
LU LRT	Holborn	Central Line Grange Hill to North Acton	519.38	0.3	0.5	6.49	100.75	107.24	0.28	0.14
LU LRT	Russell Square	Piccadilly Line Rayners Lane to Cockfosters	323.58	2.7	0.5	4.04	11.86	15.91	1.89	0.94
LU LRT	Holborn	Central Line Epping to West Ruislip	519.38	2.3	0.5	6.49	13.79	20.29	1.48	0.74
LU LRT	Holborn	Central Line White City to Loughton	519.38	1.0	0.5	6.49	30.75	37.24	0.81	0.4
LU LRT	Russell Square	Piccadilly Line Cockfosters to Heathrow T5	323.58	6.0	1.0	4.04	5.75	9.79	3.06	3.06
LU LRT	Russell Square	Piccadilly Line Uxbridge to Cockfosters	323.58	2.7	0.5	4.04	11.86	15.91	1.89	0.94
LU LRT	Holborn	Central Line Ealing Broadway to Newbury Park	519.38	0.7	0.5	6.49	43.61	50.1	0.6	0.3
LU LRT	Holborn	Central Line White City to Newbury Park	519.38	0.3	0.5	6.49	100.75	107.24	0.28	0.14
LU LRT	Holborn	Central Line Epping to North Acton	519.38	1.0	0.5	6.49	30.75	37.24	0.81	0.4
LU LRT	Holborn	Central Line Debden to Northolt	519.38	0.7	0.5	6.49	43.61	50.1	0.6	0.3
LU LRT	Russell Square	Piccadilly Line Oakwood to Rayners Lane	323.58	0.7	0.5	4.04	43.61	47.65	0.63	0.31
LU LRT	Russell Square	Piccadilly Line Ruislip to Cockfosters	323.58	1.3	0.5	4.04	23.83	27.87	1.08	0.54
LU LRT	Russell Square	Piccadilly Line Ruislip to Arnos Grove	323.58	1.3	0.5	4.04	23.83	27.87	1.08	0.54
LU LRT	Holborn	Central Line Ruislip Gardens to Hainault	519.38	1.0	0.5	6.49	30.75	37.24	0.81	0.4

LU LRT	Holborn	Central Line Hainault to White City	519.38	1.0	0.5	6.49	30.75	37.24	0.81	0.4
LU LRT	Russell Square	Piccadilly Line Arnos Grove to Northfields	323.58	2.3	0.5	4.04	13.79	17.84	1.68	0.84
LU LRT	Holborn	Central Line Northolt to Epping	519.38	0.3	0.5	6.49	100.75	107.24	0.28	0.14
LU LRT	Russell Square	Piccadilly Line Cockfosters to Heathrow Terminal 4	323.58	6.0	0.5	4.04	5.75	9.79	3.06	1.53
LU LRT	Holborn	Central Line North Acton to Newbury Park	519.38	0.3	0.5	6.49	100.75	107.24	0.28	0.14
LU LRT	Holborn	Central Line Hainault to West Ruislip	519.38	3.3	0.5	6.49	9.84	16.33	1.84	0.92
LU LRT	Holborn	Central Line Loughton to West Ruislip	519.38	0.7	0.5	6.49	43.61	50.1	0.6	0.3
LU LRT	Holborn	Central Line West Ruislip to Newbury Park	519.38	0.7	0.5	6.49	43.61	50.1	0.6	0.3
LU LRT	Holborn	Central Line Ruislip Gardens to Newbury Park	519.38	1.7	0.5	6.49	18.4	24.89	1.21	0.6
LU LRT	Holborn	Central Line West Ruislip to Debden	519.38	1.0	0.5	6.49	30.75	37.24	0.81	0.4
LU LRT	Holborn	Central Line North Acton to Loughton	519.38	0.7	0.5	6.49	43.61	50.1	0.6	0.3
LU LRT	Holborn	Central Line Hainault to North Acton	519.38	1.0	0.5	6.49	30.75	37.24	0.81	0.4
LU LRT	Holborn	Central Line Hainault to Northolt	519.38	1.3	0.5	6.49	23.83	30.32	0.99	0.49
LU LRT	Russell Square	Piccadilly Line Arnos Grove to Rayners Lane	323.58	1.3	0.5	4.04	23.83	27.87	1.08	0.54
LU LRT	Holborn	Central Line Epping to White City	519.38	0.7	0.5	6.49	43.61	50.1	0.6	0.3

LU LRT	Russell Square	Piccadilly Line Arnos Grove to Uxbridge	323.58	1.3	0.5	4.04	23.83	27.87	1.08	0.54
LU LRT	Holborn	Central Line Ealing Broadway to Epping	519.38	4.0	0.5	6.49	8.25	14.74	2.03	1.02
LU LRT	Holborn	Central Line Hainault to Ealing Broadway	519.38	5.7	0.5	6.49	6.01	12.51	2.4	1.2
LU LRT	Russell Square	Piccadilly Line Oakwood to Uxbridge	323.58	0.7	0.5	4.04	43.61	47.65	0.63	0.31
LU LRT	Holborn	Central Line Ruislip Gardens to Epping	519.38	1.7	0.5	6.49	18.4	24.89	1.21	0.6
LU LRT	Holborn	Central Line Loughton to Ealing Broadway	519.38	0.3	0.5	6.49	100.75	107.24	0.28	0.14
LU LRT	Holborn	Central Line Ruislip Gardens to Loughton	519.38	0.3	0.5	6.49	100.75	107.24	0.28	0.14
LU LRT	Holborn	Central Line West Ruislip to Grange Hill	519.38	1.0	0.5	6.49	30.75	37.24	0.81	0.4
LU LRT	Holborn	Central Line Grange Hill to White City	519.38	0.7	0.5	6.49	43.61	50.1	0.6	0.3
LU LRT	Russell Square	Piccadilly Line Heathrow Terminal 4 to Arnos Grove	323.58	2.0	0.5	4.04	15.75	19.79	1.52	0.76
LU LRT	Holborn	Central Line Debden to Ealing Broadway	519.38	0.7	0.5	6.49	43.61	50.1	0.6	0.3
LU LRT	Holborn	Central Line Grange Hill to Northolt	519.38	0.3	0.5	6.49	100.75	107.24	0.28	0.14
LU LRT	Holborn	Central Line Loughton to Northolt	519.38	0.3	0.5	6.49	100.75	107.24	0.28	0.14
LU LRT	Russell Square	Piccadilly Line Oakwood to Ruislip	323.58	0.7	0.5	4.04	43.61	47.65	0.63	0.31
LU LRT	Holborn	Central Line Debden to Ruislip Gardens	519.38	0.3	0.5	6.49	100.75	107.24	0.28	0.14
LU LRT	Holborn	Central Line Grange Hill to Ealing Broadway	519.38	1.0	0.5	6.49	30.75	37.24	0.81	0.4

LU LRT	Tottenham Court Road	Northern Line Mill Hill East to Kennington	928.29	4.3	0.5	11.6	7.73	19.33	1.55	0.78
LU LRT	Tottenham Court Road	Northern Line Kennington to Edgware	928.29	5.0	0.5	11.6	6.75	18.35	1.63	0.82
LU LRT	Tottenham Court Road	Northern Line Morden to High Barnet	928.29	3.7	0.5	11.6	8.86	20.46	1.47	0.73
LU LRT	Tottenham Court Road	Northern Line Edgware to Morden	928.29	8.3	0.5	11.6	4.36	15.97	1.88	0.94
LU LRT	Tottenham Court Road	Northern Line High Barnet to Kennington	928.29	5.4	0.5	11.6	6.31	17.91	1.68	0.84
LU LRT	Tottenham Court Road	Northern Line Morden to Mill Hill East	928.29	1.0	0.5	11.6	30.75	42.35	0.71	0.35

NR SAP Points Not Found

Total AI for this POI is 62.8.

PTAL Rating is 6b.

PTAI Study Report File Details

Date 11/07/2012 09:47

Day of week M-F

Time period AM peak

Walk speed 4.8 kph

Walk file PLSQLTest

POI Name: 530276, 181928

Bus Services

Reliability factor for this mode is 2

Maximum walk time for this mode is 8 minutes

Maximum walk distance for this mode is 640.0 metres

Stop CONWAY HALL

Walk time to stop from POI is 6.2 minutes

Walk distance to stop from POI is 496.32 metres

Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 19 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes

Route 19 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Route 243 Direction BACK Frequency 11.0 giving AWT of 2.73 minutes

Route 243 Direction OUT Frequency 11.0 giving AWT of 2.73 minutes

Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 55 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 55 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Stop HIGH HOLBORN PROCTOR ST

Walk time to stop from POI is 7.26 minutes

Walk distance to stop from POI is 580.44 metres

Route 242 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes

Route 242 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 521 Direction BACK Frequency 24.0 giving AWT of 1.25 minutes
Route 521 Direction OUT Frequency 27.0 giving AWT of 1.11 minutes

Stop BLOOMSBURY RED LION SQ

Walk time to stop from POI is 5.61 minutes

Walk distance to stop from POI is 448.61 metres

Route 98 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes

Route 98 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Stop HOLBORN STATION KINGSWAY

Walk time to stop from POI is 7.04 minutes

Walk distance to stop from POI is 562.85 metres

Route X68 Direction OUT Frequency 4.0 giving AWT of 7.5 minutes

Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 243 Direction BACK Frequency 11.0 giving AWT of 2.73 minutes

Route 243 Direction OUT Frequency 11.0 giving AWT of 2.73 minutes

Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 171 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes

Route 171 Direction OUT Frequency 7.75 giving AWT of 3.87 minutes

Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 188 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 188 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 521 Direction OUT Frequency 27.0 giving AWT of 1.11 minutes

Route 521 Direction BACK Frequency 24.0 giving AWT of 1.25 minutes

Stop SHAMPTON ROW T'BALDS RD

Walk time to stop from POI is 2.98 minutes

Walk distance to stop from POI is 238.74 metres

Route X68 Direction OUT Frequency 4.0 giving AWT of 7.5 minutes

Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 188 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 188 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop BLOOMSBURY SQUARE

Walk time to stop from POI is 4.83 minutes

Walk distance to stop from POI is 386.36 metres

Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 19 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 19 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 98 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 242 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 171 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 55 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 55 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes

Stop HIGH HOLBORN NEWTON ST

Walk time to stop from POI is 7.72 minutes

Walk distance to stop from POI is 617.8 metres

Route 98 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 242 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Stop BLOOMSBURY WAY CONTRA-FLOW BUS LANE

Walk time to stop from POI is 7.44 minutes

Walk distance to stop from POI is 594.89 metres

Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 19 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Stop TAVISTOCK SQUARE

Walk time to stop from POI is 6.7 minutes

Walk distance to stop from POI is 536.15 metres

Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Stop RUSSELL SQUARE STH SIDE

Walk time to stop from POI is 1.67 minutes

Walk distance to stop from POI is 133.33 metres

Route X68 Direction OUT Frequency 4.0 giving AWT of 7.5 minutes

Route 7 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 188 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop SOUTHAMPTON RW RUSSELL S

Walk time to stop from POI is 0.5 minutes

Walk distance to stop from POI is 39.94 metres

Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 188 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop RUSSELL SQ NTH/WOBURN PL

Walk time to stop from POI is 2.88 minutes

Walk distance to stop from POI is 230.44 metres

Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 7 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 7 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 188 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 188 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop GT RUSSELL ST MUSEUM ST

Walk time to stop from POI is 6.72 minutes
Walk distance to stop from POI is 537.88 metres
Stop BRITISH MUSEUM
Walk time to stop from POI is 4.71 minutes
Walk distance to stop from POI is 377.04 metres
Route 7 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 7 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Stop MONTAGUE ST RUSSELL SQ
Walk time to stop from POI is 3.0 minutes
Walk distance to stop from POI is 239.91 metres
Route 7 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Stop WOBURN PLACE CORAM ST
Walk time to stop from POI is 4.93 minutes
Walk distance to stop from POI is 394.19 metres
Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

TATs for this mode

Route 38 Stop BLOOMSBURY SQUARE TAT 9.33 minutes EDF 3.22
Route 19 Stop BLOOMSBURY SQUARE TAT 9.83 minutes EDF 3.05
Route 243 Stop CONWAY HALL TAT 10.93 minutes EDF 2.74
Route 55 Stop BLOOMSBURY SQUARE TAT 10.16 minutes EDF 2.95
Route 242 Stop BLOOMSBURY SQUARE TAT 9.83 minutes EDF 3.05
Route 25 Stop HIGH HOLBORN PROCTOR ST TAT 13.01 minutes EDF 2.31
Route 8 Stop BLOOMSBURY SQUARE TAT 9.83 minutes EDF 3.05
Route 521 Stop HOLBORN STATION KINGSWAY TAT 10.15 minutes EDF 2.96
Route 98 Stop BLOOMSBURY SQUARE TAT 9.83 minutes EDF 3.05
Route X68 Stop RUSSELL SQUARE STH SIDE TAT 11.17 minutes EDF 2.69
Route 59 Stop SOUTHAMPTON RW RUSSELL S TAT 5.83 minutes EDF 5.14
Route 68 Stop SOUTHAMPTON RW RUSSELL S TAT 5.83 minutes EDF 5.14
Route 91 Stop SOUTHAMPTON RW RUSSELL S TAT 5.83 minutes EDF 5.14
Route 171 Stop BLOOMSBURY SQUARE TAT 10.83 minutes EDF 2.77
Route 1 Stop BLOOMSBURY SQUARE TAT 10.58 minutes EDF 2.84
Route 168 Stop SOUTHAMPTON RW RUSSELL S TAT 5.83 minutes EDF 5.14
Route 188 Stop SOUTHAMPTON RW RUSSELL S TAT 6.25 minutes EDF 4.8
Route 7 Stop RUSSELL SQUARE STH SIDE TAT 7.0 minutes EDF 4.29

Best EDF is 5.14

Half of all other EDFs is 29.6

AI for this mode is 34.74

Underground Services

Reliability factor for this mode is .75

Maximum walk time for this mode is 12 minutes

Maximum walk distance for this mode is 960.0 metres

Stop Holborn

Walk time to stop from POI is 6.49 minutes

Walk distance to stop from POI is 519.38 metres

Route Central Line Grange Hill to North Acton Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Epping to West Ruislip Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Central Line Loughton to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Central Line White City to Loughton Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line West Ruislip to Epping Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Ealing Broadway to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line White City to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Epping to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Debden to Northolt Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Hainault to Ruislip Gardens Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Hainault to White City Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Central Line Northolt to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line White City to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Central Line North Acton to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
Route Central Line Hainault to West Ruislip Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
Route Central Line Loughton to West Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line West Ruislip to Debden Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line North Acton to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Debden to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line West Ruislip to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Ruislip Gardens to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line North Acton to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line West Ruislip to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Hainault to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes

Route Central Line Hainault to Northolt Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Central Line Epping to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Ealing Broadway to Epping Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
 Route Central Line Ealing Broadway to Hainault Direction E/B Frequency 4.7 giving AWT of 6.38 minutes
 Route Central Line Epping to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Epping to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Central Line Newbury Park to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
 Route Central Line Epping to Ealing Broadway Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
 Route Central Line Loughton to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Ruislip Gardens to Loughton Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Ruislip Gardens to Epping Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
 Route Central Line West Ruislip to Grange Hill Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line West Ruislip to Hainault Direction E/B Frequency 3.0 giving AWT of 10.0 minutes
 Route Central Line Northolt to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
 Route Central Line Ruislip Gardens to Newbury Park Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
 Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Grange Hill to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
 Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Central Line Debden to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line North Acton to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
 Route Central Line Grange Hill to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Loughton to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Debden to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Grange Hill to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line Ealing Broadway to Debden Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Hainault to Ealing Broadway Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
 Route Central Line Grange Hill to Ealing Broadway Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line White City to Epping Direction E/B Frequency 0.7 giving AWT of 42.86 minutes

Stop Russell Square

Walk time to stop from POI is 4.04 minutes

Walk distance to stop from POI is 323.58 metres

Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
 Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
 Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
 Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes

Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
 Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
 Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
 Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
 Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
 Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes

Stop Tottenham Court Road

Walk time to stop from POI is 11.6 minutes

Walk distance to stop from POI is 928.29 metres

Route Central Line Loughton to West Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Grange Hill to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line White City to Epping Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line North Acton to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Ealing Broadway to Hainault Direction E/B Frequency 4.7 giving AWT of 6.38 minutes
 Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
 Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Central Line Hainault to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line Grange Hill to North Acton Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Hainault to Northolt Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Central Line Debden to Northolt Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Hainault to Ruislip Gardens Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Debden to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Newbury Park to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
 Route Central Line White City to Loughton Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line North Acton to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Ealing Broadway to Epping Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
 Route Central Line North Acton to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Ruislip Gardens to Newbury Park Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
 Route Central Line Grange Hill to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Epping to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Loughton to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Epping to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Grange Hill to Ealing Broadway Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line West Ruislip to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
 Route Central Line Epping to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes

Route Central Line Debden to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line Ealing Broadway to Debden Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Hainault to Ealing Broadway Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
 Route Central Line Debden to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line West Ruislip to Epping Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
 Route Central Line Ealing Broadway to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Loughton to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line West Ruislip to Debden Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line Epping to Ealing Broadway Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
 Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line West Ruislip to Hainault Direction E/B Frequency 3.0 giving AWT of 10.0 minutes
 Route Central Line Ruislip Gardens to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line Northolt to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line West Ruislip to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line North Acton to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Epping to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line Hainault to West Ruislip Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
 Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
 Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
 Route Central Line White City to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Epping to West Ruislip Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
 Route Central Line Hainault to White City Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Central Line Loughton to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Ruislip Gardens to Loughton Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line Northolt to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
 Route Central Line White City to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
 Route Central Line Grange Hill to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
 Route Central Line Ruislip Gardens to Epping Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
 Route Central Line West Ruislip to Grange Hill Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
 Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes

TATs for this mode

Route Central Line Grange Hill to North Acton Stop Holborn TAT 107.24 minutes EDF 0.28
 Route Piccadilly Line Rayners Lane to Cockfosters Stop Russell Square TAT 15.91 minutes EDF 1.89
 Route Central Line Epping to West Ruislip Stop Holborn TAT 20.29 minutes EDF 1.48
 Route Central Line White City to Loughton Stop Holborn TAT 37.24 minutes EDF 0.81
 Route Piccadilly Line Cockfosters to Heathrow T5 Stop Russell Square TAT 9.79 minutes EDF 3.06
 Route Piccadilly Line Uxbridge to Cockfosters Stop Russell Square TAT 15.91 minutes EDF 1.89
 Route Central Line Ealing Broadway to Newbury Park Stop Holborn TAT 50.1 minutes EDF 0.6
 Route Central Line White City to Newbury Park Stop Holborn TAT 107.24 minutes EDF 0.28
 Route Central Line Epping to North Acton Stop Holborn TAT 37.24 minutes EDF 0.81
 Route Central Line Debden to Northolt Stop Holborn TAT 50.1 minutes EDF 0.6
 Route Piccadilly Line Oakwood to Rayners Lane Stop Russell Square TAT 47.65 minutes EDF 0.63
 Route Piccadilly Line Ruislip to Cockfosters Stop Russell Square TAT 27.87 minutes EDF 1.08
 Route Piccadilly Line Ruislip to Arnos Grove Stop Russell Square TAT 27.87 minutes EDF 1.08
 Route Central Line Ruislip Gardens to Hainault Stop Holborn TAT 37.24 minutes EDF 0.81

Route Central Line Hainault to White City Stop Holborn TAT 37.24 minutes EDF 0.81
Route Piccadilly Line Arnos Grove to Northfields Stop Russell Square TAT 17.84 minutes EDF 1.68
Route Central Line Northolt to Epping Stop Holborn TAT 107.24 minutes EDF 0.28
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Stop Russell Square TAT 9.79 minutes EDF 3.06
Route Central Line North Acton to Newbury Park Stop Holborn TAT 107.24 minutes EDF 0.28
Route Central Line Hainault to West Ruislip Stop Holborn TAT 16.33 minutes EDF 1.84
Route Central Line Loughton to West Ruislip Stop Holborn TAT 50.1 minutes EDF 0.6
Route Central Line West Ruislip to Newbury Park Stop Holborn TAT 50.1 minutes EDF 0.6
Route Central Line Ruislip Gardens to Newbury Park Stop Holborn TAT 24.89 minutes EDF 1.21
Route Central Line West Ruislip to Debden Stop Holborn TAT 37.24 minutes EDF 0.81
Route Central Line North Acton to Loughton Stop Holborn TAT 50.1 minutes EDF 0.6
Route Central Line Hainault to North Acton Stop Holborn TAT 37.24 minutes EDF 0.81
Route Central Line Hainault to Northolt Stop Holborn TAT 30.32 minutes EDF 0.99
Route Piccadilly Line Arnos Grove to Rayners Lane Stop Russell Square TAT 27.87 minutes EDF 1.08
Route Central Line Epping to White City Stop Holborn TAT 50.1 minutes EDF 0.6
Route Piccadilly Line Arnos Grove to Uxbridge Stop Russell Square TAT 27.87 minutes EDF 1.08
Route Central Line Ealing Broadway to Epping Stop Holborn TAT 14.74 minutes EDF 2.03
Route Central Line Hainault to Ealing Broadway Stop Holborn TAT 12.51 minutes EDF 2.4
Route Piccadilly Line Oakwood to Uxbridge Stop Russell Square TAT 47.65 minutes EDF 0.63
Route Central Line Ruislip Gardens to Epping Stop Holborn TAT 24.89 minutes EDF 1.21
Route Central Line Loughton to Ealing Broadway Stop Holborn TAT 107.24 minutes EDF 0.28
Route Central Line Ruislip Gardens to Loughton Stop Holborn TAT 107.24 minutes EDF 0.28
Route Central Line West Ruislip to Grange Hill Stop Holborn TAT 37.24 minutes EDF 0.81
Route Central Line Grange Hill to White City Stop Holborn TAT 50.1 minutes EDF 0.6
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Stop Russell Square TAT 19.79 minutes EDF 1.52
Route Central Line Debden to Ealing Broadway Stop Holborn TAT 50.1 minutes EDF 0.6
Route Central Line Grange Hill to Northolt Stop Holborn TAT 107.24 minutes EDF 0.28
Route Central Line Loughton to Northolt Stop Holborn TAT 107.24 minutes EDF 0.28
Route Piccadilly Line Oakwood to Ruislip Stop Russell Square TAT 47.65 minutes EDF 0.63
Route Central Line Debden to Ruislip Gardens Stop Holborn TAT 107.24 minutes EDF 0.28
Route Central Line Grange Hill to Ealing Broadway Stop Holborn TAT 37.24 minutes EDF 0.81
Route Northern Line Mill Hill East to Kennington Stop Tottenham Court Road TAT 19.33 minutes EDF 1.55
Route Northern Line Kennington to Edgware Stop Tottenham Court Road TAT 18.35 minutes EDF 1.63
Route Northern Line Morden to High Barnet Stop Tottenham Court Road TAT 20.46 minutes EDF 1.47
Route Northern Line Edgware to Morden Stop Tottenham Court Road TAT 15.97 minutes EDF 1.88
Route Northern Line High Barnet to Kennington Stop Tottenham Court Road TAT 17.91 minutes EDF 1.68
Route Northern Line Morden to Mill Hill East Stop Tottenham Court Road TAT 42.35 minutes EDF 0.71

Best EDF is 3.06

Half of all other EDFs is 25.02

AI for this mode is 28.08

Rail Services

Reliability factor for this mode is .75

Maximum walk time for this mode is 12 minutes

Maximum walk distance for this mode is 960.0 metres

** No stops found within buffer for this POI

Total AI for this POI is 62.82. X: 530276, Y: 181928.

PTAL Rating is 6b.

APPENDIX C



Student Pre-Arrival Information 2011-2012

CATS College London

What you need to know
before and after you arrive



Welcome!



You will soon be joining us at CATS College London where you will have a wonderful opportunity to study in the UK in one of the major leading cities of the world. London has all the amenities of a major university city, with Bloomsbury located at the heart of academic London close to University College London, London School of Economics and University of London Colleges creating an unforgettable place in which to live and study.

CATS College London is a unique College where you will be given the opportunity to develop your learning and social skills. For many of our students it is where they make lifetime friends, gain a wealth of experiences and have a great education. The College is proud of its multicultural community. We value equality of opportunity and diversity for all and do all we can to foster an environment where everybody respects each other.

For our international students, coming to study in a new country is both exciting and overwhelming. UK students who are living away from home for the first time will also probably feel apprehensive. Most of you will feel homesick at some stage. Don't worry, you are not alone. There is help and support available to you in the College and we try to help make this transition as easy as possible.

This Information Pack provides the essential information you will need both before and after your arrival, so please read it carefully and follow the instructions regarding information we need from you. For speed of contact we prefer to use email, so please would you make sure that the Contacts Form is completed.

We look forward to meeting you soon.

Mark Love
Principal

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- When to Arrive 5
- Before You Travel 6
- What to Bring 7
- Arrival in the UK – What to Expect 8
- First Days at College 9
- The Serious Bits 11
- The Fun Bits 14
- CATS College London Location 16
- Term Dates 17

College Details

Address:

CATS College London
43 – 45 Bloomsbury Square
London
WC1A 2RA

Telephone:

From Overseas: +44 1223 314 431
From the UK: 01223 314 431

08.00 – 18.30 until 18 June

08.30 – 17.00 after 18 June



Emergency Number:

From Overseas: +44 7860 586 528
From the UK: 07860 586 528

Fax:

From Overseas: +44 1223 467 773
From the UK: 01223 467 773

E-mail:

ccare@catscollege.com



When to Arrive



Staying in College Accommodation?

- Please fill in the Travel Form, included in the 'Forms' pack attached, with your travel details and return to the College as soon as you have booked your flight.
- You should arrive in London on the **Saturday or Sunday** before term begins between 8am and 8pm. Come directly to the College. If you are arriving in London outside of these hours, you must obtain approval from the College prior to arrival and you will need to go directly to your accommodation, details of which will be sent later.
- Taxis can be arranged to meet you at the airport. For your first term, the cost of this will be added to your next invoice, but for all other terms you will either need to have a 'float account' in place or to pay with cash. To book the taxi either ask your agent or fill in the Travel Form as soon as you know your flights and tick 'yes' where asked if you would like a taxi. Alternatively email your flight details to ccare@catscollege.com and a taxi will be organised for you.
- All students are expected to arrive before the start of term. If you cannot do so, then please arrange to arrive on a Saturday or Sunday as close to the start date as possible.
- **DO NOT ARRIVE MONDAY TO FRIDAY.**

Monday – Friday DO NOT ARRIVE	Saturday/Sunday ARRIVE	Monday INDUCTION PROGRAMME

Not Staying in College Accommodation?

- Come to the main College Reception at 43-45 Bloomsbury Square, Bloomsbury by 09.00 on the first Monday of term.

Before you Travel



Visas:

- Please refer to the UKBA website for visa information.
<http://www.ukba.homeoffice.gov.uk/>
- If you are a 'visa national' you will need to obtain your entry permit before you fly. You should have received a CAS statement (Confirmation of Acceptance of Studies) from us. If not please let us know.

Insurance of personal property:

- ***The College cannot accept responsibility for the loss of, or damage to, your personal belongings.***
- You are strongly encouraged to arrange your own insurance cover.
- Students' Possessions Insurance can be taken with HSBC but other providers are available. For more information visit the following web address <http://www.hsbc.co.uk/1/2/personal/insurance> and click on the "Student Insurance" section.
- Don't bring highly valuable possessions or equipment to College.
- Passports and other important documents can be left with the college for safekeeping.
- Security boxes are provided in all rooms in large blocks. In the smaller properties occupied by over 18s safes can be hired at a cost of £36 per year with a £36 deposit.

Insurance of fees:

- You may wish to take out insurance for your fees. Unfortunately, the College cannot arrange this for individuals.

Examination results:

- Please fax (+44 1223 467773), post or email copies (not originals) of your exam results to Client Care if we have not already seen them – ccare@catscollege.com

What to Bring With You



International students:

Please make sure that you have the following with you when you travel:

- Passport with visa, if required
- Students aged under 16 should have a letter from their parents giving them permission to travel
- CAS (Confirmation of Acceptance for Studies) statement
- ORIGINALS (not copies) of documents listed on the CAS statement which were used to support your visa application
- If you bring any medication into the UK, also carry a letter (translated into English) from your doctor explaining what the medicine is and what it is for
- A warm sweater or jacket for your arrival
- **Keep all of the above in your hand luggage.**
- **Do not bring** meat/dairy products, it is illegal to import these to the UK.

All students:

Money

- Cash for arrival and first two weeks. We suggest around £100. If you are self catering you will need more, around £250
- Bank draft or cheque for fees or proof of fee payment, e.g. bank transfer documentation
- Funding for text book purchases. This will be easier if you have a float account set up, otherwise you will need around £200. (See attached notes for Form A on how to do this)
- **Do not carry large amounts of cash on you or in your personal belongings.**

Medical Items

- Spare pair of glasses or contact lenses if you have them and a copy of your prescription
- Medicines prescribed by a doctor and also a copy of prescriptions, preferably with generic names
- Photographs and reminders of family and home
- Towels
- Essential toiletries
- Four passport size photographs (if not already supplied)
- **Do not bring** bed linen because it is provided in your accommodation.

Arrival in the UK – What to Expect

Immigration Control

On arrival, you will be checked through Immigration Control

If you have any problems, contact the College on +44 1223 314 431
(College Hours) or +44 7860 586 528

Baggage Reclaim

Go to Baggage Reclaim to collect your luggage. Check the monitors for the carousel number

Customs

Students from European countries should use the **Blue Channel**

Students from all other countries should use the **Green Channel**

If you have anything to declare use the **Red Channel**

If you are uncertain about whether to use the Red Channel, please go to: <http://www.visitbritain.co.uk/about-britain/practical-information>

If you are bringing a bank draft or check for fees of over £8,800 then you must go through the Red Channel and declare it. For this reason, **it is easier to pay fees by bank transfer before you come.**

Arrivals

If you are being met by a taxi, look for your name on the boards held by the drivers as you come into the Arrivals area.

If you cannot see it, go to Airport Information and ask them to put a call out for your driver then wait at Airport Information. If they cannot help, ring the college +44 1223 314 431, or if early or late at that time call the emergency number which is +44 7860 586 528

First Days at College



The First Day

- A schedule for the first few days will be at your accommodation. Students not living in College accommodation will be given their schedules on Monday morning.
- If you have any problems with your accommodation:
 - Speak to your Hall Supervisor
 - Go to one of the Accommodation 'Surgeries' at the College – details will be given to you
- If staying in supervised accommodation (this applies too all students under 18), Hall Supervisor will escort you to the College on the first morning and you will also be given a map with directions. If staying in unsupervised accommodation, details of how to get to the College for Monday morning at 9.00 will be in your room.

Induction Programme

This will help you with the practical side of living and studying in London. During these early days you will:

- Be shown around the College facilities and meet College staff, including your Personal Tutor.
 - Get to know your way around London
 - Meet your fellow students
 - Get your College Smart Card, which provides:
 - Proof of Identity
 - Entrance to College Facilities
 - Proof of Entitlement to Meals
 - Be given information on IT, including how to log on to the College Network
 - Be helped to open a bank account
 - Be registered with the local doctor
 - Be helped with Police registration if applicable
 - Meet the curriculum team to confirm your course and subjects and get your timetable
 - Meet the Finance team and give them evidence of payment of fees
 - Be given a maths test if you are taking sciences
 - Be given an English test if you are a non-native speaker
 - When you first arrive or within the first few weeks you will be given a test from Durham University which helps us set your target grades in all your subjects
- The induction programme is very important and you will not go to lessons until you have attended**



Homesickness

To start with everything is new, exciting and different, but as time goes by you may start to wish things were the way they were back home.

This is quite normal.

Don't despair as this stage will pass – and much more quickly if you talk to someone about how you are feeling. Talk to your Personal Tutor or the Welfare Team and keep in touch with home by telephone or email. Our Welfare team is always available to provide support and advice, or to direct you to independent and specialist help or counselling.

Remember to bring photographs or ornaments that are familiar to you. Make friends with other students and take part in College sports and activities.



The Serious Bits



College Rules

The College encourages students to be responsible and to learn to manage their own time. This is almost certainly a different learning environment from your previous school but we will help you to adapt.

The College tries to keep an informal atmosphere but this is not at the expense of good manners and behaviour. You are expected to treat your fellow students and all staff with respect. We have **three very strict rules**:

Drug Misuse

Illegal drugs are not allowed under any circumstances. Legal drugs that are sold or misused will be dealt with as illegal drugs. The Principal may, at his discretion, exercise a zero tolerance policy and expel anyone caught in possession of, or having taken illegal drugs, or may suspend the students, allowing them to return only under strict conditions. These may include:

- A minimum of 95% attendance
- Frequent drug testing (on average monthly) with costs of around £150 per test to be covered by the fee payer. Any positive reading will result in immediate expulsion.
- Participating in drug counselling and education programmes as deemed appropriate by the College. Costs may be incurred for this.

Attendance

Authorised attendance must be over 95%, with a minimum of 75% actual attendance at lessons. If it falls below this, then sanctions are applied and **you may not be allowed to sit the final public examinations**.

You must be here for the start of each term and not leave before the end. Make sure your travel arrangements comply with this. Some examinations take place until **15 June 2012** and you must not make travel arrangements for the end of Summer Term until individual examination dates are known.

Smoking

Smoking is not allowed inside the College or in your accommodation. Students may only smoke in the designated smoking areas outside.

Smoking is banned in all enclosed public spaces in the UK. This includes places such as restaurants, airports, railway stations, cafes and museums.



Financial Matters

You will need to have the money for:

Living costs outside of the College – e.g, clothes, music, eating out

- You will be helped to open a bank account

or

- If you have a 'float account' at College we can give you an agreed amount of pocket money from this. There is a £25 fee each term for this pocket money service.

Expenses inside College

During the year you will need to pay for trips, books, taxis, College photographs, etc.

If you do not want to pay for these expenses from your personal funds you must set up a float account. Details of how to do this are attached. If you do not have a float account you must pay for all these expenses in advance from your own funds.

Catering

Full-board students

All meals are included in the accommodation fees and are taken in the College canteen. The College is unable to refund any element of the fees if meals are not taken.

Self-catered students

If you are entitled to, and have taken, the self-catering option, you may use the snack bar to purchase beverages and food during the day. If you wish to have breakfast, lunch and/or dinner using the canteen you will need to purchase this separately at the beginning of term. The Finance Officer will be able to assist you with this.





Medical Information

All students have access to our College Nurse, who will see them if they are ill and it is not an emergency. All students can also have free emergency hospital treatment in Accident & Emergency Departments, but other entitlements depend on where you live and how long you are here for.

All students on courses lasting six months or more...

are entitled to free emergency treatment in NHS hospitals and fee treatment with the General Practitioner (GP) if they register with the GP at the start of the term. If students do not register and have less than 6 months on their visa they will have to pay privately.

Some services are free of charge:

- Consulting a GP and most other GP services (e.g. visiting a clinic)
- Emergency and non-emergency treatment in a hospital

Others you will have to pay for:

- Medicines prescribed by your GP - under the NHS - is currently £7.40. Prescriptions as a private patient will be considerably more.
- Some GP services such as travel vaccinations
- Dental treatment

EU nationals on courses lasting less than six months...

are eligible for free medical care provided they have a European Health Insurance Card (EHIC) which you must obtain prior to travelling.

Students with EU nationality but who normally reside outside the EU will usually have to pay for health care in the UK and should take out private medical insurance.

Other students on courses lasting less than six months...

are only entitled to limited NHS treatment. You are entitled to free emergency hospital treatment, but only treatment given in a NHS Accident & Emergency department is free. If you are admitted onto a ward or given an outpatient appointment, charges will apply.

Any other treatment will have to be paid for. Private health care can be extremely expensive without medical insurance; therefore it is very important to arrange medical insurance before coming to the UK.



Do I need medical insurance?

If you are not entitled to free NHS treatment, you should ensure you have adequate medical insurance to cover medical costs and the possible additional costs resulting from that illness such as a flight home.

Even if you are entitled to free NHS treatment, you may consider taking out private medical insurance. Sometimes it can take several days to get an appointment with an NHS GP and there are long waiting lists for non-emergency NHS services. Private medical insurance could give you much quicker access to the treatment you need.

Medication

If you bring any medication into the UK, also carry a letter (translated into English) from your doctor explaining what the medicine is and what it is for. Similarly, if you are undergoing any long-term medical treatment, you should also bring a letter from your doctor, counsellor, or hospital specialist. This letter can be shown to a relevant UK specialist if further medication is needed.



The Fun Bits



Sports

You will be able to take part in sports such as football, basketball, martial arts and dancing. You will learn more of what is available during induction.

Study Trips

- Over the year there will be several UK-based trips, both for study and for learning more about the UK.
- A single trip can cost from £15 to £150 and the cost will be deducted from your float account, or you must pay before booking.
- We will ask for your parents' authorisation for any trips outside of London, so please make sure that the contact form attached is filled in correctly.
- There will also be outings in and around London. We ask that your parent/guardian fill in the attached form which will give permission for you to go on these without having to get their authorisation each time.

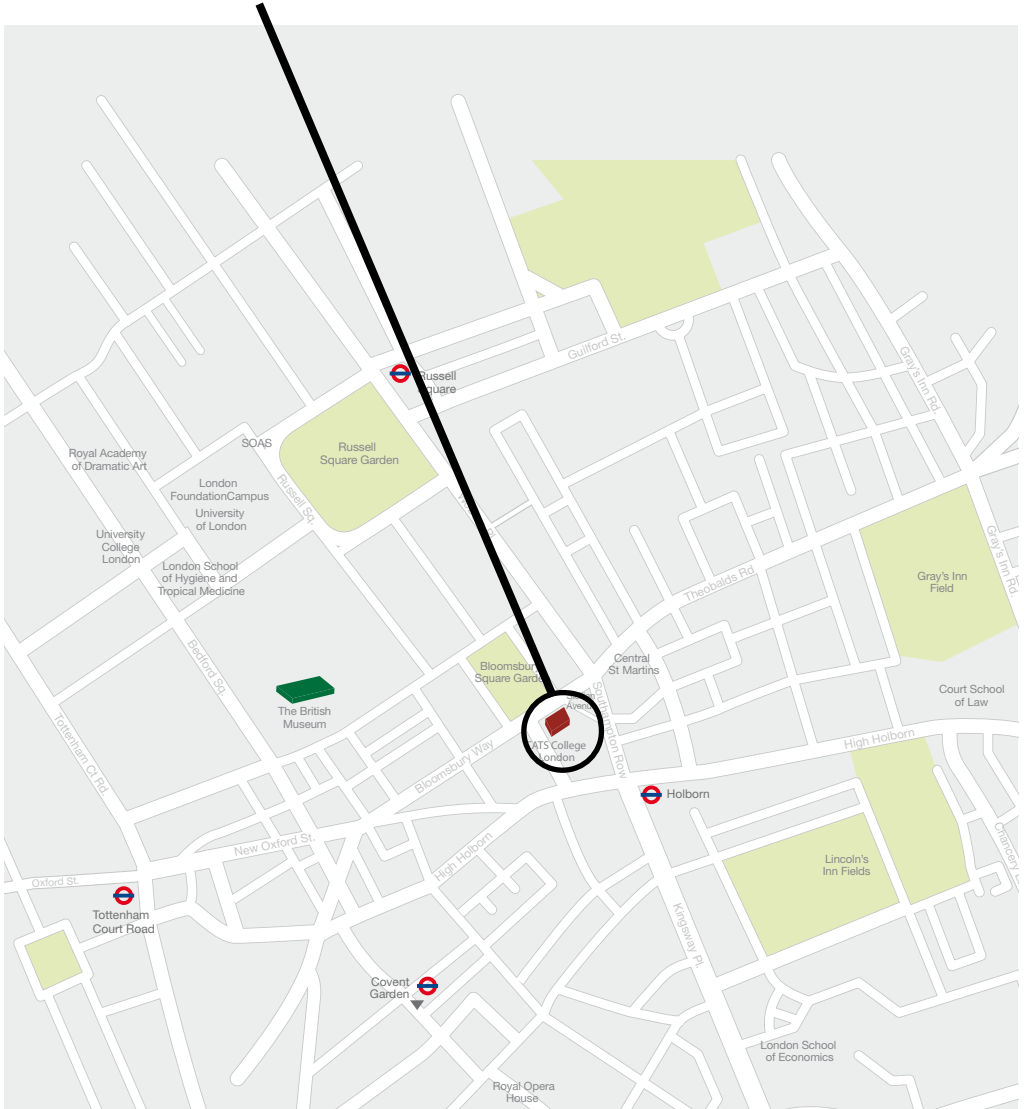
Leisure Activities

- We arrange many leisure activities throughout the year, such as bowling, theatre and cinema visits, and organise College social events such as fancy dress parties, a welcome ball and games evenings. These will be advertised.
- A Student Council meets regularly and gives voice to Students' needs and points of view. It provides an important contribution to the planning of events.

London

If you wish to learn more about London before you arrive, go to the following website: <http://www.visitlondon.co.uk>

CATS College London Location



	Winter Term 2011	Spring Term 2012	Summer Term 1 2012	Summer Term 2 2012
First Day of Term	Monday 12 Sept	Monday 09 January	Monday 16 April	Monday 02 July
Half Term	Saturday 22 - Sunday 30 October	Saturday 11 - Sunday 26 February	n/a	n/a
	n/a	Easter vacation* Bank holidays apply	n/a	n/a
Term Ends	Friday 16 December	Friday 13 April (Pre: Programme and AEP students only 30th March)	Friday 15 June*	Friday 17 August
	Christmas vacation Saturday 17 December- Sunday 08 January	*Easter vacation Only Pre: Programme and AEP students 31 March - 15 April.	Summer vacation Saturday 16 June - Sunday 01 July	Summer vacation Saturday 18 August - Sunday 02 Sept

PLEASE NOTE – IT IS ESSENTIAL THAT STUDENTS ADHERE TO THESE TERM DATES AND DO NOT ARRIVE LATE OR LEAVE EARLY

**Some examinations take place until the end of June 2012 and you should not make travel arrangements until individual examination dates are known*



Please now go to the 'Forms' attachment.

It is ***very important*** that you complete and return all forms as soon as possible.

By Post:

Reception (to CATS College Cambridge)
13 – 14 Round Church Street
Cambridge
CB5 8AD

By E-mail:

ccare@catscollege.com

By Fax:

+ 44 (0) 1223 467 773



FORMS

Parental Consent (Form A)

Finance (Form B)

Contacts (Form C)

Medical and Health (Form D)

Travel (Form E)

Please complete AND SIGN the attached forms and return to the College as soon as possible.

Return by:

Post:

Reception
CATS College Cambridge
13-14 Round Church Street
Cambridge
CB5 8AD
UK

Or Email:

ccare@catscollege.com

Fax:

+44 (0) 1223 467773

Emergency Contact Number:

+44 7860 586 528



PARENTAL CONSENT (FORM A)

STUDENT'S FULL NAME:

DATE OF BIRTH:

1. Medical Emergencies

In case of a medical emergency, I/we understand that every effort will be made to contact parents as soon as possible. In the case of need for rapid emergency treatment, I/we give our permission for the Principal or a delegated representative, to authorise emergency medical intervention, including the use of anaesthetic, transfusion and any hospital operation deemed by local medical experts to be necessary.

I/we agree to provide CATS College London with full and up to date emergency contact details at all times.

2. Permission for Care

I give my permission for the Nursing Staff, or their representative, at CATS College London to give appropriate medication or treatment for minor problems, such as cuts, bruises, sprains, headaches etc while my son/daughter is on College premises or in College accommodation.

3. Activities

I give authorisation for my son/daughter to participate in activities in and around London.

Any costs incurred for the trips will be deducted from your float account, if in place, or must be paid for in advance.

4. Drugs/Alcohol Policy

I/we consent and agree that my son/daughter will provide any samples that may be required in connection with any CATS College London drugs/alcohol policy currently in force (see page 11 of the Pre Arrival Handbook.)

5. Dietary Requirements and Existing Health Conditions

I will tell the College of any dietary requirements or existing health, psychological or welfare conditions. Please either fill out the attached medical form or, if confidential, email the Nurse on ccare@catscollege.com

If a student arrives at College with a pre existing condition which was not declared at the time of application, the College reserves the right to either ask the student to leave the College or to send him/her for private medical or psychological treatment or for tests, which will be at the student's expense.

Signed:

Date:

Please Print Name:

Relationship:

FINANCE (FORM B)

STUDENT'S NAME: _____ DATE OF BIRTH: _____

1. Float Account

Your son/daughter will probably spend around £1,000 a year on trips, books and materials and other College related expenses. To make it easier for you to pay, you can set up a 'float account'. The College then deducts any payments from this.

We recommend crediting this account with £1,000 initially, but if you wish the College to dispense pocket money (see below) or your son/daughter wishes to go on several trips then you may wish to put in more or to add additional funds later in the year. The float account must have a balance of at least £200 on your float account at the start of the year to cover the cost of text books and materials needed for lessons.

Mandatory expenses, e.g. exam fees and university application fees, will be invoiced separately.

How much will you transfer into the account (by 5th September)? £.....

2. Authorisation for Pocket Money and Expenses

If you wish the College to give your son/daughter pocket money every week and/or would like expenses to be deducted from a float account once in place, please fill in this section. Remember that you must fund a float account to be able to receive pocket money.

Can we deduct for books, trips and other College related expenses Yes ☐ No ☐

Do you wish the College to dispense pocket money? Yes ☐ No ☐

If so, how much per week? £ _____

Please remember that if you would like us to dispense pocket money, then we require the funds to be paid in advance. Please also note that there is a £25 College administration fee for providing this service.

SIGNED:
(Parent/Guardian) _____

PLEASE PRINT NAME: _____

DATE: _____

CONTACTS

(FORM C)

STUDENT'S FULL NAME: _____ **DATE OF BIRTH:** _____

EMAIL CONTACTS

Correspondence:	
Email: _____	
Name: _____	Relationship: _____
Reports:	
Email: _____	
Name: _____	Relationship: _____
Invoices:	
Email: _____	
Name: _____	Relationship: _____

EMERGENCY CONTACTS

Please give full details (as clearly and accurately as possible) of two emergency contacts:

Main Contact	Second Contact
Name: _____	Name: _____
Relationship: _____	Relationship: _____
Address: _____ _____	Address: _____ _____
Telephone (work): _____	Telephone (work): _____
Telephone (home): _____	Telephone (home): _____
Telephone (mobile): _____	Telephone (mobile): _____
	Fax: _____



Fax:

Email:

Email:

UK GUARDIAN *(if applicable):*

Name

Address:

Telephone:

Fax:

Email:

MEDICAL AND HEALTH FORM (FORM D)

STUDENT'S NAME:

DATE OF BIRTH:

This medical information form will be kept at the Medical Centre and copies will also be placed on the student's file. Certain medical information such as asthma will be recorded on the College database so that teachers organising trips can be aware.

ANY INFORMATION THAT YOU WISH TO BE KEPT STRICTLY CONFIDENTIAL SHOULD BE SENT DIRECTLY TO THE MEDICAL CENTRE OR EMAILED TO CCARE@CATSCOLLEGE.COM

If there is any previous past medical history, a letter from your son/daughter's previous doctor may be helpful so that appropriate care can be given.

1. Medical Emergency

In case of a medical emergency, I/we understand that every effort will be made to contact parents as soon as possible.

In the case of need for rapid emergency treatment, I/we give our permission for the Principal or a delegated representative, to authorise on my behalf emergency medical intervention, including the use of anaesthetic, transfusion and any hospital operation deemed by local medical experts to be necessary.

2. Emergency Contact Number

Name:

Relationship:

Contact Number:

Email:

I/we agree to provide CATS College London with full and up to date emergency contact details at all times.

3. Permission for Care

I give my permission for the Nursing Staff, or their representative, at CATS College London to give appropriate medication or treatment for minor problems, such as cuts, bruises, sprains, headaches etc. while my son/daughter is on College premises or in College accommodation

Name(s):

Signature(s)

Date:

Relationship:

REGISTERING WITH A DOCTOR

International students enrolled on a course of 6 months or more are entitled to health care under the National Health Service (NHS). However, parents and students who are used to private systems of medical care sometimes find that the time taken for an appointment to see the doctor (24 to 48 hours) and the waiting time to see a hospital consultant (up to 6 months) is unacceptable and you may prefer to organise private health care insurance for your son/daughter. Any student who is on a course of under 6 months is encouraged to take out private medical insurance before travelling.

We do have access to a private doctor who will normally see students within 24 hours at a fee of approximately £60. The College Nurse has details of this service.

Orthodontic treatment can be organised if a letter of referral is sent from your dentist. Again there is a considerable waiting time for treatment on the NHS and parents may wish their son/daughter to be seen privately. All other routine dental checks should be arranged during the holidays.

All urgent conditions requiring prompt attention will be treated by the NHS without delay.

Please indicate whether you would like your son/daughter treated privately or under NHS:

- | | | | | |
|--|-----|--------------------------|----|--------------------------|
| 1. Under the National Health Service | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| 2. Under private medical care arrangements | Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |

If 2 applies please sign the following:

I undertake to meet all private health care expenses:

Signature:

Date:

MEDICAL AND HEALTH FORM (Continued)

MEDICAL HISTORY

It is important that you complete the following sections.

Past Medical History

If your son/daughter has any history of the following illnesses please indicate and give details of any medication prescribed.

Medical Condition	Yes/No	Details/Medication
Asthma		
Eczema		
Ear problems		
Eye problems		
Epilepsy		
Anorexia/Bulimia		
Diabetes		
Hay fever		
Joint disease		
Heart disease		
Enuresis (Bedwetting)		
Glandular fever		
Migraine		
Allergies food/drugs		
Tropical disease		
Psychological problems		
Any operations		

MEDICAL AND HEALTH FORM (Continued)

Learning Difficulties

Has your son/daughter any learning difficulties? Please list below:

Infectious Diseases

Has your son/daughter had any of the following illnesses?

Mumps: Yes ☐ No ☐ Chicken pox: Yes ☐ No ☐
Measles: Yes ☐ No ☐ Rubella: Yes ☐ No ☐

Girls only

Are there any menstrual problems? If so please give details:

Immunisation

Where known please give latest to date. This information should be with your previous doctor.

	Date		Date
Tetanus		Measles	
Polio		Rubella	
Whooping cough		Mumps	
Diphtheria		Tuberculosis	
Typhoid		Hepatitis A	
Cholera		Hepatitis B	
Yellow Fever		Other(s)	
Meningitis C			



DRUGS/ALCOHOL POLICY

I/we consent and agree that the above named student will provide any samples that may be required in connection with any CATS College London drug/alcohol policy currently in force.

Parent/Guardian

Signed:

Print Name:

Date:

Student

Signed:

Print Name:

Date:

TRAVEL FORM (FORM E)

Please fill in and return to us as soon as you have confirmed your flights.

Student Name:	
Departure Airport:	
Arrival Airport:	
Airline:	
Flight Number:	
Date:	
Arrival Time:	

Would you like us to book you a taxi from the airport to College?

Yes ☐ No ☐

The cost will be:

Heathrow	£110	Ashford or Dover	£ON REQ.
Gatwick	£155	Ebbsfleet International	£ON REQ.
Stansted	£150		

All unaccompanied under 16 yr old students incur an additional £45 fee

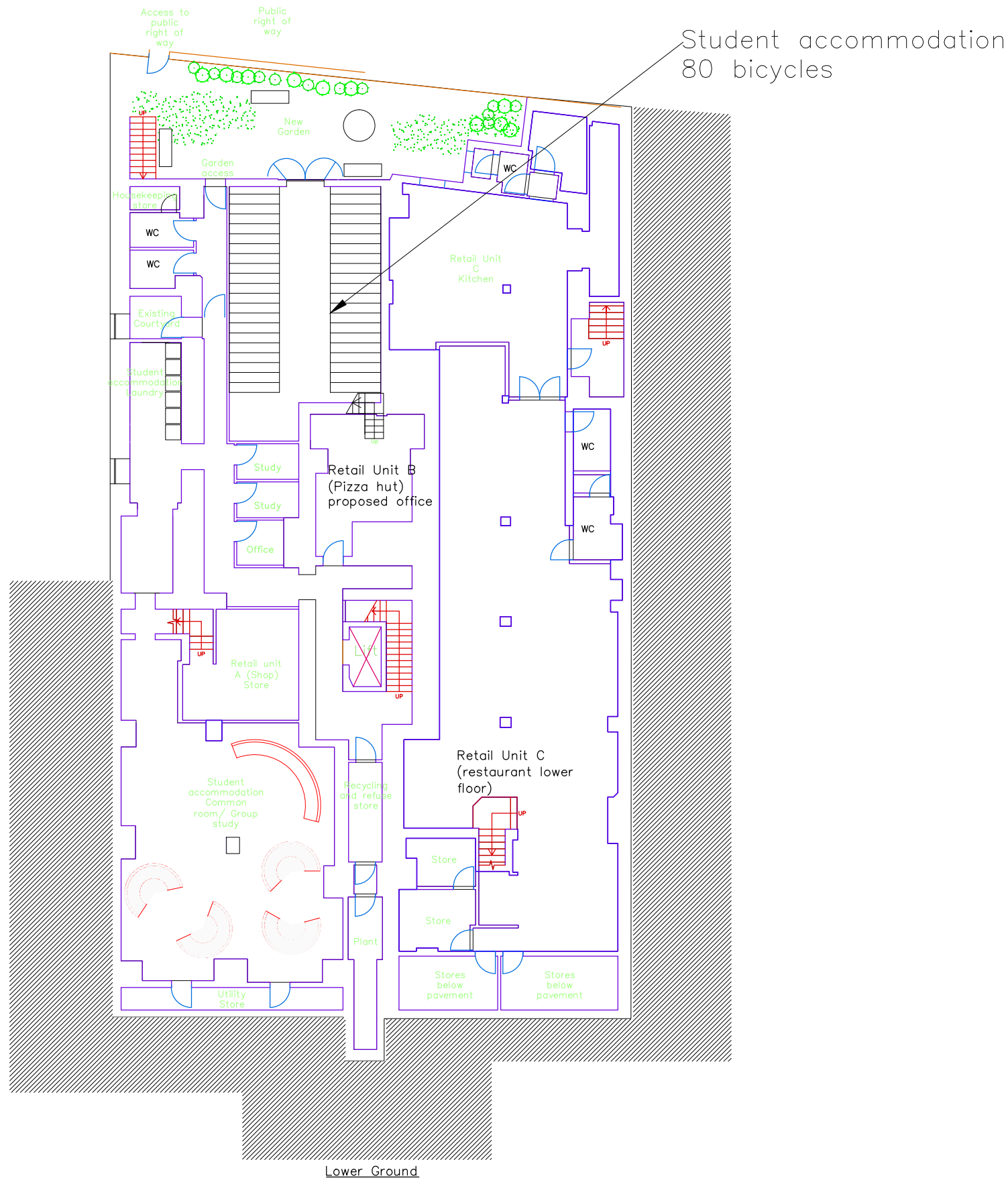
Other airport transfer fees can be provided on request

The cost will be added to your next invoice.

If you book a taxi through the College and we are adding the fare to your invoice, you MUST NOT pay the taxi driver. If you are paying cash please make sure you get a receipt.

APPENDIX D

A3
ORIGINAL
PLOT SIZE



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NOTES:

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
Cardiff
London
Welwyn Garden City



Studio Four
37 Broadwater Road
Welwyn Garden City
AL7 3AX
01707 385 200
www.tpa.uk.com

CLIENT:

TJAC SOUTHAMPTON ROW LLC

PROJECT:

SOUTHAMPTON ROW
CAMDEN

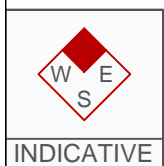
TITLE:

PROPOSED BICYCLE
STORAGE FACILITY

STATUS:

S K E T C H

SCALE: 1:200	DATE: 02/10/12	DRAWN: LH	CHECKED:	APPROVED:
JOB NO: 1207-22	DRAWING NO: SK01	REVISION:		



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SOUTHAMPTON ROW



APPENDIX E

Building Servicing Management Plan

150 Southampton Row, Camden, London

Objective:

The way in which a site is serviced can have an impact on transport and a proper Servicing Management Plan should demonstrate the following has been considered and where necessary the impact mitigated:

Car-Free Residence

The nature in which residence travel to and from the building

Operations of Facility

The nature of the goods and services required in delivery to site

Transport Issues

servicing vehicles, frequency, duration, size of vehicles, routes

Management Policies

Approach to management building / refuge / recycling

Car-Free Residence

The property is best described as a 100% '*car-free development*'. The students will not have private motor vehicles nor will the staff be permitted to have. The predominance of students will arrive by public transportation, on an individual basis, and will walk from the London Underground Station-Russell Square on Bernard Street, approximately 2 blocks away or from St. Pancras International Station approximately 1000m away. In addition to the above for general commuting around London, on Woburn Place, there are 4 major bus routes providing further opportunities. Secure bike store is provided should students wish to use it.

Within the building, students live in individual 'flat style units', each containing individual conventional kitchens. Students are provided with 3 meals a day at the College's academic Center, 2 blocks from the building. Alternatively, students can shop at local grocers, (3 major grocer shops within 2 blocks) and carry their provisions home. There are no common dining facilities, thus no large dining facility transport needs.

Students are responsible for their own personal laundry, and there are on site washer/dryers facilities provided to the students free of charge, thus no large delivery of laundry services is required.

Students attend classes within a two block walk through Bloomsbury Square to the central campus building located at 43-45 Bloomsbury Square thus no transport needs required.

Operations of Facility

In regards to specific items of servicing needs for the on-going operation of the building, the following schedule of items will require servicing with the type and frequency provided:

- Electrics
lighting lamps (bulbs) will require changing approximately every 36 to 60 months or longer with long life bulbs, and will be done by the house keeping staff. Provisions for such storage on site have been accounted and delivery would be a simple carry in from the shop. No transport required.
- Heating Systems
Heating System requires service 4 times a year to maintain highest energy efficiency of the units. The service person will arrive either on foot with tools or will have a small service van parked legally in local pay car parks. Service will be performed in approximately 4 hours per term.
- Lift
The lift requires annual inspection and certification. Lift mechanics arrive by small service van parked legally in local car parks or on foot and perform annual service inspection.
- Plumbing
The plumbing systems do not require any annual service; however service maybe needed on a call basis. Plumbing service of this nature would be via small service van parked legally in local pay car parks or on foot on an as-needed basis by licensed vendor.
- IT /Data Systems
The system is interconnected via the Bloomsbury Square facility, thus 99% of all IT servicing is performed remotely off site and no site service is needed. In the unlikely event an onsite hardware issues arises, this repair is accomplished via an IT staff member from the Bloomsbury Square that would arrive on foot.
- Building Linens/Appliances
The building provides to the student sheets, pillows, covers and duvets. These will be maintained during the course of the year by students as part of their personal laundry. The building housekeeping staff perform regular maintenance of the common corridors and 4 times annually of the entire building. The housekeeping staff will use on site laundry machines thus no off site delivery is required. Students are provided with standard kettles, kitchen utensils, toasters, etc. These will be replaced when needed by purchases from local shops thus these do not require delivery.
- Staff
The staff is limited housekeeping, management and security personnel. They will arrive by foot from public transportation and all kit required for their work is maintained on site.

- Rubbish and recycling

Each individual kitchen is fitted with both adequate capacity rubbish and recycling bins that the students will use. The separated products are collected from the units and delivered to the rubbish and recycling stores managed by the house keeping staff at the ground floor level. Housekeeping staff will be responsible to deliver this to the pavement level in accordance with Council pick up times and days. The room has adequate space and adequate capacity for excess weeks in the event that a pick up is missed and will not accumulate outside the store.

Transport Issues

Based on the operations stated above, the transit needs are extremely minimal and save for the 4 quarterly heating and 1 annual lift servicing, all other operations are handled without transport needs. The project therefore will have no impact on trip generation, will not increase traffic volumes, does not propose any modifications to existing road, routing or pavement systems, and has no heavy goods deliveries.

Management Policies

Prior to arrival on site, students are given direction on transportation routes from the major airports. Students will be directed to take the Piccadilly Line directly from Heathrow or by transfer from the Gatwick express at Victoria Station getting off at Russell Square as described above. As students are under Pastoral Care, they are met by staff and then settled into the 150 Southampton Row facilities.

Once on site, students will be given a full orientation to the building, including the use of heating equipment, the gardens, and rules regarding recycling and rubbish disposal.

APPENDIX F

Construction Management Plan

150 Southampton Row London

March 2012

Updated July 2012

The following document has been updated to reflect comments received
by London Borough of Camden

Statement:

The agreed contents of the construction management plan must be complied with unless otherwise agreed with Council. The Project Manager shall work with the Council to review the Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plans must be approved by the Council and complied with thereafter.

The Construction Management Plan is secured via a Section 106 agreement with Council

Overview

The intent of this plan is to identify and manage the construction impact associated with the proposed renovation to the existing property referred to as the 'New Premier House' located at 150 Southampton Row Camden, London. Inherent with the construction of any project are issues involving the delivery of materials, hours of operations, traffic routes, site cleanliness, public safety and general project phasing. This plan addresses the specifics associated with these construction management issues.

It is the intent of this plan to comply with the principles specified in CPG6 Amenity, specifically those contained within pages 39 to 44.

Project Summary:

The project involves the renovation of the 'New Premier House' at 150 Southampton Row, Camden London. The property is occupied at the Ground floor level with existing restaurants and retail spaces that will remain in full operation during the renovations. The balance of the building will be renovated to Student Accommodation.

Project timescales for the proposed development, including proposed start and finish dates, will be presented in the final Construction Management Plan, to be secured by Section 106 agreement.

Access & Delivery Statement:

All works will be accessed from the existing rear access to the property, (please refer to attached site plan indicating access route) via the existing Public Right of Way. This is existing, clearly marked, and leads from Queen Square to the rear of the property. **No Deliveries will be made via Southampton Row. Southampton Row will not be impacted by the proposed scope of Works and thus the Southampton Row footway adjacent to the site will not be impacted by the works.**

Materials will be delivered and hand transported in via Queens Square early in the day to maximise labour usage and minimise traffic impacts. Debris will be hand carried and will be brought to live load vehicle via sacs and/or small controllable quantities in accordance with the SWMP that is implemented in accordance with the BREEAM standards. The renovation does not require the use of any cranes, does not involve earth moving equipment, has no proposed new masonry, has limited minor floor concrete repairs, and is specifically designed with only materials that can be hand delivered to site. All new plant will be hand delivered and will be hoisted via the proposed Goods/Passenger Hoist (please refer to attached section illustrating access for hoisting and goods). All goods and labour will be locally sourced as far as possible.

The proposed design provides that the exterior façade along Southampton Row is retained and therefore there is no requirement for external works to the fascia of the building, nor external scaffolding along Southampton Row.

The proposed design allows that the rear exterior façade is retained as is (save for the addition balcony landscaping and decorating) thus there is no need for rear scaffolding.

The internal light wells will be reconstructed and the materials for this work have been specifically designed to allow for all to be hand carried in as described above. The façade of these areas are proposed to be finished with a stucco render thus access is for manpower and hand delivered materials only. The roof covering material is a liquid applied material that is hand transported. The subsequent green roof materials will be designed in small roll materials that are hand transported.

The renovation of a building for similar use along the very busy section of Guilford Street was conducted in the same manner proposed above and proved to be very successful. The scope of this renovation is less than that of the Guilford Street project therefore should have even less impact.

The overall intent is for an internal renovation while substantially retaining the balance of the building as is. All designed and specified materials are specifically chosen with ease of hand delivery in mind.

Mitigation of Impacts from Demolition through Construction

During the construction process, the following items shall be considered and mitigated:

#1 *Dust / Noise / Vibration on and off site:*

All demolition is internal, thus there will be no external dust or debris. The internal demolition generally includes office partitions, acoustical ceilings, and floor coverings. There are no large, heavy structural components or demolition. Noise levels will be predominantly contained within the existing building. There is no proposed external masonry works. The noisiest operations will occur with the coring of holes in the existing concrete floors which will be mitigated by performing wet when possible. The drilling and placing of anchors will cause some vibration, however it is believed to be contained within the structure. The project team will monitor the proposed operations and modify the techniques if required.

#2 *Traffic management / highway safety and highway congestion*

It is clearly recognized that Southampton Row is a major artery and as stated by Council, part of the Strategic Road Network. This plan is intended to demonstrate that the works have been specifically designed to stay completely off Southampton Row, and that no deliveries, scaffolding or staging is proposed. The area illustrated for construction loading and unloading has been used over the past 3+ years by similar projects in the adjoining buildings successfully and provides safe and “an out of the way” approach to deliveries and management.

#3 *Protection of listed buildings*

150 Southampton Row, whilst within the Bloomsbury Conservation District, is not a listed property. The key element to the structure is the Southampton Row Façade and this remains as is. The works proposed within the light wells and at roof level are behind the façade and do not connect to any of the existing.

#4 *Stability of adjacent properties*

The 150 Southampton Row structure stays as is. The work within the building and the adjoining existing light wells is designed as a light weight jumbo stud construction with sheathing and stucco finish. There is no excavation planned. There are no structural implications to 150 Southampton Row or adjoining properties thus the stability of adjacent properties are not in question.

#5 *Protection of any off-site features that may be damaged due to works.*

The works proposed are all curtailed within the demise of 150 Southampton Row. There are no excavations involved in the works. There are no works proposed along the pavement on Southampton Row thus there are no features that maybe subject to damage.

#6 *Protection of biodiversity and trees*

The works proposed are all curtailed within the demise of 150 Southampton Row. There are no excavations involved in the works. There are no existing trees on the site. Biodiversity will be substantially improved with the addition of green roof and reinstatement of landscaping and garden.

#7 *Preservation of the amenity of surrounding residential and other sensitive uses*

The works proposed are all curtailed within the demise of 150 Southampton Row. The sensitive adjoining users are identified as the following:

a. residence in the adjoining existing apartment flats,

Proposed Mitigation: working hours are limited to those stated in this document under “Hours of Operation” and will be strictly adhered to. Building owner of adjoining property will have the Site Supervisor’s direct phone number for immediate action and response to any issues that may arise. The Site Supervisor’s number will also be posted for access. After hour security is provided and available for immediate action. The Site Supervisor will monitor and ensure that site remains in a clean state and to appropriate standards.

b. residence and business in the adjoin rear of the property

Proposed Mitigation: similar to a. above.

c. the two (2) existing restaurants.

Proposed Mitigation: work hours are limited as stated above. Additional “quiet hours” as may be needed will be agreed upon and operators will have the Site Supervisor’s direct phone number for immediate action and response to any issues that may arise. The Site Supervisor’s number will also be posted for access. The Site Supervisor will meet with operators on a regular basis for coordination of works and to address any other issues which may arise. After hour security is provided and available for immediate action. The Site Supervisor will monitor and ensure that site remains in a clean state and to appropriate standards.

d. the two (2) existing shops.

Proposed Mitigation: similar to c. above.

e. the adjoining school

Proposed Mitigation: work hours are limited as stated above. The building owner of the adjoining property will have the Site Supervisor’s direct phone number for immediate action and response to any issues that may arise. The Site Supervisor’s number will also be posted for access. After hour security is provided and available for immediate action. The Site Supervisor will monitor and ensure that site remains in a clean state and to appropriate standards

f. the pavement and traffic flow along Southampton Row

Proposed Mitigation: there are no works proposed on Southampton Row. The Site Supervisor will insure that workers pass freely to and from the entrance to Southampton Row and that they do not congregate on the pavement.

Plan Execution and Accountability:

The site Supervisor / Project Manager, Mr. Gary MacDonald (07831 504 533) (PLANVIEWLTD@aol.com) will have responsibility for all matters pertaining to the implementation of the Construction Management Plan. Mr. MacDonald will be identified to Council and all those stated in #7 above, as the contact person for the project. Mr. MacDonald will be the on-site coordinator and shall be responsible for safety, scheduling deliveries, spotting delivery vehicles, and equipment on the site, ensuring the site is maintained in a clean and respectable manner, and that all conditions of this plan and related permissions are fulfilled.

Proposed Employee Routing:

Construction employees ***will not*** be allowed to drive to the site. The site is a ‘car-free site’. All employees will be required to commute to the site by public transport. All employees will enter the site from main entrance off Southampton Row and exit the same way. All employees will be required to sign in and out from site. The employee routing plan has sought to minimize the

impact on the neighborhood, both visually and acoustically. All employees are provided with Health and Welfare internal changing rooms, thereby allowing them to change to and from their dress street clothes and safely store tools on site.

Deliveries and Site Storage

All deliveries will be scheduled to arrive on site after 8:00 am through 3:00pm and will be scheduled to avoid conflict with adjoining properties and general neighborhood traffic. All deliveries will be ordered and scheduled and also to allow for 1 delivery at a time. Access is described above. All materials will be stored internal to the building and the site will maintained in a tidy state.

Hours of Operations: In accordance with London Borough Camden Rules, the site will only operate in the following hours:

<u>Monday through Friday</u>	<u>8:00 am to 6:00 PM</u>
<u>Saturday</u>	<u>8:00 am to 1:00 PM</u>
<u>Sundays and public bank Holidays</u>	<u>No Works</u>

Construction Traffic:

Workers arrive by foot/ prepare for the day	7:45 am – 8:00 am
General Deliveries	8:00 am – 3:00 pm
Workers leave Site	5:00 pm – 6:00 pm

After hours, the site will have full time security.

Work Force Levels

It is anticipated that the project will have an average workforce of ± 20 persons on any given day throughout the course of the project. This average will stay relatively consistent through the course of the project with trades finishing and new subsequent trades starting. The work force will be contained within the boundaries of the existing building.

Noise Levels and Consideration of Existing Tenants

It is understood, as described in #7 above, that the existing tenants will remain in full occupation during the course of the construction. The renovations will substantially improve many of their ancillary areas of operations and help make their operations safer and more efficient. The Construction Management Team will meet with the four (4) existing tenants, provide a full description of the proposed works, take on board any feedback or special needs from the tenants regarding conflict in time or noise, agree any additional “quiet periods” and find ways to accommodate the works. Based on the designed renovations, the proposed works will substantially occur around the existing tenants and will not interfere with their ongoing operations.

Proposed on Site Storage of Equipment, Materials and Debris

The existing structure allows for all materials to be stored within the building and no temporary external storage is required.

The project supervisor will ensure the site is maintained in an organized and clean manner at all times and all debris is properly disposed of. All construction waste will be live loaded out of the building and will be properly maintained. The supervisor will check the site and clean around the perimeter of the site at least once a week, and more often if necessary. All of the above is an effort to limit off-site tracking of debris and maintain a high quality of presentation to the neighborhood.

Project Safety

ZVI / Planview have an aggressive and effective safety program. The strength of our program lies in the clear communications of our goals to employees, vendors and subcontractors and the strict enforcement of proper procedure. Our Company Safety Officer duties including spot inspection, on-site training, seminars and keeping abreast of all safety regulations. The supervisor hold weekly “toolbox” safety meetings and our subcontractors review a checklist of items from these meetings with their crews. We clearly post and maintain a “Zero Tolerance” drug and alcohol policy on all jobsites. All employees and subcontractors are aware that the use of any alcohol or drugs, as well as the use of inappropriate language, will be grounds for immediate termination and/or dismissal from site. All employees ‘respect our neighbors’ and the work zone.

Evacuation Plan

It is the policy of ZVI / Planview that two means of egress be maintained at all times. All egress routes will be marked appropriately and egress plans will be maintained throughout construction. In the event of an emergency, workers will be instructed to proceed to the ground level, where they will convene at a predetermined destination, Personnel counts will be maintained through the sign in logs and these records will be used for accountability during an emergency.

Emergency Services Department

ZVI / Planview maintain a 24-hour, 7 day-per-week service enabling immediate response to any service through our network of on-call emergency contractors. It is activated through simply dialing the main number, 01501 745999 and speaking to the on-call-person who will promptly assist in addressing any concern. The on-call person will make the appropriate response, ensuring the required personnel remedy the situation. This information will be provided to Council for their emergency use, as well as being posted on the construction entrance. Security is provided on site during all non working hours.

APPENDIX G

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Civil Aviation Authority	45-49 Kingsway	WC2B 6TJ	10/06/1992
Fuji Film House	125 Finchley Road	NW3 6HY	22/06/1993
Highbury House Communications	1 - 3 Highbury Station Road	N1 1SE	23/04/2001
Putney Wharf (Shared Offices)	Courtyard, 1 Putney High St	SW15 1SZ	08/09/2005
Reed Employment	19 Borough High Street	SE1 9SE	05/09/2002

Number of sites considered 5

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	0.39867	0.03322	0.43189	0.0	0.0	0.0
07:30-08:00	4	0.90909	0.06818	0.97727	0.0	0.0	0.0
08:00-08:30	5	0.88246	0.03488	0.91734	0.0	0.0	0.0
08:30-09:00	5	1.41611	0.05232	1.46843	0.0	0.0	0.0
09:00-09:30	5	1.05685	0.09418	1.15103	0.0	0.0	0.0
09:30-10:00	5	0.44297	0.09766	0.54063	0.0	0.0	0.0
10:00-10:30	5	0.23718	0.15347	0.39065	0.0	0.0	0.0
10:30-11:00	5	0.25462	0.15347	0.40809	0.0	0.0	0.0
11:00-11:30	5	0.16393	0.17789	0.34182	0.0	0.0	0.0
11:30-12:00	5	0.25113	0.28253	0.53366	0.0	0.0	0.0
12:00-12:30	5	0.22323	0.68364	0.90687	0.0	0.0	0.0
12:30-13:00	5	0.50227	1.11266	1.61493	0.0	0.0	0.0
13:00-13:30	5	0.77084	0.76386	1.53471	0.0	0.0	0.0
13:30-14:00	5	1.00105	0.43948	1.44053	0.0	0.0	0.0
14:00-14:30	5	0.61388	0.21277	0.82665	0.0	0.0	0.0
14:30-15:00	5	0.34880	0.23021	0.57900	0.0	0.0	0.0
15:00-15:30	5	0.18486	0.20230	0.38716	0.0	0.0	0.0
15:30-16:00	5	0.13254	0.36972	0.50227	0.0	0.0	0.0
16:00-16:30	5	0.13254	0.70108	0.83362	0.0	0.0	0.0
16:30-17:00	5	0.10813	0.92082	1.02895	0.0	0.0	0.0
17:00-17:30	5	0.16045	1.00802	1.16847	0.0	0.0	0.0
17:30-18:00	5	0.15347	0.86153	1.01500	0.0	0.0	0.0
18:00-18:30	4	0.04597	0.35361	0.39958	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.59801	0.59801	0.0	0.0	0.0
19:00-19:30	1	0.09794	0.29383	0.39177	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.29383	0.29383	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.19589	0.19589	0.0	0.0	0.0
21:00-21:30	1	0.09794	0.19589	0.29383	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For All Modes

In	08:30-09:00	1.42
Out	12:30-13:00	1.11
Total	12:30-13:00	1.61

Mode: Car Driver + Passengers

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	0.09967	0.00000	0.09967	0.0	0.0	0.0
07:30-08:00	4	0.27273	0.00000	0.27273	0.0	0.0	0.0
08:00-08:30	5	0.02442	0.00000	0.02442	0.0	0.0	0.0
08:30-09:00	5	0.03139	0.00349	0.03488	0.0	0.0	0.0
09:00-09:30	5	0.01744	0.00349	0.02093	0.0	0.0	0.0
09:30-10:00	5	0.02790	0.00698	0.03488	0.0	0.0	0.0
10:00-10:30	5	0.03488	0.01046	0.04534	0.0	0.0	0.0
10:30-11:00	5	0.02790	0.01395	0.04186	0.0	0.0	0.0
11:00-11:30	5	0.04883	0.01744	0.06627	0.0	0.0	0.0
11:30-12:00	5	0.01395	0.01046	0.02442	0.0	0.0	0.0
12:00-12:30	5	0.01046	0.03488	0.04534	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.01046	0.01046	0.0	0.0	0.0
13:00-13:30	5	0.00349	0.00698	0.01046	0.0	0.0	0.0
13:30-14:00	5	0.00349	0.01744	0.02093	0.0	0.0	0.0
14:00-14:30	5	0.00349	0.00000	0.00349	0.0	0.0	0.0
14:30-15:00	5	0.02442	0.00698	0.03139	0.0	0.0	0.0
15:00-15:30	5	0.00698	0.00698	0.01395	0.0	0.0	0.0
15:30-16:00	5	0.00698	0.00698	0.01395	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.02093	0.02093	0.0	0.0	0.0
16:30-17:00	5	0.00000	0.03139	0.03139	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.04534	0.04534	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.03837	0.03837	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.03536	0.03536	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.09967	0.09967	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.09794	0.09794	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.09794	0.09794	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.09794	0.09794	0.0	0.0	0.0
21:00-21:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Car Driver + Passengers

In	07:30-08:00	0.27
Out	18:30-19:00	0.10
Total	07:30-08:00	0.27

Mode: Car Driver

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	0.09967	0.00000	0.09967	0.0	0.0	0.0
07:30-08:00	4	0.25000	0.00000	0.25000	0.0	0.0	0.0
08:00-08:30	5	0.02442	0.00000	0.02442	0.0	0.0	0.0
08:30-09:00	5	0.02790	0.00349	0.03139	0.0	0.0	0.0
09:00-09:30	5	0.01744	0.00349	0.02093	0.0	0.0	0.0
09:30-10:00	5	0.02790	0.00698	0.03488	0.0	0.0	0.0
10:00-10:30	5	0.03488	0.01046	0.04534	0.0	0.0	0.0
10:30-11:00	5	0.02790	0.01395	0.04186	0.0	0.0	0.0
11:00-11:30	5	0.03837	0.01744	0.05581	0.0	0.0	0.0
11:30-12:00	5	0.01395	0.01046	0.02442	0.0	0.0	0.0
12:00-12:30	5	0.01046	0.02442	0.03488	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.01046	0.01046	0.0	0.0	0.0
13:00-13:30	5	0.00349	0.00698	0.01046	0.0	0.0	0.0
13:30-14:00	5	0.00349	0.01744	0.02093	0.0	0.0	0.0
14:00-14:30	5	0.00349	0.00000	0.00349	0.0	0.0	0.0
14:30-15:00	5	0.02442	0.00698	0.03139	0.0	0.0	0.0
15:00-15:30	5	0.00698	0.00698	0.01395	0.0	0.0	0.0
15:30-16:00	5	0.00698	0.00698	0.01395	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.02093	0.02093	0.0	0.0	0.0
16:30-17:00	5	0.00000	0.03139	0.03139	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.04534	0.04534	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.03488	0.03488	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.03182	0.03182	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.09967	0.09967	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.09794	0.09794	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.09794	0.09794	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.09794	0.09794	0.0	0.0	0.0
21:00-21:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Car Driver

In	07:30-08:00	0.25
Out	18:30-19:00	0.10
Total	07:30-08:00	0.25

Mode: Car Passenger

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	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.02273	0.00000	0.02273	0.0	0.0	0.0
08:00-08:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	5	0.00349	0.00000	0.00349	0.0	0.0	0.0
09:00-09:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	5	0.01046	0.00000	0.01046	0.0	0.0	0.0
11:30-12:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.01046	0.01046	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00349	0.00349	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00354	0.00354	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Car Passenger

In	07:30-08:00	0.02
Out	12:00-12:30	0.01
Total	07:30-08:00	0.02

Mode: Coach

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	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Coach

In	07:30-08:00	0.00
Out	12:00-12:30	0.00
Total	07:30-08:00	0.00

Mode: Motor Cycle

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	0.06645	0.00000	0.06645	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	5	0.03139	0.00000	0.03139	0.0	0.0	0.0
08:30-09:00	5	0.02442	0.00000	0.02442	0.0	0.0	0.0
09:00-09:30	5	0.00698	0.00000	0.00698	0.0	0.0	0.0
09:30-10:00	5	0.00698	0.00000	0.00698	0.0	0.0	0.0
10:00-10:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00698	0.00698	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.01395	0.01395	0.0	0.0	0.0
16:30-17:00	5	0.00000	0.01744	0.01744	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.03139	0.03139	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00698	0.00698	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.01414	0.01414	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Motor Cycle

In	07:30-08:00	0.07
Out	17:00-17:30	0.03
Total	07:30-08:00	0.07

Mode: Other

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	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Other

In	07:30-08:00	0.00
Out	17:00-17:30	0.00
Total	07:30-08:00	0.00

Mode: Pedal Cycle

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	0.03322	0.00000	0.03322	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	5	0.02442	0.00000	0.02442	0.0	0.0	0.0
08:30-09:00	5	0.00698	0.00000	0.00698	0.0	0.0	0.0
09:00-09:30	5	0.02093	0.00349	0.02442	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.01046	0.00000	0.01046	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	5	0.00000	0.01046	0.01046	0.0	0.0	0.0
11:30-12:00	5	0.00349	0.00000	0.00349	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00349	0.00349	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00000	0.00698	0.00698	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	5	0.00349	0.01744	0.02093	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.00698	0.00698	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00698	0.00698	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00707	0.00707	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Pedal Cycle

In	07:00-07:30	0.03
Out	16:30-17:00	0.02
Total	07:00-07:30	0.03

Mode: Taxi

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	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.02273	0.00000	0.02273	0.0	0.0	0.0
08:00-08:30	5	0.00349	0.00000	0.00349	0.0	0.0	0.0
08:30-09:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	5	0.00698	0.00698	0.01395	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.00349	0.00000	0.00349	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00349	0.00000	0.00349	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.01046	0.01046	0.02093	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	5	0.01046	0.01046	0.02093	0.0	0.0	0.0
16:30-17:00	5	0.01744	0.01744	0.03488	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00349	0.00349	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00354	0.00354	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Taxi

In	07:30-08:00	0.02
Out	16:30-17:00	0.02
Total	16:30-17:00	0.03

Mode: Walk & PT

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	0.19934	0.03322	0.23256	0.0	0.0	0.0
07:30-08:00	4	0.61364	0.06818	0.68182	0.0	0.0	0.0
08:00-08:30	5	0.79874	0.03488	0.83362	0.0	0.0	0.0
08:30-09:00	5	1.35333	0.04883	1.40216	0.0	0.0	0.0
09:00-09:30	5	1.00453	0.08022	1.08476	0.0	0.0	0.0
09:30-10:00	5	0.40809	0.09069	0.49878	0.0	0.0	0.0
10:00-10:30	5	0.18835	0.14301	0.33136	0.0	0.0	0.0
10:30-11:00	5	0.22672	0.13952	0.36624	0.0	0.0	0.0
11:00-11:30	5	0.11510	0.14998	0.26509	0.0	0.0	0.0
11:30-12:00	5	0.23369	0.27206	0.50576	0.0	0.0	0.0
12:00-12:30	5	0.21277	0.64876	0.86153	0.0	0.0	0.0
12:30-13:00	5	0.49878	1.09522	1.59400	0.0	0.0	0.0
13:00-13:30	5	0.76735	0.75689	1.52424	0.0	0.0	0.0
13:30-14:00	5	0.99756	0.42204	1.41960	0.0	0.0	0.0
14:00-14:30	5	0.61039	0.21277	0.82316	0.0	0.0	0.0
14:30-15:00	5	0.31392	0.20928	0.52319	0.0	0.0	0.0
15:00-15:30	5	0.17789	0.19533	0.37321	0.0	0.0	0.0
15:30-16:00	5	0.12557	0.35577	0.48134	0.0	0.0	0.0
16:00-16:30	5	0.12208	0.65574	0.77782	0.0	0.0	0.0
16:30-17:00	5	0.08720	0.83711	0.92431	0.0	0.0	0.0
17:00-17:30	5	0.16045	0.92431	1.08476	0.0	0.0	0.0
17:30-18:00	5	0.15347	0.80572	0.95919	0.0	0.0	0.0
18:00-18:30	4	0.04597	0.29349	0.33946	0.0	0.0	0.0
18:30-19:00	2	0.00000	0.49834	0.49834	0.0	0.0	0.0
19:00-19:30	1	0.09794	0.19589	0.29383	0.0	0.0	0.0
19:30-20:00	1	0.00000	0.19589	0.19589	0.0	0.0	0.0
20:00-20:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	1	0.00000	0.09794	0.09794	0.0	0.0	0.0
21:00-21:30	1	0.09794	0.19589	0.29383	0.0	0.0	0.0
21:30-22:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Walk & PT

In	08:30-09:00	1.35
Out	12:30-13:00	1.10
Total	12:30-13:00	1.59

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Arcade Hall	385-401 Holloway Rd	N7 0RT	18/10/2001
Ifor Evans Hall	109 Camden Road	NW1 9HZ	02/02/2011
Ramsay Hall	20 Maple Street	W1T 5HB	09/02/2011
Wood Green Halls Of Residence	Station Road	N22 6UZ	06/12/2000

Number of sites considered 4

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	4	0.00382	0.00229	0.00611	0.0	0.0	0.0
07:30-08:00	4	0.00688	0.00917	0.01604	0.0	0.0	0.0
08:00-08:30	4	0.01222	0.07487	0.08709	0.0	0.0	0.0
08:30-09:00	4	0.01986	0.17341	0.19328	0.0	0.0	0.0
09:00-09:30	4	0.01833	0.10008	0.11841	0.0	0.0	0.0
09:30-10:00	4	0.01299	0.12147	0.13445	0.0	0.0	0.0
10:00-10:30	4	0.03285	0.07945	0.11230	0.0	0.0	0.0
10:30-11:00	4	0.02292	0.12529	0.14820	0.0	0.0	0.0
11:00-11:30	4	0.08480	0.07410	0.15890	0.0	0.0	0.0
11:30-12:00	4	0.03361	0.08403	0.11765	0.0	0.0	0.0
12:00-12:30	4	0.08633	0.06875	0.15508	0.0	0.0	0.0
12:30-13:00	4	0.08251	0.10619	0.18869	0.0	0.0	0.0
13:00-13:30	4	0.13293	0.08403	0.21696	0.0	0.0	0.0
13:30-14:00	4	0.10466	0.11841	0.22307	0.0	0.0	0.0
14:00-14:30	4	0.11688	0.09244	0.20932	0.0	0.0	0.0
14:30-15:00	4	0.11459	0.07945	0.19404	0.0	0.0	0.0
15:00-15:30	4	0.09167	0.06723	0.15890	0.0	0.0	0.0
15:30-16:00	4	0.07945	0.08327	0.16272	0.0	0.0	0.0
16:00-16:30	4	0.09244	0.06799	0.16043	0.0	0.0	0.0
16:30-17:00	4	0.11994	0.07105	0.19099	0.0	0.0	0.0
17:00-17:30	4	0.12299	0.08098	0.20397	0.0	0.0	0.0
17:30-18:00	4	0.11459	0.07410	0.18869	0.0	0.0	0.0
18:00-18:30	4	0.12070	0.08403	0.20474	0.0	0.0	0.0
18:30-19:00	4	0.08556	0.07716	0.16272	0.0	0.0	0.0
19:00-19:30	4	0.08021	0.05424	0.13445	0.0	0.0	0.0
19:30-20:00	4	0.10008	0.10695	0.20703	0.0	0.0	0.0
20:00-20:30	4	0.07334	0.07410	0.14744	0.0	0.0	0.0
20:30-21:00	4	0.09320	0.09320	0.18640	0.0	0.0	0.0
21:00-21:30	4	0.07181	0.06646	0.13827	0.0	0.0	0.0
21:30-22:00	4	0.05653	0.04125	0.09778	0.0	0.0	0.0
22:00-22:30	2	0.08729	0.06072	0.14801	0.0	0.0	0.0
22:30-23:00	2	0.07970	0.04934	0.12903	0.0	0.0	0.0
23:00-23:30	2	0.09298	0.03605	0.12903	0.0	0.0	0.0
23:30-24:00	2	0.00759	0.01328	0.02087	0.0	0.0	0.0

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
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Peak Period For All Modes

In	13:00-13:30	0.13
Out	08:30-09:00	0.17
Total	13:30-14:00	0.22

Mode: Bus

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	4	0.00153	0.00076	0.00229	0.0	0.0	0.0
07:30-08:00	4	0.00153	0.00076	0.00229	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.02979	0.02979	0.0	0.0	0.0
08:30-09:00	4	0.00229	0.02521	0.02750	0.0	0.0	0.0
09:00-09:30	4	0.00153	0.01070	0.01222	0.0	0.0	0.0
09:30-10:00	4	0.00153	0.00688	0.00840	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00688	0.00688	0.0	0.0	0.0
10:30-11:00	4	0.00611	0.02445	0.03056	0.0	0.0	0.0
11:00-11:30	4	0.00993	0.01299	0.02292	0.0	0.0	0.0
11:30-12:00	4	0.00229	0.00917	0.01146	0.0	0.0	0.0
12:00-12:30	4	0.00458	0.00458	0.00917	0.0	0.0	0.0
12:30-13:00	4	0.01070	0.00840	0.01910	0.0	0.0	0.0
13:00-13:30	4	0.01070	0.00764	0.01833	0.0	0.0	0.0
13:30-14:00	4	0.01681	0.01070	0.02750	0.0	0.0	0.0
14:00-14:30	4	0.01375	0.01146	0.02521	0.0	0.0	0.0
14:30-15:00	4	0.01070	0.01146	0.02215	0.0	0.0	0.0
15:00-15:30	4	0.00535	0.00840	0.01375	0.0	0.0	0.0
15:30-16:00	4	0.00458	0.00229	0.00688	0.0	0.0	0.0
16:00-16:30	4	0.00382	0.00535	0.00917	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00688	0.00688	0.0	0.0	0.0
17:00-17:30	4	0.01299	0.00993	0.02292	0.0	0.0	0.0
17:30-18:00	4	0.01528	0.00611	0.02139	0.0	0.0	0.0
18:00-18:30	4	0.01604	0.00764	0.02368	0.0	0.0	0.0
18:30-19:00	4	0.01222	0.00917	0.02139	0.0	0.0	0.0
19:00-19:30	4	0.01070	0.00764	0.01833	0.0	0.0	0.0
19:30-20:00	4	0.01222	0.02215	0.03438	0.0	0.0	0.0
20:00-20:30	4	0.00764	0.01070	0.01833	0.0	0.0	0.0
20:30-21:00	4	0.00764	0.00840	0.01604	0.0	0.0	0.0
21:00-21:30	4	0.01986	0.00458	0.02445	0.0	0.0	0.0
21:30-22:00	4	0.00076	0.00076	0.00153	0.0	0.0	0.0

Peak Period For Bus

In	13:30-14:00	0.02
Out	08:00-08:30	0.03
Total	19:30-20:00	0.03

Mode: Car Driver + Passengers

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	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
07:30-08:00	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
08:00-08:30	4	0.00306	0.00000	0.00306	0.0	0.0	0.0
08:30-09:00	4	0.00229	0.00000	0.00229	0.0	0.0	0.0
09:00-09:30	4	0.00153	0.00153	0.00306	0.0	0.0	0.0
09:30-10:00	4	0.00229	0.01070	0.01299	0.0	0.0	0.0
10:00-10:30	4	0.00153	0.00306	0.00458	0.0	0.0	0.0
10:30-11:00	4	0.00076	0.00000	0.00076	0.0	0.0	0.0
11:00-11:30	4	0.00153	0.00382	0.00535	0.0	0.0	0.0
11:30-12:00	4	0.00306	0.00382	0.00688	0.0	0.0	0.0
12:00-12:30	4	0.00229	0.00076	0.00306	0.0	0.0	0.0
12:30-13:00	4	0.00229	0.00153	0.00382	0.0	0.0	0.0
13:00-13:30	4	0.00153	0.00382	0.00535	0.0	0.0	0.0
13:30-14:00	4	0.00153	0.00382	0.00535	0.0	0.0	0.0
14:00-14:30	4	0.00076	0.00076	0.00153	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
15:00-15:30	4	0.00382	0.00306	0.00688	0.0	0.0	0.0
15:30-16:00	4	0.00153	0.00076	0.00229	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
16:30-17:00	4	0.01604	0.00229	0.01833	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
17:30-18:00	4	0.00229	0.00076	0.00306	0.0	0.0	0.0
18:00-18:30	4	0.00306	0.00229	0.00535	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00229	0.00229	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00153	0.00306	0.00458	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
20:30-21:00	4	0.00382	0.00382	0.00764	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00611	0.00000	0.00611	0.0	0.0	0.0
22:00-22:30	2	0.00569	0.01328	0.01898	0.0	0.0	0.0
22:30-23:00	2	0.00949	0.00569	0.01518	0.0	0.0	0.0
23:00-23:30	2	0.00759	0.00000	0.00759	0.0	0.0	0.0
23:30-24:00	2	0.00000	0.00380	0.00380	0.0	0.0	0.0

Peak Period For Car Driver + Passengers

In	16:30-17:00	0.02
Out	22:00-22:30	0.01
Total	16:30-17:00	0.02

Mode: Car Driver

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	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
07:30-08:00	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
08:00-08:30	4	0.00229	0.00000	0.00229	0.0	0.0	0.0
08:30-09:00	4	0.00229	0.00000	0.00229	0.0	0.0	0.0
09:00-09:30	4	0.00076	0.00153	0.00229	0.0	0.0	0.0
09:30-10:00	4	0.00153	0.00611	0.00764	0.0	0.0	0.0
10:00-10:30	4	0.00153	0.00229	0.00382	0.0	0.0	0.0
10:30-11:00	4	0.00076	0.00000	0.00076	0.0	0.0	0.0
11:00-11:30	4	0.00153	0.00229	0.00382	0.0	0.0	0.0
11:30-12:00	4	0.00153	0.00229	0.00382	0.0	0.0	0.0
12:00-12:30	4	0.00153	0.00076	0.00229	0.0	0.0	0.0
12:30-13:00	4	0.00229	0.00153	0.00382	0.0	0.0	0.0
13:00-13:30	4	0.00153	0.00382	0.00535	0.0	0.0	0.0
13:30-14:00	4	0.00153	0.00306	0.00458	0.0	0.0	0.0
14:00-14:30	4	0.00076	0.00076	0.00153	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
15:00-15:30	4	0.00382	0.00153	0.00535	0.0	0.0	0.0
15:30-16:00	4	0.00153	0.00076	0.00229	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
16:30-17:00	4	0.01451	0.00153	0.01604	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
17:30-18:00	4	0.00076	0.00076	0.00153	0.0	0.0	0.0
18:00-18:30	4	0.00153	0.00076	0.00229	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00076	0.00153	0.00229	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
20:30-21:00	4	0.00153	0.00153	0.00306	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00229	0.00000	0.00229	0.0	0.0	0.0
22:00-22:30	2	0.00190	0.00380	0.00569	0.0	0.0	0.0
22:30-23:00	2	0.00380	0.00190	0.00569	0.0	0.0	0.0
23:00-23:30	2	0.00380	0.00000	0.00380	0.0	0.0	0.0
23:30-24:00	2	0.00000	0.00190	0.00190	0.0	0.0	0.0

Peak Period For Car Driver

In	16:30-17:00	0.01
Out	09:30-10:00	0.01
Total	16:30-17:00	0.02

Mode: Car Passenger

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	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00076	0.00000	0.00076	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	4	0.00076	0.00000	0.00076	0.0	0.0	0.0
09:30-10:00	4	0.00076	0.00458	0.00535	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
11:30-12:00	4	0.00153	0.00153	0.00306	0.0	0.0	0.0
12:00-12:30	4	0.00076	0.00000	0.00076	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
14:00-14:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00153	0.00076	0.00229	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
18:00-18:30	4	0.00153	0.00153	0.00306	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00076	0.00153	0.00229	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
20:30-21:00	4	0.00229	0.00229	0.00458	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00382	0.00000	0.00382	0.0	0.0	0.0
22:00-22:30	2	0.00380	0.00949	0.01328	0.0	0.0	0.0
22:30-23:00	2	0.00569	0.00380	0.00949	0.0	0.0	0.0
23:00-23:30	2	0.00380	0.00000	0.00380	0.0	0.0	0.0
23:30-24:00	2	0.00000	0.00190	0.00190	0.0	0.0	0.0

Peak Period For Car Passenger

In	22:30-23:00	0.01
Out	22:00-22:30	0.01
Total	22:00-22:30	0.01

Mode: Coach

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	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Coach

In	22:30-23:00	0.00
Out	22:00-22:30	0.00
Total	22:00-22:30	0.00

Mode: Motor Cycle

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	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00076	0.00000	0.00076	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	4	0.00076	0.00076	0.00153	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Motor Cycle

In	14:00-14:30	0.00
Out	14:00-14:30	0.00
Total	14:00-14:30	0.00

Mode: Other

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	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Other

In	14:00-14:30	0.00
Out	14:00-14:30	0.00
Total	14:00-14:30	0.00

Mode: Pedal Cycle

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	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	4	0.00000	0.00229	0.00229	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00229	0.00229	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
10:30-11:00	4	0.00076	0.00306	0.00382	0.0	0.0	0.0
11:00-11:30	4	0.00076	0.00306	0.00382	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
12:30-13:00	4	0.00382	0.00076	0.00458	0.0	0.0	0.0
13:00-13:30	4	0.00153	0.00076	0.00229	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
14:00-14:30	4	0.00153	0.00153	0.00306	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00076	0.00000	0.00076	0.0	0.0	0.0
16:00-16:30	4	0.00229	0.00000	0.00229	0.0	0.0	0.0
16:30-17:00	4	0.00229	0.00000	0.00229	0.0	0.0	0.0
17:00-17:30	4	0.00229	0.00076	0.00306	0.0	0.0	0.0
17:30-18:00	4	0.00382	0.00000	0.00382	0.0	0.0	0.0
18:00-18:30	4	0.00458	0.00000	0.00458	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
20:00-20:30	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
20:30-21:00	4	0.00153	0.00076	0.00229	0.0	0.0	0.0
21:00-21:30	4	0.00076	0.00000	0.00076	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	2	0.00000	0.00190	0.00190	0.0	0.0	0.0
23:00-23:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Pedal Cycle

In	21:00-21:30	0.00
Out	22:30-23:00	0.00
Total	22:30-23:00	0.00

Mode: Taxi

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	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	4	0.00076	0.00076	0.00153	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Taxi

In	08:30-09:00	0.00
Out	08:30-09:00	0.00
Total	08:30-09:00	0.00

Mode: Underground

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
09:00-09:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
10:00-10:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	4	0.00153	0.00535	0.00688	0.0	0.0	0.0
11:00-11:30	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
11:30-12:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	4	0.00000	0.00764	0.00764	0.0	0.0	0.0
13:00-13:30	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
13:30-14:00	4	0.00000	0.00229	0.00229	0.0	0.0	0.0
14:00-14:30	4	0.00229	0.00229	0.00458	0.0	0.0	0.0
14:30-15:00	4	0.00229	0.00000	0.00229	0.0	0.0	0.0
15:00-15:30	4	0.00153	0.00000	0.00153	0.0	0.0	0.0
15:30-16:00	4	0.00000	0.00229	0.00229	0.0	0.0	0.0
16:00-16:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	4	0.00076	0.00153	0.00229	0.0	0.0	0.0
17:30-18:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	4	0.00000	0.00153	0.00153	0.0	0.0	0.0
18:30-19:00	4	0.00458	0.00076	0.00535	0.0	0.0	0.0
19:00-19:30	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
19:30-20:00	4	0.00000	0.00076	0.00076	0.0	0.0	0.0
20:00-20:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	4	0.00000	0.00382	0.00382	0.0	0.0	0.0
21:30-22:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Underground

In	18:30-19:00	0.00
Out	10:30-11:00	0.01
Total	10:30-11:00	0.01

Mode: Walk & PT

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	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	4	0.00076	0.00535	0.00611	0.0	0.0	0.0
08:00-08:30	4	0.00076	0.00535	0.00611	0.0	0.0	0.0
08:30-09:00	4	0.00688	0.03132	0.03820	0.0	0.0	0.0
09:00-09:30	4	0.00535	0.04202	0.04736	0.0	0.0	0.0
09:30-10:00	4	0.00382	0.04354	0.04736	0.0	0.0	0.0
10:00-10:30	4	0.00458	0.03209	0.03667	0.0	0.0	0.0
10:30-11:00	4	0.00382	0.02827	0.03209	0.0	0.0	0.0
11:00-11:30	4	0.00840	0.03132	0.03972	0.0	0.0	0.0
11:30-12:00	4	0.00993	0.02445	0.03438	0.0	0.0	0.0
12:00-12:30	4	0.01986	0.02597	0.04584	0.0	0.0	0.0
12:30-13:00	4	0.02674	0.04431	0.07105	0.0	0.0	0.0
13:00-13:30	4	0.03896	0.02674	0.06570	0.0	0.0	0.0
13:30-14:00	4	0.02445	0.05806	0.08251	0.0	0.0	0.0
14:00-14:30	4	0.03591	0.02750	0.06341	0.0	0.0	0.0
14:30-15:00	4	0.03514	0.01681	0.05195	0.0	0.0	0.0
15:00-15:30	4	0.02674	0.01681	0.04354	0.0	0.0	0.0
15:30-16:00	4	0.02903	0.03361	0.06264	0.0	0.0	0.0
16:00-16:30	4	0.04354	0.02979	0.07334	0.0	0.0	0.0
16:30-17:00	4	0.04584	0.01681	0.06264	0.0	0.0	0.0
17:00-17:30	4	0.04431	0.03361	0.07792	0.0	0.0	0.0
17:30-18:00	4	0.04125	0.03591	0.07716	0.0	0.0	0.0
18:00-18:30	4	0.03896	0.03285	0.07181	0.0	0.0	0.0
18:30-19:00	4	0.03667	0.03056	0.06723	0.0	0.0	0.0
19:00-19:30	4	0.03514	0.01757	0.05271	0.0	0.0	0.0
19:30-20:00	4	0.03285	0.02292	0.05577	0.0	0.0	0.0
20:00-20:30	4	0.02750	0.02903	0.05653	0.0	0.0	0.0
20:30-21:00	4	0.03132	0.04202	0.07334	0.0	0.0	0.0
21:00-21:30	4	0.02521	0.01757	0.04278	0.0	0.0	0.0
21:30-22:00	4	0.03132	0.01222	0.04354	0.0	0.0	0.0
22:00-22:30	2	0.08159	0.04744	0.12903	0.0	0.0	0.0
22:30-23:00	2	0.07021	0.04175	0.11195	0.0	0.0	0.0
23:00-23:30	2	0.08539	0.03605	0.12144	0.0	0.0	0.0
23:30-24:00	2	0.00759	0.00949	0.01708	0.0	0.0	0.0

Peak Period For Walk & PT

In	23:00-23:30	0.09
Out	13:30-14:00	0.06
Total	22:00-22:30	0.13

Mode: Walk only

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	4	0.00076	0.00153	0.00229	0.0	0.0	0.0
07:30-08:00	4	0.00306	0.00306	0.00611	0.0	0.0	0.0
08:00-08:30	4	0.00764	0.03972	0.04736	0.0	0.0	0.0
08:30-09:00	4	0.00611	0.11383	0.11994	0.0	0.0	0.0
09:00-09:30	4	0.00993	0.04354	0.05348	0.0	0.0	0.0
09:30-10:00	4	0.00535	0.05806	0.06341	0.0	0.0	0.0
10:00-10:30	4	0.02674	0.03667	0.06341	0.0	0.0	0.0
10:30-11:00	4	0.00993	0.06417	0.07410	0.0	0.0	0.0
11:00-11:30	4	0.06264	0.02292	0.08556	0.0	0.0	0.0
11:30-12:00	4	0.01833	0.04660	0.06494	0.0	0.0	0.0
12:00-12:30	4	0.05959	0.03667	0.09626	0.0	0.0	0.0
12:30-13:00	4	0.03896	0.04354	0.08251	0.0	0.0	0.0
13:00-13:30	4	0.08021	0.04354	0.12376	0.0	0.0	0.0
13:30-14:00	4	0.06188	0.04278	0.10466	0.0	0.0	0.0
14:00-14:30	4	0.06188	0.04813	0.11001	0.0	0.0	0.0
14:30-15:00	4	0.06646	0.04966	0.11612	0.0	0.0	0.0
15:00-15:30	4	0.05424	0.03896	0.09320	0.0	0.0	0.0
15:30-16:00	4	0.04354	0.04431	0.08785	0.0	0.0	0.0
16:00-16:30	4	0.04278	0.03132	0.07410	0.0	0.0	0.0
16:30-17:00	4	0.05577	0.04507	0.10084	0.0	0.0	0.0
17:00-17:30	4	0.06264	0.03361	0.09626	0.0	0.0	0.0
17:30-18:00	4	0.05195	0.03132	0.08327	0.0	0.0	0.0
18:00-18:30	4	0.05806	0.03972	0.09778	0.0	0.0	0.0
18:30-19:00	4	0.03209	0.03361	0.06570	0.0	0.0	0.0
19:00-19:30	4	0.03438	0.02827	0.06264	0.0	0.0	0.0
19:30-20:00	4	0.05195	0.05806	0.11001	0.0	0.0	0.0
20:00-20:30	4	0.03667	0.03285	0.06952	0.0	0.0	0.0
20:30-21:00	4	0.04889	0.03820	0.08709	0.0	0.0	0.0
21:00-21:30	4	0.02597	0.04049	0.06646	0.0	0.0	0.0
21:30-22:00	4	0.01833	0.02827	0.04660	0.0	0.0	0.0

Peak Period For Walk only

In	13:00-13:30	0.08
Out	08:30-09:00	0.11
Total	13:00-13:30	0.12