

A Planning Application by
Foundation Architecture

In respect of
8-12 Camden High Street

Transport Statement

June 2014



DOCUMENT SIGNATURE AND REVIEW SHEET**Project Details**

Project Title:	8-12 Camden High Street		
Project No.:	1405-59	Report No.:	1405-59/TS/01 Rev A
Client:	Foundation Architecture		

	Prepared By:	Checked By:	Approved for issue
Name	Giovanni Di Guardo	Damian Ford	Rupert Lyons
Signature	<i>GDG</i>	<i>DEF</i>	<i>RTBL</i>
Date	5 June 2014	9 June 2014	18 June 2014

Document Review

Revision	Date	Description	Checked By
A	30 June 2014	Final	DEF

Issued by:

Bristol
Cambridge
Cardiff
London
Welwyn Garden City

Transport Planning Associates
88 Kingsway
Holborn
London
WC2B 6AA

020 7681 6514
london@tpa.uk.com
www.tpa.uk.com



CONTENTS	PAGE
1 INTRODUCTION	1
2 EXISTING SITUATION	2
3 DEVELOPMENT PROPOSAL	13
4 DEVELOPMENT IMPACT	14
6 SUMMARY & CONCLUSION	18

LIST OF TABLES

Table 2.1	Education Facilities within Walking Distance
Table 2.2	Main Cycle Routes Near the Site
Table 2.3	Weekday Bus Services
Table 2.4	Saturday Bus Services
Table 2.5	Sunday Bus Services
Table 2.6	Night Bus Services
Table 2.7	Weekday Underground Services
Table 2.8	Saturday Underground Services
Table 2.9	Sunday Underground Services
Table 2.10	Trains from/to London Euston railway station
Table 4.1	TRAVL Survey Zones Used for B1 Use
Table 4.2	Trip Rates for Existing Situation
Table 4.3	Trip Generation for Existing Situation
Table 4.4	TRAVL Survey Zones Used for C3 Use
Table 4.5	Trip rates for proposed development
Table 4.6	Trip Generation for Proposed Development
Table 4.7	Comparison Between Existing and Proposed Trip Generations

LIST OF FIGURES

Figure 2.1	Local Cycle Network
Figure 2.2	PTAL Map for Mornington Crescent, Camden

LIST OF APPENDICES

A	The London Cycle Network
B	Local Bus Services
C	PTAL Information
D	TRAVL Data

1 INTRODUCTION

- 1.1 Transport Planning Associates (TPA) has been commissioned by Foundation Architecture to provide transport and highways advice and input and to prepare a Transport Statement for the proposed change of land use at 8-12 Camden High Street.
- 1.2 The site fronts onto the A400 Camden High Street, from which pedestrian access will be taken, although vehicular access will be from Bayham Place, as per existing arrangements.
- 1.3 The proposals consist of changing the land use of floors one to five, at 8-12 Camden High Street, from B1(a) offices to C3 residential. The proposals would provide 18 residential units, while the existing retail use on the ground floor would be retained.
- 1.4 This report considers the accessibility of the site by all modes of transport and the impact of the proposed development on the local highway network.
- 1.5 This Transport Statement will be structured thus:
- | | |
|-----------|----------------------|
| Chapter 1 | Introduction |
| Chapter 2 | Existing Situation |
| Chapter 3 | Development Proposal |
| Chapter 4 | Development Impact |
| Chapter 5 | Summary & Conclusion |
- 1.6 Given the findings within this report, it is considered that there are no transport and highways grounds for not approving the proposed change of land use.

2 EXISTING SITUATION

Site Location and Description

- 2.1 The site is located at 8-12 Camden High Street and lies within an area of mixed land uses.
- 2.2 The site's ground floor is currently occupied by Sainsbury's Local. The five floors above are currently allocated as offices, with a total Gross Floor Area (GFA) of approximately 880m². Each of the individual floors have a Net Lettable Area (NLA) of approximately 193m².

Pedestrian Access

- 2.3 Pedestrian access to the site is from Camden High Street, where footways are provided along both sides of the carriageway. This is replicated along the surrounding local highway network. The footways link the site to the surrounding residential areas, employment sites and local shops. The highway network in the vicinity of the site also benefits from street lighting.
- 2.4 A signal controlled pedestrian crossing is located approximately 15m to the north of the site which provides a safe crossing point across Camden High Street for pedestrians. Additional signal controlled crossings are provided at the Camden High Street / Crowndale Road junction, approximately 40m south of the site. These provide pedestrians with easy access to and from Harrington Square, Crowndale Road, Eversholt Street and Mornington Crescent.
- 2.5 Being located in central London, in the lively Camden High Street, the site is surrounded by shops and leisure facilities. The former includes food shops and pharmacies; the latter includes pubs, restaurants, fast food stores and coffee shops, as well as Camden Town Library, a cinema, a theatre and gyms. These facilities are all within an acceptable walking distance of the site, as set out in Table 3.2 of the *Guidelines for Providing for Journeys on Foot* (IHT, 2000).
- 2.6 A considerable number of schools and education facilities are located within the local area and as such are within an acceptable walking distance of the site.
- 2.7 Table 2.1 summarizes the distance local schools are from the site that are all within an acceptable walking distance from the site as per the *Guidelines for Providing for Journeys on Foot* (IHT, 2000).

Table 2.1 Education Facilities within Walking Distance

Schools / Universities	Approximate Walking Distance
Richard Cobden Primary School	350m
Our Lady's Catholic Primary School	400m
St Mary & St Pancras School	500m
Royal Veterinary College - University Of London (Camden Campus)	550m
St Michael's CE Primary School	600m
Hawley Infants School	700m
Regent High School	700m
St Aloysius Infant School	750m
Edith Neville Primary School	800m
The Open University in London	800m

2.8 In addition, there are also medical centres located within an acceptable walking distance from the site, including Saint Pancras Hospital (approximately 550m) and Somers Town Medical Centre (approximately 650m). Within 200m of the site there are also several dental centres.

Cyclists

2.9 There are a number of cycle routes located close to the site, as shown in Figure 2.1. Table 2.2 summarises the cycle routes which are in close proximity to Camden High Street, while **Appendix A** shows the London cycle network.

Figure 2.1 Local Cycle Network

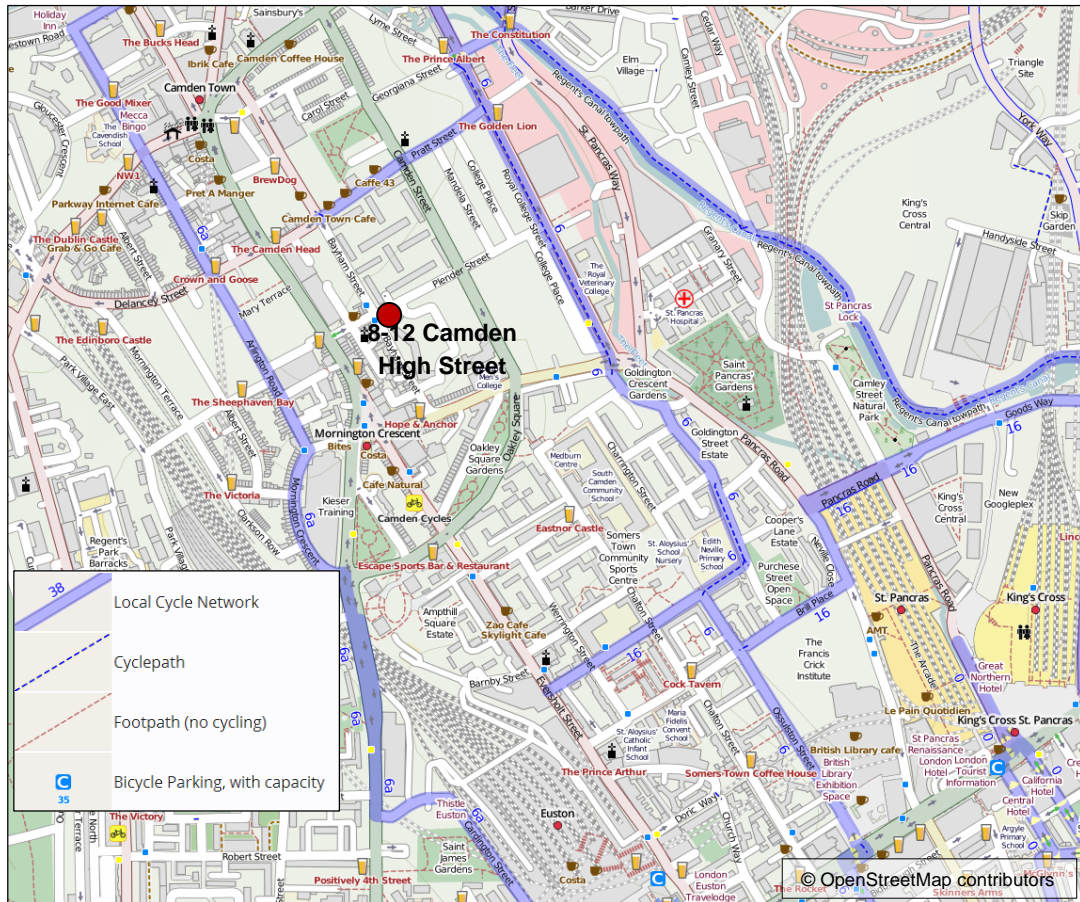


Table 2.2 Main Cycle Routes Near the Site

No.	Route
6	Camden - British Library - Russel Square - Waterloo Station
6a	Highgate Village - Gospel Oak - Camden - Euston - Leicester Square - Westminster - Waterloo Station
16	Somers Town - Shoreditch - Cambridge Heath - Olympic Park - Plaistow

2.10 In addition to the local cycle routes there are two Barclays Docking Stations located at Harrington Square Gardens, which is approximately 250m from the site, providing space for up to 64 bicycles.

Bus Stops and Routes

2.11 The area in which the site is located is served by many bus routes, operated by TfL, which allow connections to and from several London areas, including to the north Camden, Chalk

Farm, Kentish Town, Hampstead, Highgate, Wood Green, Holloway, Hackney and to the south Kensington, Westminster, Clapham, Holborn and the City.

2.12 **Appendix B** shows the location of bus stops and routes to and from Mornington Crescent. There are also further bus stops located near Camden Town Underground Station, all within 600m of the site.

2.13 Table 2.3, Table 2.4 and Table 2.5 show the detailed chart of buses to and from the site, highlighting the walking distance from the nearest stop for each route, and also first and last runs and frequencies, distinct for weekdays, Saturdays and Sundays.

Table 2.3 Weekday Bus Services

STOP	Distance from site	Route	Direction	Monday - Friday					
				First Bus	AM Peak (08.00 - 09.00)	PM Peak (17.00 - 18.00)	Evening (18.00 - 00.00)	Last Bus	
Mornington Crescent	A	160 m	24	Hampstead Heath	00:00	every 7-10 mins	every 5-8 mins	every 5-10 mins	24:00
			27	Chalk Farm	00:00	every 6-10 mins	every 6-10 mins	every 6-12 mins	24:00
			29	Wood Green	05:51	every 3-6 mins	every 3-6 mins	every 3-6 mins	00:51
			88	Camden Town	00:00	every 5-9 mins	every 5-9 mins	every 4-12 mins	24:00
			134	North Finchley	06:17	every 3-7 mins	every 3-7 mins	every 3-10 mins	00:11
	C	130 m	24	Pimlico	00:00	every 4-8 mins	every 4-8 mins	every 4-12 mins	24:00
			29	Trafalgar Square	06:03	every 3-7 mins	every 3-7 mins	every 3-7 mins	00:49
			134	Tottenham Court Road	05:54	every 3-7 mins	every 4-8 mins	every 4-10 mins	23:45
	D	210 m	27	Chiswick Business Park	00:00	every 6-10 mins	every 6-10 mins	every 6-13 mins	24:00
			88	Clapham	00:00	every 5-8 mins	every 5-8 mins	every 5-12 mins	24:00
	F	100 m	168	Hampstead	06:08	every 4-8 mins	every 4-8 mins	every 4-10 mins	00:52
			253	Hackney	05:28	every 4-8 mins	every 4-8 mins	every 4-8 mins	00:38
	G	110 m	168	Old Kent Road	05:13	every 5-8 mins	every 5-8 mins	every 5-10 mins	00:15
			253	Euston	05:40	every 4-8 mins	every 4-8 mins	every 4-8 mins	00:42
	H	350 m	46	City of London	05:27	every 9-11 mins	every 7-11 mins	every 7-15 mins	00:42
	K	170 m	214	Highgate Village	00:00	every 7-10 mins	every 7-10 mins	every 7-12 mins	24:00
	L	260 m	214	Moorgate, Finsbury Square	00:00	every 6-10 mins	every 6-10 mins	every 6-12 mins	24:00
	P	550 m	46	Paddington	05:37	every 9-12 mins	every 9-12 mins	every 9-15 mins	00:02
	Camden Town	CS	300 m	C2	Victoria Station	00:00	every 7-10 mins	every 7-10 mins	every 7-10 mins
274				Lancaster Gate	05:06	every 8-12 mins	every 8-12 mins	every 8-12 mins	00:13
CX		600 m	C2	Parliament Hill Fields	00:00	every 6-10 mins	every 6-10 mins	every 6-10 mins	24:00
			274	Angel Islington / City Road	05:47	every 7-10 mins	every 7-10 mins	every 7-12 mins	00:13
U		450 m	31	Shepherd's Bush	05:00	every 4-8 mins	every 4-8 mins	every 4-10 mins	00:30

Table 2.4 Saturday Bus Services

STOP	Distance from site	Route	Direction	Saturday					
				First Bus	AM Peak (08.00 - 09.00)	PM Peak (17.00 - 18.00)	Evening (18.00 - 00.00)	Last Bus	
Morningside Crescent	A	160 m	24	Hampstead Heath	00:00	every 10-11 mins	every 5-8 mins	every 5-11 mins	24:00
			27	Chalk Farm	00:00	every 13-14 mins	every 7-11 mins	every 7-12 mins	24:00
			29	Wood Green	05:51	every 4-8 mins	every 4-8 mins	every 4-8 mins	00:56
			88	Camden Town	00:00	every 7-11 mins	every 7-11 mins	every 7-12 mins	24:00
			134	North Finchley	06:17	every 6-10 mins	every 3-7 mins	every 3-10 mins	00:11
	C	130 m	24	Pimlico	00:00	every 6-11 mins	every 6-8 mins	every 6-12 mins	24:00
			29	Trafalgar Square	06:03	every 4-8 mins	every 4-8 mins	every 4-8 mins	00:49
			134	Tottenham Court Road	05:54	every 5-9 mins	every 4-8 mins	every 4-10 mins	23:45
	D	210 m	27	Chiswick Business Park	00:00	every 10-12 mins	every 7-10 mins	every 7-13 mins	24:00
			88	Clapham	00:00	every 6-10 mins	every 6-10 mins	every 6-12 mins	24:00
	F	100 m	168	Hampstead	06:08	every 11-12 mins	every 6-10 mins	every 6-10 mins	00:52
			253	Hackney	05:28	every 5-8 mins	every 5-8 mins	every 5-8 mins	00:38
	G	110 m	168	Old Kent Road	05:13	every 6-10 mins	every 6-10 mins	every 6-11 mins	00:15
			253	Euston	05:40	every 4-8 mins	every 4-8 mins	every 4-8 mins	00:42
	H	350 m	46	City of London	05:27	every 15 mins	every 10-14	every 10-15	00:42
	K	170 m	214	Highgate Village	00:00	every 14-16 mins	every 7-10 mins	every 7-12 mins	24:00
	L	260 m	214	Moorgate, Finsbury Square	00:00	every 10-15 mins	every 6-10 mins	every 10-12	24:00
	P	550 m	46	Paddington	05:37	every 15-20 mins	every 10-13	every 9-15 mins	00:02
	Camden Town	CS	300 m	C2	Victoria Station	00:00	every 10-12 mins	every 7-10 mins	every 7-10 mins
274				Lancaster Gate	05:06	every 7-10 mins	every 7-10 mins	every 7-12 mins	00:13
CX		600 m	C2	Parliament Hill Fields	00:00	every 10-11 mins	every 7-10 mins	every 7-12 mins	24:00
			274	Angel Islington / City Road	05:47	every 10-15 mins	every 8-12 mins	every 5-12 mins	00:43
U		450 m	31	Shepherd's Bush	05:00	every 5-8 mins	every 5-8 mins	every 5-10 mins	00:30

Table 2.5 Sunday Bus Services

STOP	Distance from site	Route	Direction	Sunday					
				First Bus	AM Peak (08.00 - 09.00)	PM Peak (17.00 - 18.00)	Evening (18.00 - 00.00)	Last Bus	
Mornington Crescent	A	160 m	24	Hampstead Heath	00:00	every 11-14 mins	every 7-10 mins	every 7-10 mins	24:00
			27	Chalk Farm	00:00	every 15-16 mins	every 10-14 mins	every 10-14	24:00
			29	Wood Green	05:51	every 4-8 mins	every 4-8 mins	every 4-8 mins	00:51
			88	Camden Town	00:00	every 15 min	every 10-13 mins	every 10-13	24:00
			134	North Finchley	06:16	every 12-15 mins	every 3-7 mins	every 3-10 mins	00:11
	C	130 m	24	Pimlico	00:00	every 8-11 mins	every 6-10 mins	every 7-13 mins	24:00
			29	Trafalgar Square	06:03	every 4-8 mins	every 4-8 mins	every 4-8 mins	00:49
			134	Tottenham Court Road	05:54	every 12-15 mins	every 5-9 mins	every 3-10 mins	23:45
	D	210 m	27	Chiswick Business Park	00:00	every 15 min	every 11-13 mins	every 11-13	24:00
			88	Clapham	00:00	every 15 min	every 10-13 mins	every 10-13	24:00
	F	100 m	168	Hampstead	06:08	every 8-12 mins	every 8-12 mins	every 8-12 mins	00:52
			253	Hackney	05:28	every 6-10 mins	every 6-10 mins	every 6-10 mins	00:38
	G	110 m	168	Old Kent Road	05:13	every 8-12 mins	every 8-12 mins	every 8-12 mins	00:15
			253	Euston	05:40	every 6-10 mins	every 6-10 mins	every 6-10 mins	00:42
	H	350 m	46	City of London	06:37	every 20 mins	every 15 mins	every 12-15	00:42
	K	170 m	214	Highgate Village	00:00	every 15 min	every 11-12 mins	every 11-12	24:00
	L	260 m	214	Moorgate, Finsbury Square	00:00	every 12-15 min	every 10-12 mins	every 10-12	24:00
	P	550 m	46	Paddington	06:22	every 20 mins	every 15 mins	every 12-15	00:02
	Camden Town	CS	300 m	C2	Victoria Station	00:00	every 15 mins	every 9-12 mins	every 9-12 mins
274				Lancaster Gate	05:06	every 15-18 mins	every 8-12 mins	every 8-12 mins	00:13
CX		600 m	C2	Parliament Hill Fields	00:00	every 15 mins	every 8-12 mins	every 8-12 mins	24:00
			274	Angel Islington / City Road	05:47	every 15-17 mins	every 6-8 mins	every 11-12 mins	00:43
U		450 m	31	Shepherd's Bush	05:00	every 6-10 mins	every 6-10 mins	every 6-10 mins	00:30

- 2.14 Furthermore, the site is served by a significant number of 24-hour services (as shown Table 2.3, Table 2.4 and Table 2.5) and night buses, with frequent connections to and from Central London, as well as various other areas. Table 2.6 illustrates the night buses to and from the site.

Table 2.6 Night Bus Services

STOP	Distance from site	Route	Direction
A	160 m	N5	Edgware
		N20	Chipping Barnet
		N29	Little Park Gardens
		N279	Waltham Cross
C	130 m	N29	Trafalgar Square
		N279	Trafalgar Square
F	100 m	N253	City Of London
G	110 m	N5	Trafalgar Square
		N20	Trafalgar Square
		N253	Tottenham Court Road
L	260 m	N28	Wandsworth
		N31	Clapham Junction

Rail Services

- 2.15 The site is in close proximity to the Mornington Crescent Station of the London Underground. The station is on the Charing Cross branch of the Northern Line, between Euston and Camden Town, in Zone 2.
- 2.16 Within approximately 1km of the site there are two additional London Underground / Overground Stations. The first, to the south, is the aforesaid London Euston, served by the Northern and Victoria Lines as well as Overground services. The second, is Camden Road Station, which is served again by the Overground services.
- 2.17 Table 2.7, Table 2.8 and Table 2.9 details train services to and from the site, highlighting the walking distance from the nearest stop for each route and also first and last runs and frequencies, distinct for weekdays, Saturdays and Sundays.

Table 2.7 Weekday Underground Services

Distance from site	Line	Direction	Monday - Friday			
			First Train	AM Peak (08.00 - 09.00)	PM Peak (17.00 - 18.00)	Last Train
70 m	Northern	S/B Modern	05:47	4	5	00:25
		S/B Kennington via CX	05:52	19	15	00:06
		N/B Edgware	06:19	19	10	00:47
		N/B High Barnet	05:52	4	4	00:33
		N/B Mill Hill East	15:56	0	5	19:13
1 km	Victoria	Brixton	05:31	33	32	00:26
		Walthamstow Central	05:41	19	17	00:42
	Overground	Watford Junction	05:37	3	3	23:57
1 km	Overground	E/B Stratford	06:12	8	8	23:45
		W/B Richmond / Clapham Junction	06:07	8	8	00:05

Table 2.8 Saturday Underground Services

Distance from site	Line	Direction	Saturday			
			First Train	AM Peak (08.00 - 09.00)	PM Peak (17.00 - 18.00)	Last Train
70 m	Northern	S/B Modern	05:47	0	0	00:25
		S/B Kennington via CX	05:52	16	16	00:02
		N/B Edgware	06:07	8	8	00:47
		N/B High Barnet	05:52	8	8	00:33
1 km	Victoria	Brixton	05:31	23	24	00:26
		Walthamstow Central	05:41	15	17	00:42
	Overground	Watford Junction	05:37	3	3	23:57
1 km	Overground	E/B Stratford	06:19	6	6	23:40
		W/B Richmond / Clapham Junction	06:02	6	6	00:05

Table 2.9 Sunday Underground Services

Distance from site	Line	Direction	Sunday			
			First Train	AM Peak (08.00 - 09.00)	PM Peak (17.00 - 18.00)	Last Train
70 m	Northern	S/B Modern	07:21	0	0	23:35
		S/B Kennington via CX	07:26	13	16	23:08
		N/B Edgware	07:38	7	8	23:51
		N/B High Barnet	07:59	6	8	23:27
1 km	Victoria	Brixton	07:04	18	24	23:45
		Walthamstow Central	07:06	12	18	00:06
	Overground	Watford Junction	06:47	3	3	23:57
1 km	Overground	E/B Stratford	09:22	0	6	23:38
		W/B Richmond / Clapham Junction	09:35	0	6	23:25

2.18 The aforementioned London Euston railway station also serves as the southern terminus of the West Coast Main Line, the main gateway to the West Midlands, the North West, North Wales and part of Scotland. It's most important long-distance destinations are Birmingham, Manchester, Liverpool and Glasgow. Table 2.10 shows all the achievable destinations from London Euston station.

Table 2.10 Trains from/to London Euston railway station

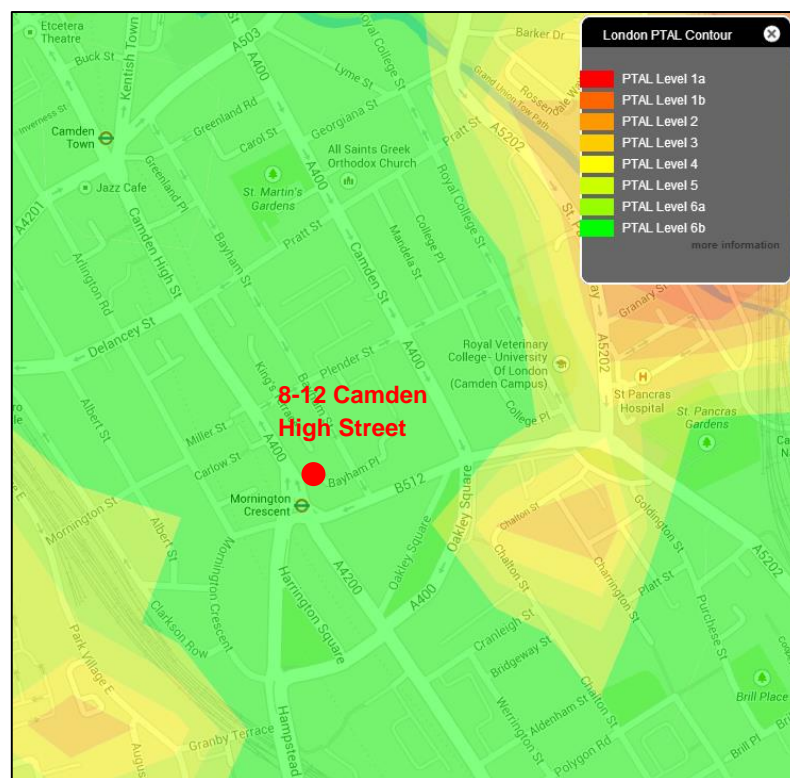
Station	Destination
London Euston	Bangor (Gwynedd)
	Birmingham New Street
	Chester
	Crewe
	Edinburgh
	Glasgow Central
	Holyhead
	Lancaster
	Liverpool Lime Street
	Manchester Piccadilly
	Milton Keynes Central
	Northampton
	Preston (Lancs)
Tring	

PTAL

2.19 The Public Transport Accessibility Level (PTAL) is a method to assess the access level of geographical areas to public transport. PTAL is a simple, easily calculated approach that hinges on the distance from any point to the nearest public transport stop, and service frequency at those stops. The result is a grade from 1–6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 1a indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport.

2.20 A PTAL map of the site is shown in Figure 2.2. PTAL level is 6b, the highest grade possible. Full calculation of the index is shown in **Appendix C**.

Figure 2.2 PTAL Map for Mornington Crescent, Camden



Conclusion on Sustainable Transport Facilities

2.21 It is concluded that the site is served by excellent pedestrian infrastructure and public transport links, as proved by the PTAL grade, the highest possible. It provides the opportunity for future residents to walk or use public transport facilities for the majority of their journeys to and from the site, as an alternative to the car.

3 DEVELOPMENT PROPOSAL

- 3.1 The development proposals consist of changing the land use of floors one to five, at 8-12 Camden High Street, from B1(a) offices to C3 residential. The proposals would provide 18 residential units, while the existing retail use on the ground floor would be retained.
- 3.2 Floors 1 to 4 will each accommodate four residential units (16 in total) with floor areas in the range 47m² to 66m², and the fifth floor will accommodate two units of circa 100m².
- 3.3 Pedestrian access to the site will be from Camden High Street while vehicle access to the site will be from Bayham Place, as per existing arrangements. A total of eight car parking spaces will be provided, which equates to a ratio of 0.5 spaces per unit, which is in accordance with the parking standards set out in the London Plan and the FALP.

4 DEVELOPMENT IMPACT

Existing Trip Generation

- 4.1 The TRAVL database was reviewed to identify suitable trip rates for the current land use of the site (B1(a) offices).
- 4.2 A total of six sites were evaluated to obtain the estimated trip rates for the site. The sites were elected as the best representatives of the site condition and location, and all have in common a PTAL of 6 (the same as the site's). Table 4.1 shows the synthetic description of the surveys used in the analysis; full details, including number of parking spaces, GFA and number of employees can be found on **Appendix D**.

Table 4.1 TRAVL Survey Zones Used for B1 Use

Use: B1 - Office		
Survey Code	Name	Borough
316	Adshel Centre	KENSINGTON & CHELSEA
324	Highbury House Communications	ISLINGTON
409	Baltic Exchange	CITY OF LONDON
450	Putney Wharf (Shared Offices)	WANDSWORTH
836	Windsor House	WESTMINSTER
984	Perceval House Ealing	EALING

- 4.3 Table 4.3 summarises the resulting number of trips.

Table 4.2 Trip Rates for Existing Situation

Trip rates [per sqm]	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Walk	0.010980	0.000825	0.000975	0.011518
Pedal Cycle	0.000799	0.000061	0.000091	0.000713
Motor Cycle	0.000807			0.000391
Public Transport	0.019261	0.001397	0.001499	0.023909

Trip rates [per sqm]	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car Driver (alone)	0.001200	0.000110	0.000271	0.001174
Car Driver (with pass)	0.000076	0.000017	0.000051	0.000246
Car Passenger	0.000372	0.000017	0.000051	0.000541
Unknown	0.000030			0.000061

Table 4.3 Trip Generation for Existing Situation

Trip generation	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Walk	10	1	1	10
Pedal Cycle	1	0	0	1
Motor Cycle	1			0
Public Transport	17	1	1	21
Car Driver (alone)	1	0	0	1
Car Driver (with pass)	0	0	0	0
Car Passenger	0	0	0	1
Unknown	0			0
Total	30	2	2	34

Proposed Trip Generation

- 4.4 The TRAVL database was reviewed to establish suitable trip rates for the proposed residential development, with the selected sites being summarised in Table 4.4. The TRAVL data is reproduced in Appendix D and the trip rates summarised in Table 4.5. The resulting generated trips are set out in Table 4.6.

Table 4.4 TRAVL Survey Zones Used for C3 Use

Use: C3 - Residential		
Survey Code	Name	Borough
448	Putney Wharf (Private units)	WANDSWORTH

Use: C3 - Residential		
Survey Code	Name	Borough
650	Green Dragon House	CAMDEN
886	St George Wharf (Aff and Priv)	LAMBETH

Table 4.5 Trip rates for proposed development

Trip rates [per res. unit]	AM Peak (08:00-09:00)		PM Peak (18:00-19:00)	
	Arrivals	Departures	Arrivals	Departures
Walk	0.069734	0.366564	0.272018	0.176047
Pedal Cycle	0.014371	0.026584	0.006832	0.004315
Motor Cycle		0.015433	0.001954	0.000719
Public Transport	0.077214	0.159874	0.09157	0.121212
Car Driver (alone)	0.005034	0.002877	0.001079	0.004675
Car Driver (with pass)	0.000360	0.001798	0.001079	0.002157
Car Passenger	0.000360	0.006942	0.001079	0.002157

Table 4.6 Trip Generation for Proposed Development

Trip generation	AM Peak (08:00-09:00)		PM Peak (18:00-19:00)	
	Arrivals	Departures	Arrivals	Departures
Walk	1	6	4	3
Pedal Cycle	0	0	0	0
Motor Cycle		0	0	0
Public Transport	1	3	2	2
Car Driver (alone)	0	0	0	0
Car Driver (with pass)	0	0	0	0
Car Passenger	0	0	0	0
Total	2	9	6	5

Development Impact

- 4.5 The comparison between existing and proposed trip generations, shown in Table 4.7, draws the attention on the overall total reduction in the number of movements from and to the site in the new land use proposal. Particularly relevant are the reductions in the arrivals during the AM peak and in the departures during the PM Peak.

Table 4.7 Comparison Between Existing and Proposed Trip Generations

	AM Peak (08:00-09:00)			PM Peak (18:00-19:00)		
	Arrivals	Departures	Two-Way	Arrival	Departures	Two-Way
Existing Office	30	2	32	2	34	36
Proposed Residential	2	9	11	6	5	11
Difference	-28	+7	-21	+4	-29	-25

- 4.6 Table 4.7 demonstrates that the change of land use will result in 21 less trips in the morning peak hour and 25 less trips in the evening peak hour.

6 SUMMARY & CONCLUSION

Summary

- 6.1 TPA has been commissioned by Foundation Architecture to prepare a Transport Statement to support an application for prior approval of a change of land use at 8-12 Camden High Street.
- 6.2 The proposal is to convert Floors 1 to 5 from B1(a) offices to 18 residential units, while retaining the existing retail use on the ground floor.
- 6.3 The site lies in a highly sustainable location which is accessible by walking, cycling and public transport. The site is within an acceptable walking distance of local services and facilities, including education, retail and employment.
- 6.4 The Public Transport Accessibility Level (PTAL) rating for the site is 6b, the highest possible, due to the numerous and frequent bus, underground and rail services, which are within an acceptable walking distance from the site.
- 6.5 The development proposals would result in a reduction in the overall number of trips to and from the site during the peak hours by up to 21 trips in the AM peak and 25 in the PM peak.

Conclusion

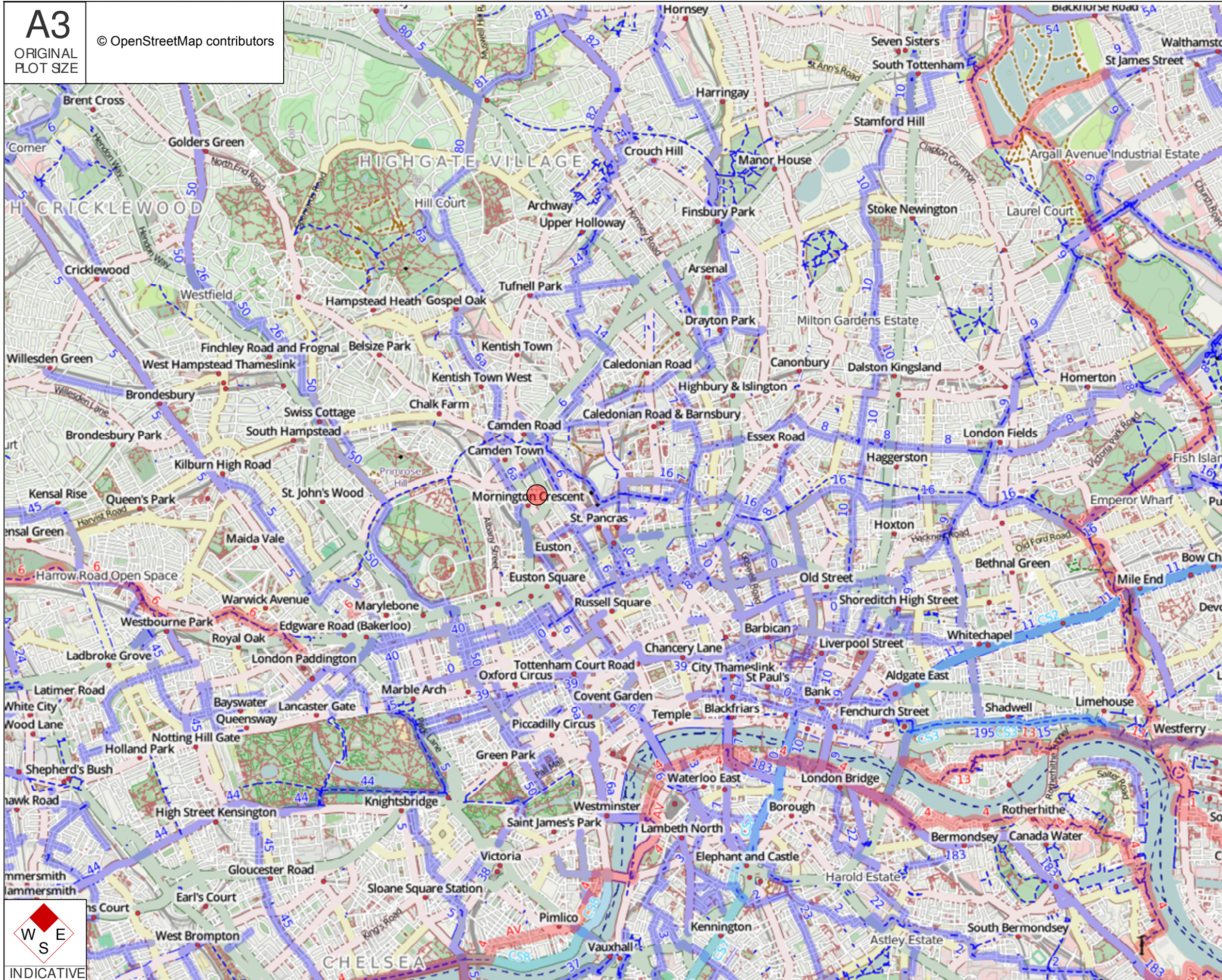
- 6.6 This Transport Statement demonstrates that the proposed development will have no discernable impact on the operation of local transport networks in the vicinity of the site
- 6.7 Given the findings of this report, it is considered that there are no transport and highways grounds for not approving the proposed permitted development.

APPENDIX B

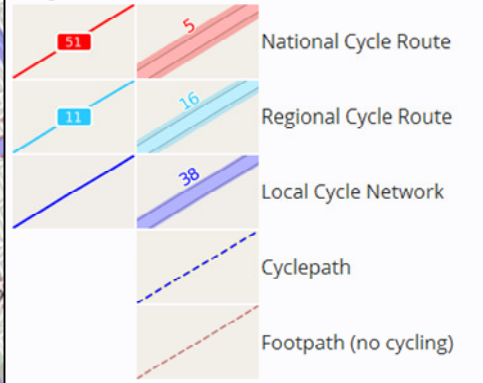
A3

ORIGINAL PLOT SIZE

© OpenStreetMap contributors



NOTES



Rev	Date	Details	Drawn by	Checked by

Bristol
Cambridge
Cardiff
London
Wetwyn Garden City

88 Kingsway
London
WC2B 6AA
020 7681 6514
www.tpa.uk.com



Foundation Architecture

8-12 CAMDEN HIGH STREET

THE LONDON CYCLE NETWORK

STATUS:
FOR INFORMATION

SCALE: NTS	PREPARED BY: GDG	CHECKED BY: RTBL	APPROVED BY: RTBL
JOB NO: 1405-59	DRAWING NO: EL01	DATE: 29/05/2014	



APPENDIX A

A3

ORIGINAL PLOT SIZE

© OpenStreetMap contributors



NOTES

Rev	Date	Details	Drawn by	Checked by

Bristol
Cambridge
Cardiff
London
Wetwyn Garden City



88 Kingsway
London
WC2B 6AA
020 7681 6514
www.tpa.uk.com

Foundation Architecture

8-12 CAMDEN HIGH STREET

LOCAL BUS SERVICES

STATUS:
FOR INFORMATION

SCALE: NTS	PREPARED BY: GDG	CHECKED BY: RTBL	APPROVED BY: RTBL
JOB NO: 1405-59	DRAWING NO: EL02	DATE: 29/05/2014	



INDICATIVE

APPENDIX C

PTAI Study Report File Details

Date 29/05/2014 12:44

Day of week M-F

Time period AM peak

Walk speed 4.8 kph

Walk file PLSQLTest

POI Name: 529185, 183431

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 EVERS Holt ST ALDENHAM RD

Walk time to stop from POI is 6.11 minutes

Walk distance to stop from POI is 488.91 metres

Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 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 PANCRAS RD GOLDINGTON CR

Walk time to stop from POI is 7.11 minutes

Walk distance to stop from POI is 568.84 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes

Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes

Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop CAMDEN TOWN STATION

Walk time to stop from POI is 4.93 minutes

Walk distance to stop from POI is 394.23 metres

Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes

Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Stop CAMDEN TN KENTISH TN RD

Walk time to stop from POI is 7.4 minutes

Walk distance to stop from POI is 591.84 metres

Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop CAMDEN TOWN PARKWAY

Walk time to stop from POI is 6.87 minutes

Walk distance to stop from POI is 549.28 metres

Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop CAMDEN TOWN STN HIGH ST

Walk time to stop from POI is 7.04 minutes

Walk distance to stop from POI is 563.37 metres

Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Stop CAMDEN TOWN GREENLAND RD

Walk time to stop from POI is 7.05 minutes

Walk distance to stop from POI is 564.21 metres

Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop CAMDEN TOWN BAYHAM ST

Walk time to stop from POI is 7.09 minutes

Walk distance to stop from POI is 566.89 metres

Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop CAMDEN STREET PRATT ST

Walk time to stop from POI is 7.7 minutes

Walk distance to stop from POI is 615.8 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes

Stop HAMPSTEAD RD SILVERDALE

Walk time to stop from POI is 6.62 minutes

Walk distance to stop from POI is 529.22 metres

Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes

Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes

Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Stop MORNINGTON CRESCENT STN

Walk time to stop from POI is 1.87 minutes

Walk distance to stop from POI is 149.61 metres

Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes

Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes

Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Stop CAMDEN HIGH S PLENDER ST

Walk time to stop from POI is 2.58 minutes

Walk distance to stop from POI is 206.13 metres

Route 88 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes

Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 27 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Stop BAYHAM STREET PLENDER ST

Walk time to stop from POI is 3.95 minutes

Walk distance to stop from POI is 316.31 metres

Route 88 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes

Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 27 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Stop DELANCY ST ALBERT ST

Walk time to stop from POI is 4.53 minutes

Walk distance to stop from POI is 362.4 metres

Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop E'SHOLT S CROWNDALE CENT

Walk time to stop from POI is 1.32 minutes

Walk distance to stop from POI is 105.93 metres

Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 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 CROWNDALE RD BAYHAM ST

Walk time to stop from POI is 1.94 minutes

Walk distance to stop from POI is 155.25 metres

Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop CAMDEN ST CROWNDALE RD

Walk time to stop from POI is 4.62 minutes

Walk distance to stop from POI is 369.28 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes

Stop DELANCY ST PARKWAY

Walk time to stop from POI is 6.95 minutes

Walk distance to stop from POI is 556.07 metres

Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop CROWNDALE RD R COLL ST

Walk time to stop from POI is 4.95 minutes

Walk distance to stop from POI is 395.73 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes

Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop ROYAL COLL ST C'DALE RD

Walk time to stop from POI is 6.17 minutes

Walk distance to stop from POI is 493.5 metres

Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes

Stop ROYAL COLLEGE ST PLENDER ST

Walk time to stop from POI is 6.41 minutes

Walk distance to stop from POI is 512.87 metres

Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes

Stop CAMDEN STREET PLENDER ST

Walk time to stop from POI is 3.78 minutes

Walk distance to stop from POI is 302.56 metres
Stop PRATT STREET
Walk time to stop from POI is 3.75 minutes
Walk distance to stop from POI is 300.19 metres
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route C2 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

TATs for this mode

Route 253 Stop E'SHOLT S CROWDALE CENT TAT 5.82 minutes EDF 5.15
Route 168 Stop E'SHOLT S CROWDALE CENT TAT 6.66 minutes EDF 4.51
Route 46 Stop CAMDEN ST CROWDALE RD TAT 11.62 minutes EDF 2.58
Route 214 Stop CROWDALE RD BAYHAM ST TAT 7.69 minutes EDF 3.9
Route 88 Stop MORNINGTON CRESCENT STN TAT 7.2 minutes EDF 4.16
Route 29 Stop MORNINGTON CRESCENT STN TAT 5.87 minutes EDF 5.11
Route 24 Stop MORNINGTON CRESCENT STN TAT 6.37 minutes EDF 4.71
Route 27 Stop MORNINGTON CRESCENT STN TAT 7.62 minutes EDF 3.94
Route 134 Stop MORNINGTON CRESCENT STN TAT 6.37 minutes EDF 4.71
Route 31 Stop CAMDEN TOWN STATION TAT 9.93 minutes EDF 3.02
Route C2 Stop PRATT STREET TAT 9.5 minutes EDF 3.16
Route 274 Stop PRATT STREET TAT 9.5 minutes EDF 3.16

Best EDF is 5.15
Half of all other EDFs is 21.48

AI for this mode is 26.63

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 Euston

Walk time to stop from POI is 10.65 minutes
Walk distance to stop from POI is 851.97 metres
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Victoria Line Seven Sisters to Brixton Direction S/B Frequency 11.7 giving AWT of 2.56 minutes
Route Victoria Line Brixton to Walthamstow Central Direction N/B Frequency 15.7 giving AWT of 1.91 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 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 9.7 giving AWT of 3.09 minutes

Route Victoria Line Brixton to Seven Sisters Direction N/B Frequency 10.0 giving AWT of 3.0 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Victoria Line Walthamstow Central to Brixton Direction S/B Frequency 15.0 giving AWT of 2.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes

Stop Mornington Crescent

Walk time to stop from POI is 0.8 minutes

Walk distance to stop from POI is 64.36 metres

Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes

Stop Camden Town

Walk time to stop from POI is 6.81 minutes

Walk distance to stop from POI is 544.81 metres

Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes

TATs for this mode

Route Northern Line Kennington to Edgware Stop Mornington Crescent TAT 7.55 minutes EDF 3.97
Route Northern Line High Barnet to Morden Stop Camden Town TAT 10.89 minutes EDF 2.75
Route Victoria Line Seven Sisters to Brixton Stop Euston TAT 13.96 minutes EDF 2.15

Route Victoria Line Brixton to Walthamstow Central Stop Euston TAT 13.31 minutes EDF 2.25
Route Northern Line Mill Hill East to Kennington Stop Mornington Crescent TAT 8.53 minutes EDF 3.52
Route Northern Line Morden to Mill Hill East Stop Mornington Crescent TAT 31.55 minutes EDF 0.95
Route Northern Line Edgware to Morden Stop Camden Town TAT 10.65 minutes EDF 2.82
Route Northern Line Edgware to Morden Stop Mornington Crescent TAT 5.17 minutes EDF 5.8
Route Northern Line High Barnet to Kennington Stop Mornington Crescent TAT 7.11 minutes EDF 4.22
Route Northern Line Morden to High Barnet Stop Mornington Crescent TAT 9.66 minutes EDF 3.1
Route Northern Line Morden to Mill Hill East Stop Camden Town TAT 18.67 minutes EDF 1.61

Best EDF is 5.8

Half of all other EDFs is 13.67

AI for this mode is 19.47

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

Stop CAMDEN ROAD

Walk time to stop from POI is 11.68 minutes

Walk distance to stop from POI is 934.64 metres

Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes

Route CAMDEN ROAD to STRATFORD Direction T47-T750 Frequency 2.0 giving AWT of 15.0 minutes

Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes

Stop LONDON EUSTON BR

Walk time to stop from POI is 10.65 minutes

Walk distance to stop from POI is 851.97 metres

Route BLETCHLEY to LONDON EUSTON BR Direction T19-T50 Frequency 1.0 giving AWT of 30.0 minutes

Route Rugby to LONDON EUSTON BR Direction T18-T50 Frequency 0.33 giving AWT of 90.91 minutes

Route LONDON EUSTON BR to TRING Direction T50-T26 Frequency 2.0 giving AWT of 15.0 minutes

Route MILTON KEYNES CENTRAL to LONDON EUSTON BR Direction T22-T50 Frequency 1.3 giving AWT of 23.08 minutes

Route LONDON EUSTON BR to WATFORD JUNCTION Direction T50-T31 Frequency 3.0 giving AWT of 10.0 minutes

Route WATFORD JUNCTION to LONDON EUSTON BR Direction T31-T50 Frequency 0.33 giving AWT of 90.91 minutes

TATs for this mode

Route CLAPHAM JUNCTION to STRATFORD Stop CAMDEN ROAD TAT 27.43 minutes EDF 1.09

Route CAMDEN ROAD to STRATFORD Stop CAMDEN ROAD TAT 27.43 minutes EDF 1.09

Route RICHMOND to STRATFORD Stop CAMDEN ROAD TAT 19.93 minutes EDF 1.51

Route BLETCHLEY to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 41.4 minutes EDF 0.72

Route Rugby to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 102.31 minutes EDF 0.29

Route LONDON EUSTON BR to TRING Stop LONDON EUSTON BR TAT 26.4 minutes EDF 1.14

Route MILTON KEYNES CENTRAL to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 34.48 minutes EDF 0.87
Route LONDON EUSTON BR to WATFORD JUNCTION Stop LONDON EUSTON BR TAT 21.4 minutes EDF 1.4
Route WATFORD JUNCTION to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 102.31 minutes EDF 0.29

Best EDF is 1.51

Half of all other EDFs is 3.45

AI for this mode is 4.96

Total AI for this POI is 51.06. X: 529185, Y: 183431.

PTAL Rating is 6b.

APPENDIX D

Land Use: B1 - Office

Survey Code	Name	Borough	Survey Date	PTAL	Area	Total Parking	Survey Hrs1	GFA	Employ
316	Adshel Centre	KENSINGTON & CHELSEA	05/03/2001	6	Inner	12	08:00-18:00	498	17
324	Highbury House Communications	ISLINGTON	23/04/2001	6	Inner	4	07:30-18:30	1000	160
409	Baltic Exchange	CITY OF LONDON	08/02/2005	6	Central	0	07:00-19:00	3809	150
450	Putney Wharf (Shared Offices)	WANDSWORTH	08/09/2005	6	Inner	240	07:00-22:00	1021	78
836	Windsor House	WESTMINSTER	26/03/2007	6	Central	0	0700-1830	5468	333
984	Perceval House Ealing	EALING	12/01/2011	6	Outer	115	0700-1900	19965	1900

Average trip generations for 8-12 Camden High Street, B1 use - ARRIVALS

Time Period	Bus	Car	All Car Drivers	Car Driver (alone)	Car Driver (with pass)	Car Passenger	Coach	DLR	HGV	Motor Cycle	Other	Park and Ride Bus	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occupants	Tram	Underground	Unknown	Walk/PT	Walk		
0000-0100																								
0100-0200																								
0200-0300																								
0300-0400																								
0400-0500																								
0500-0600																								
0600-0700																								
0700-0800	0.172		0.637	0.246	0.065	0.233				0.285			0.220			0.128	0.128		0.117			3.245	1.517	
0800-0900	1.294		0.895	0.925	0.059	0.287				0.622			0.616	0.070		0.128	0.128		0.893	0.023		12.461	8.464	
0900-1000	1.431		0.890	0.843	0.137	0.462				0.073			0.535	0.070					0.728	0.023		13.514	8.430	
1000-1100	0.505		1.139	0.550	0.098	0.098				0.013			0.141	0.023		0.265	0.258		0.258			3.317	3.116	
1100-1200	0.171		0.573	0.256	0.020	0.087							0.280			0.007			0.211			2.916	2.293	
1200-1300	0.526		0.583	0.129	0.033	0.612				0.023			0.312	0.047		0.101	0.101		0.446			8.731	5.256	
1300-1400	0.762		0.034	0.281	0.039	0.133				0.054			0.493	0.070					0.752	0.023		12.121	9.521	
1400-1500	0.414		1.324	0.240		0.583				0.040			0.265	0.047		0.067	0.067		0.376			4.855	4.225	
1500-1600	0.218		0.162	0.217	0.007	0.007							0.164	0.023					0.258			4.026	2.754	
1600-1700	0.117		0.258	0.226	0.013	0.013							0.220						0.141			2.344	1.276	
1700-1800	0.070			0.209	0.039	0.039							0.070						0.094			0.991	0.752	
1800-1900	0.043			0.170	0.033	0.039							0.023						0.023			0.160	0.201	
1900-2000																						0.126		
2000-2100																								
2100-2200																						0.126		
2200-2300																								
2300-2400																								
	5.73		6.50	4.29	0.54	2.59				1.11			3.34	0.35		0.70	0.68		4.30	0.07		68.93	47.80	

Average trip generations for 8-12 Camden High Street, B1 use - DEPARTURES

Time Period	Bus	Car	All Car Drivers	Car Driver (alone)	Car Driver (with pass)	Car Passenger	Coach	DLR	HGV	Motor Cycle	Other	Park and Ride Bus	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occupants	Tram	Underground	Unknown	Walk/PT	Walk		
0000-0100																								
0100-0200																								
0200-0300																								
0300-0400																								
0400-0500																								
0500-0600																								
0600-0700																								
0700-0800	0.023			0.085																0.023		0.506	0.225	
0800-0900	0.070			0.085	0.013	0.013							0.047							0.070		0.937	0.636	
0900-1000	0.266		0.258	0.217	0.020	0.278				0.007			0.148	0.023						0.211		2.005	2.085	
1000-1100	0.236			0.246	0.033	0.033							0.154	0.023						0.188		1.911	2.102	
1100-1200	0.367			0.145	0.046	0.046							0.211	0.047		0.034	0.034			0.329		2.015	3.051	
1200-1300	0.794		0.386	0.315	0.013	0.060				0.312			0.577	0.070						0.869	0.023	12.833	10.308	
1300-1400	0.706		0.292	0.264	0.013	0.128				0.054			0.376	0.047						0.587		7.828	7.721	
1400-1500	0.235		0.230	0.178	0.020	0.087							0.327	0.047		0.013				0.282		3.036	3.134	
1500-1600	0.332		1.290	0.230	0.078	0.594				0.047			0.148			0.034	0.034			0.211		6.248	2.562	
1600-1700	0.827		0.632	0.528	0.105	0.137				0.258			0.308	0.047		0.034	0.034			0.423		4.096	4.840	
1700-1800	1.433		2.104	0.905	0.189	0.417				0.301			0.550	0.094		0.128	0.128			0.775	0.047	15.999	8.879	
1800-1900	0.333		0.794	0.459	0.039	0.204				0.345			0.188	0.023		0.128	0.128			0.282		5.107	3.053	
1900-2000			0.252																			0.503		
2000-2100			0.126																			0.126		
2100-2200																						0.252		
2200-2300																								
2300-2400																								
	5.62		6.36	3.66	0.57	2.00				1.32			3.03	0.42		0.37	0.36			4.25	0.07	63.40	48.60	

Average trip generations for 8-12 Camden High Street, B1 use - TOTAL

Time Period	Bus	Car	All Car Drivers	Car Driver (alone)	Car Driver (with pass)	Car Passenger	Coach	DLR	HGV	Motor Cycle	Other	Park and Ride Bus	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occupants	Tram	Underground	Unknown	Walk/PT	Walk	
0000-0100																							
0100-0200																							
0200-0300																							
0300-0400																							
0400-0500																							
0500-0600																							
0600-0700																							
0700-0800	0.196		0.637	0.331	0.065	0.233				0.285			0.220			0.128	0.128		0.141		3.751	1.742	
0800-0900	1.365		0.895	1.010	0.072	0.300				0.622			0.663	0.070		0.128	0.128		0.963	0.023	13.398	9.100	
0900-1000	1.698		1.148	1.060	0.157	0.739				0.080			0.683	0.094					0.940	0.023	15.519	10.515	
1000-1100	0.742		1.139	0.796	0.131	0.131				0.013			0.295	0.047		0.265	0.258		0.446		5.228	5.218	
1100-1200	0.538		0.573	0.401	0.065	0.133							0.491	0.047		0.040	0.034		0.540		4.931	5.344	
1200-1300	1.320		0.970	0.444	0.046	0.672				0.335			0.889	0.117		0.101	0.101		1.316	0.023	21.564	15.563	
1300-1400	1.469		0.325	0.545	0.052	0.260				0.107			0.869	0.117					1.339	0.023	19.948	17.242	
1400-1500	0.649		1.553	0.418	0.020	0.670				0.040			0.592	0.094		0.081	0.067		0.658		7.890	7.359	
1500-1600	0.550		1.452	0.447	0.085	0.601				0.047			0.312	0.023		0.034	0.034		0.470		10.274	5.316	
1600-1700	0.944		0.890	0.754	0.118	0.150				0.258			0.528	0.047		0.034	0.034		0.564		6.440	6.116	
1700-1800	1.503		2.104	1.114	0.229	0.456				0.301			0.620	0.094		0.128	0.128		0.869	0.047	16.990	9.631	
1800-1900	0.376		0.794	0.628	0.072	0.243				0.345			0.211	0.023		0.128	0.128		0.305		5.266	3.254	
1900-2000			0.252																			0.629	
2000-2100			0.126																			0.126	
2100-2200																						0.377	
2200-2300																							
2300-2400																							
	11.35		12.86	7.95	1.11	4.59				2.43			6.37	0.78		1.07	1.04		8.55	0.14	132.33	96.40	

Land Use: C3 - Residential

Survey Code	Name	Borough	Survey Date	PTAL	Area	Total Parking	Survey Hrs1	Site Area	Rooms	ResUnits
448	Putney Wharf (Private units)	WANDSWORTH	08/09/2005	6	Inner	240	07:00-22:00	11746	441	209
650	Green Dragon House	CAMDEN	11/09/2008	6	Inner	0	0700-2200	700	60	29
886	St George Wharf (Aff and Priv)	LAMBETH	22/10/2009	6	Inner	793	0700-2200	28329	1690	927

Average trip generations for 8-12 Camden High Street, C3 use - ARRIVALS

Time Period	Bus	Car	All Car Drivers	Car Driver (alone)	Car Driver (with pass)	Car Passenger	Coach	DLR	HGV	Motor Cycle	Other	Park and Ride Bus	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occupants	Tram	Underground	Unknown	Walk/PT	Walk		
0000-0100																								
0100-0200																								
0200-0300																								
0300-0400																								
0400-0500																								
0500-0600																								
0600-0700																								
0700-0800			0.102	0.040	0.006	0.012				0.006			0.029									0.944	0.385	
0800-0900	0.184		0.740	0.081	0.006	0.006							0.230						0.184			0.868	1.116	
0900-1000	0.184		0.434	0.069	0.017	0.017							0.063									1.148	1.581	
1000-1100			0.408	0.052									0.100									0.740	0.529	
1100-1200			0.536	0.035	0.012	0.012				0.184			0.456									0.612	1.489	
1200-1300			0.255	0.040	0.017	0.023				0.006			0.195									0.970	3.047	
1300-1400	0.184		0.434	0.040	0.012	0.017				0.006			0.006						0.368			0.868	2.870	
1400-1500			0.077	0.035	0.006	0.006							0.012			0.026						0.842	1.771	
1500-1600	0.552		0.281	0.035	0.006	0.057							0.201						0.552	0.006		1.123	1.093	
1600-1700	0.184		0.179	0.046	0.040	0.077				0.026			0.261						0.184			1.199	2.340	
1700-1800	0.368		0.179	0.017	0.017	0.017				0.031			0.109			0.026						1.097	4.352	
1800-1900			0.128	0.075	0.023	0.029				0.159			0.785						0.184	0.012		2.220	4.703	
1900-2000			0.051	0.035	0.006	0.006				0.210			0.325									1.659	3.473	
2000-2100			0.204	0.052	0.017	0.017				0.439			0.052			0.128						1.072	3.605	
2100-2200			0.332	0.023	0.012	0.023							0.278									0.255	3.219	
2200-2300																								
2300-2400																								
	1.66		4.34	0.67	0.20	0.32				1.07			3.10			0.18				1.47	0.02	15.62	35.57	

Average trip generations for 8-12 Camden High Street, C3 use - DEPARTURES

Time Period	Bus	Car	All Car Drivers	Car Driver (alone)	Car Driver (with pass)	Car Passenger	Coach	DLR	HGV	Motor Cycle	Other	Park and Ride Bus	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occupants	Tram	Underground	Unknown	Walk/PT	Walk		
0000-0100																								
0100-0200																								
0200-0300																								
0300-0400																								
0400-0500																								
0500-0600																								
0600-0700																								
0700-0800	0.920		0.153	0.006	0.012	0.012							0.128						0.184		0.868	2.932		
0800-0900	0.920		0.638	0.046	0.029	0.111				0.247			0.425						0.184		1.455	5.865		
0900-1000			0.357	0.029	0.017	0.145							0.799									0.766	2.789	
1000-1100			0.128	0.040	0.006	0.017				0.006			0.453									0.919	2.076	
1100-1200			0.434	0.046						0.184			0.252									0.791	1.466	
1200-1300			0.153	0.029	0.023	0.258							0.660			0.012						0.459	2.622	
1300-1400			0.357	0.063	0.023	0.023							0.017									0.715	2.547	
1400-1500	0.368		0.332	0.040	0.035	0.040				0.159			0.139									0.561	1.800	
1500-1600			0.128	0.069	0.040	0.046							0.278									1.429	2.265	
1600-1700			0.332	0.075	0.023	0.023							0.236									1.455	1.322	
1700-1800			0.332	0.075	0.035	0.035				0.012			0.069									1.939	2.817	
1800-1900			0.306	0.075	0.017	0.017				0.108			0.332							0.006		1.761	1.662	
1900-2000			0.485	0.086	0.023	0.035				0.128			0.086			0.012						1.582	1.443	
2000-2100			0.306							0.184			0.006									0.893	1.512	
2100-2200				0.029	0.012	0.012							0.006									0.153	1.351	
2200-2300																								
2300-2400																								
	2.21		4.44	0.71	0.29	0.77				1.03			3.89			0.02				0.37	0.01	15.74	34.47	

Average trip generations for 8-12 Camden High Street, C3 use - TOTAL

Time Period	Bus	Car	All Car Drivers	Car Driver (alone)	Car Driver (with pass)	Car Passenger	Coach	DLR	HGV	Motor Cycle	Other	Park and Ride Bus	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occupants	Tram	Underground	Unknown	Walk/PT	Walk	
0000-0100																							
0100-0200																							
0200-0300																							
0300-0400																							
0400-0500																							
0500-0600																							
0600-0700																							
0700-0800	0.920		0.255	0.046	0.017	0.023				0.006			0.157						0.184		1.812	3.318	
0800-0900	1.103		1.378	0.127	0.035	0.117				0.247			0.655						0.368		2.322	6.981	
0900-1000	0.184		0.791	0.098	0.035	0.162							0.862								1.914	4.370	
1000-1100			0.536	0.092	0.006	0.017				0.006			0.553								1.659	2.605	
1100-1200			0.970	0.081	0.012	0.012				0.368			0.708								1.404	2.955	
1200-1300			0.408	0.069	0.040	0.281				0.006			0.855			0.012					1.429	5.669	
1300-1400	0.184		0.791	0.104	0.035	0.040				0.006			0.023						0.368		1.582	5.417	
1400-1500	0.368		0.408	0.075	0.040	0.046				0.159			0.151			0.026					1.404	3.570	
1500-1600	0.552		0.408	0.104	0.046	0.103							0.479						0.552	0.006	2.552	3.358	
1600-1700	0.184		0.510	0.121	0.063	0.100				0.026			0.497						0.184		2.654	3.663	
1700-1800	0.368		0.510	0.092	0.052	0.052				0.043			0.178			0.026					3.037	7.169	
1800-1900			0.434	0.150	0.040	0.046				0.267			1.117						0.184	0.017	3.981	6.365	
1900-2000			0.536	0.121	0.029	0.040				0.337			0.411			0.012					3.241	4.916	
2000-2100			0.510	0.052	0.017	0.017				0.623			0.058			0.128					1.965	5.117	
2100-2200			0.332	0.052	0.023	0.035							0.283								0.408	4.570	
2200-2300																							
2300-2400																							
	3.86		8.78	1.38	0.49	1.09				2.09			6.99			0.20			1.84	0.02	31.36	70.04	

Average trip generations for 8-12 Camden High Street, ARRIVALS - Differences between proposed (B1) and existing (C3) land use																							
Time Period	Bus	Car	All Car Drivers	Car Driver (alone)	Car Driver (with pass)	Car Passenger	Coach	DLR	HGV	Motor Cycle	Other	Park and Ride Bus	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occupants	Tram	Underground	Unknown	Walk/PT	Walk	
0000-0100																							
0100-0200																							
0200-0300																							
0300-0400																							
0400-0500																							
0500-0600																							
0600-0700																							
0700-0800	-0.172		-0.535	-0.205	-0.060	-0.221				-0.280			-0.191			-0.128	-0.128		-0.117		-2.301	-1.132	
0800-0900	-1.110		-0.155	-0.844	-0.053	-0.281				-0.622			-0.386	-0.070		-0.128	-0.128		-0.709	-0.023	-11.594	-7.348	
0900-1000	-1.248		-0.456	-0.774	-0.120	-0.445				-0.073			-0.472	-0.070					-0.728	-0.023	-12.366	-6.849	
1000-1100	-0.505		-0.731	-0.498	-0.098	-0.098				-0.013			-0.041	-0.023		-0.265	-0.258		-0.258		-2.577	-2.586	
1100-1200	-0.171		-0.038	-0.222	-0.008	-0.076				0.184			0.176			-0.007			-0.211		-2.304	-0.804	
1200-1300	-0.526		-0.328	-0.089	-0.015	-0.589				-0.018			-0.117	-0.047		-0.101	-0.101		-0.446		-7.761	-2.208	
1300-1400	-0.578		0.400	-0.241	-0.028	-0.116				-0.048			-0.488	-0.070					-0.384	-0.023	-11.253	-6.651	
1400-1500	-0.414		-1.247	-0.206	0.006	-0.578				-0.040			-0.253	-0.047		-0.042	-0.067		-0.376		-4.013	-2.454	
1500-1600	0.334		0.118	-0.182	-0.001	0.050							0.037	-0.023					0.293	0.006	-2.903	-1.661	
1600-1700	0.066		-0.079	-0.180	0.027	0.064				0.026			0.041						0.043		-1.145	1.065	
1700-1800	0.297		0.179	-0.192	-0.022	-0.022				0.031			0.039			0.026			-0.094		0.106	3.600	
1800-1900	-0.043		0.128	-0.095	-0.010	-0.010				0.159			0.762						0.160	0.012	2.061	4.502	
1900-2000			0.051	0.035	0.006	0.006				0.210			0.325								1.533	3.473	
2000-2100			0.204	0.052	0.017	0.017				0.439			0.052			0.128					1.072	3.605	
2100-2200			0.332	0.023	0.012	0.023							0.278								0.129	3.219	
2200-2300																							
2300-2400																							
	-4.07		-2.16	-3.62	-0.35	-2.27				-0.05			-0.24	-0.35		-0.52	-0.68		-2.83	-0.05	-53.32	-12.23	

Average trip generations for 8-12 Camden High Street, DEPARTURES - Differences between proposed (B1) and existing (C3) land use																							
Time Period	Bus	Car	All Car Drivers	Car Driver (alone)	Car Driver (with pass)	Car Passenger	Coach	DLR	HGV	Motor Cycle	Other	Park and Ride Bus	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occupants	Tram	Underground	Unknown	Walk/PT	Walk	
0000-0100																							
0100-0200																							
0200-0300																							
0300-0400																							
0400-0500																							
0500-0600																							
0600-0700																							
0700-0800	0.896		0.153	-0.079	0.012	0.012							0.128						0.160		0.362	2.708	
0800-0900	0.849		0.638	-0.039	0.016	0.098				0.247			0.378						0.113		0.518	5.229	
0900-1000	-0.266		0.099	-0.188	-0.002	-0.133				-0.007			0.651	-0.023					-0.211		-1.240	0.704	
1000-1100	-0.236		0.128	-0.205	-0.027	-0.015				0.006			0.299	-0.023					-0.188		-0.993	-0.027	
1100-1200	-0.367		0.434	-0.099	-0.046	-0.046				0.184			0.041	-0.047		-0.034	-0.034		-0.329		-1.224	-1.585	
1200-1300	-0.794		-0.233	-0.286	0.010	0.198				-0.312			0.083	-0.070		0.012			-0.869	-0.023	-12.374	-7.686	
1300-1400	-0.706		0.066	-0.201	0.010	-0.105				-0.054			-0.359	-0.047					-0.587		-7.113	-5.174	
1400-1500	0.133		0.102	-0.137	0.015	-0.047				0.159			-0.188	-0.047		-0.013			-0.282		-2.474	-1.334	
1500-1600	-0.332		-1.162	-0.161	-0.038	-0.548				-0.047			0.130			-0.034	-0.034		-0.211		-4.819	-0.297	
1600-1700	-0.827		-0.300	-0.453	-0.082	-0.114				-0.258			-0.072	-0.047		-0.034	-0.034		-0.423		-2.641	-3.518	
1700-1800	-1.433		-1.772	-0.831	-0.155	-0.383				-0.290			-0.481	-0.094		-0.128	-0.128		-0.775	-0.047	-14.060	-6.062	
1800-1900	-0.333		-0.488	-0.384	-0.022	-0.187				-0.237			0.144	-0.023		-0.128	-0.128		-0.282	0.006	-3.346	-1.391	
1900-2000			0.233	0.086	0.023	0.035				0.128			0.086			0.012					1.079	1.443	
2000-2100			0.180							0.184			0.006									0.767	1.512
2100-2200				0.029	0.012	0.012							0.006									-0.099	1.351
2200-2300																							
2300-2400																							
	-3.42		-1.92	-2.95	-0.27	-1.22				-0.30			0.85	-0.42		-0.35	-0.36		-3.88	-0.06	-47.66	-14.13	

Average trip generations for 8-12 Camden High Street, TOTAL - Differences between proposed (B1) and existing (C3) land use																						
Time Period	Bus	Car	All Car Drivers	Car Driver (alone)	Car Driver (with pass)	Car Passenger	Coach	DLR	HGV	Motor Cycle	Other	Park and Ride Bus	Pedal Cycle	Rail	River Boat	Taxi	Taxi Occupants	Tram	Underground	Unknown	Walk/PT	Walk
0000-0100																						
0100-0200																						
0200-0300																						
0300-0400																						
0400-0500																						
0500-0600																						
0600-0700																						
0700-0800	0.724		-0.382	-0.285	-0.048	-0.210				-0.280			-0.063			-0.128	-0.128		0.043		-1.939	1.576
0800-0900	-0.261		0.483	-0.883	-0.037	-0.183				-0.375			-0.008	-0.070		-0.128	-0.128		-0.595	-0.023	-11.076	-2.119
0900-1000	-1.514		-0.357	-0.962	-0.122	-0.577				-0.080			0.179	-0.094					-0.940	-0.023	-13.605	-6.145
1000-1100	-0.742		-0.603	-0.704	-0.125	-0.113				-0.007			0.258	-0.047		-0.265	-0.258		-0.446		-3.570	-2.613
1100-1200	-0.538		0.396	-0.320	-0.054	-0.121				0.368			0.217	-0.047		-0.040	-0.034		-0.540		-3.527	-2.389
1200-1300	-1.320		-0.562	-0.375	-0.005	-0.391				-0.329			-0.033	-0.117		-0.090	-0.101		-1.316	-0.023	-20.135	-9.894
1300-1400	-1.285		0.466	-0.441	-0.018	-0.220				-0.101			-0.846	-0.117					-0.971	-0.023	-18.366	-11.825
1400-1500	-0.281		-1.145	-0.343	0.021	-0.624				0.119			-0.441	-0.094		-0.055	-0.067		-0.658		-6.487	-3.789
1500-1600	0.002		-1.044	-0.343	-0.039	-0.498				-0.047			0.167	-0.023		-0.034	-0.034		0.082	0.006	-7.723	-1.958
1600-1700	-0.760		-0.379	-0.633	-0.054	-0.050				-0.233			-0.031	-0.047		-0.034	-0.034		-0.380		-3.786	-2.453
1700-1800	-1.135		-1.594	-1.022	-0.177	-0.405				-0.259			-0.442	-0.094		-0.103	-0.128		-0.869	-0.047	-13.953	-2.462
1800-1900	-0.376		-0.360	-0.479	-0.032	-0.197				-0.079			0.906	-0.023		-0.128	-0.128		-0.122	0.017	-1.286	3.112
1900-2000			0.284	0.121	0.029	0.040				0.337			0.411			0.012					2.612	4.916
2000-2100			0.385	0.052	0.017	0.017				0.623			0.058			0.128					1.839	5.117
2100-2200			0.332	0.052	0.023	0.035							0.283								0.031	4.570
2200-2300																						
2300-2400																						
	-7.49		-4.08	-6.57	-0.62	-3.50				-0.34			0.61	-0.78		-0.87	-1.04		-6.71	-0.12	-100.97	-26.35