



## **APPENDIX H**

### **continued**

# Proposed improvements and changes in King's Cross

We have worked in partnership with stakeholders to plan a number of interim changes to roads in the King's Cross area. These will improve conditions for road users, including cyclists.

As an example, work on Gray's Inn Road to York Way. Separate

controlled crossing facilities for pedestrians and cyclists will be provided across Euston Road at the junction with Gray's Inn Road and York Way.

Please take a look at the map for details of all the proposed improvements.

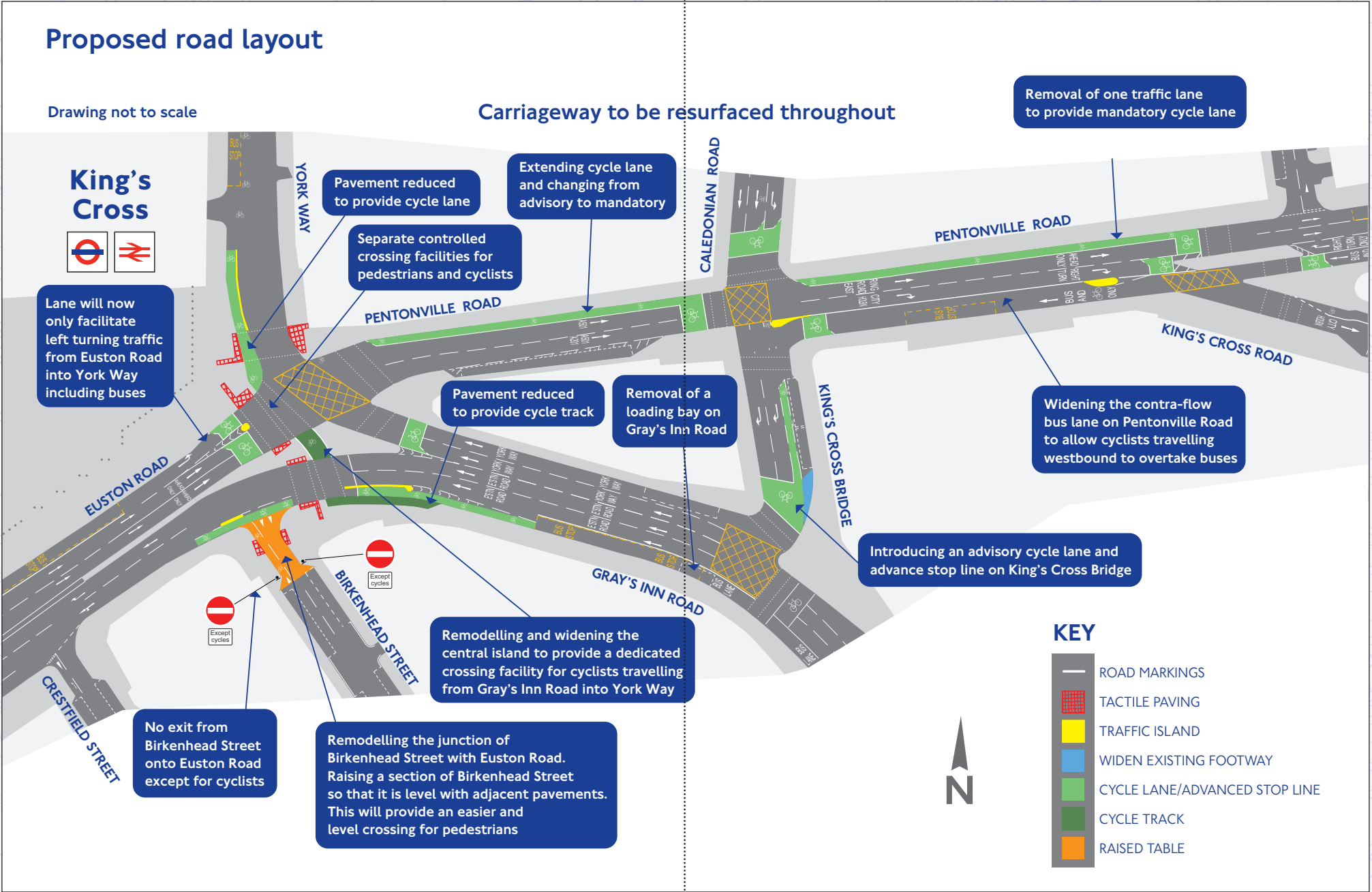
## King's Cross in the future

Further improvements are proposed in the future, one of which includes the north-south cycle route.

We have also been working with stakeholders on a feasibility study of the King's Cross gyratory systems. The study aims to consider how all road users, including pedestrians and cyclists, could better use the local road

network in the long-term. The study will also consider returning the gyratory systems back to two-way working.

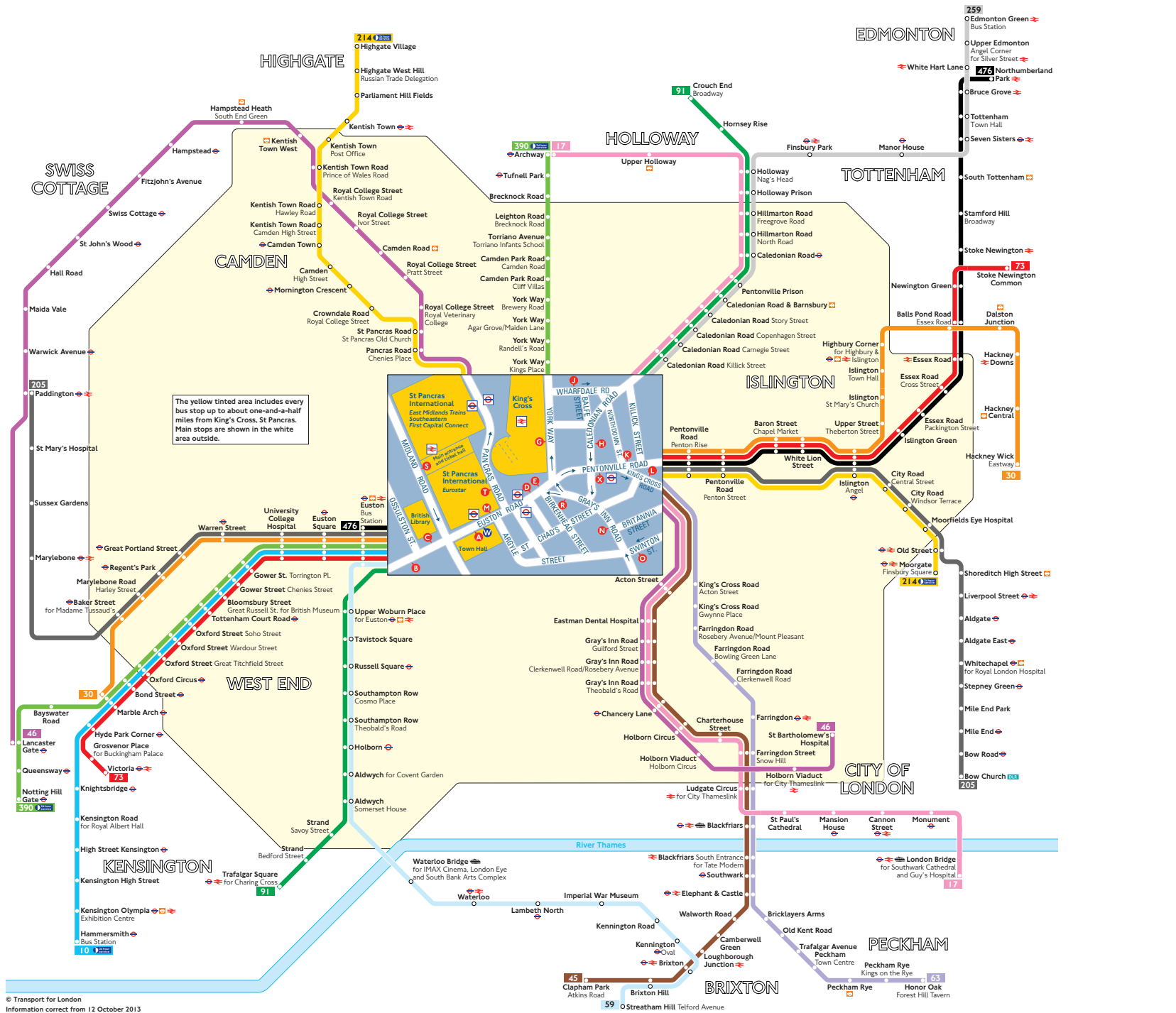
As part of the feasibility study we will develop a concept to illustrate how the roads in King's Cross could function in the future and will consult the wider public in order to help shape these long-term aspirations.





## **APPENDIX I**

Buses from King's Cross, St Pancras



**Key**

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with Docklands Light Railway
- Connections with river boats

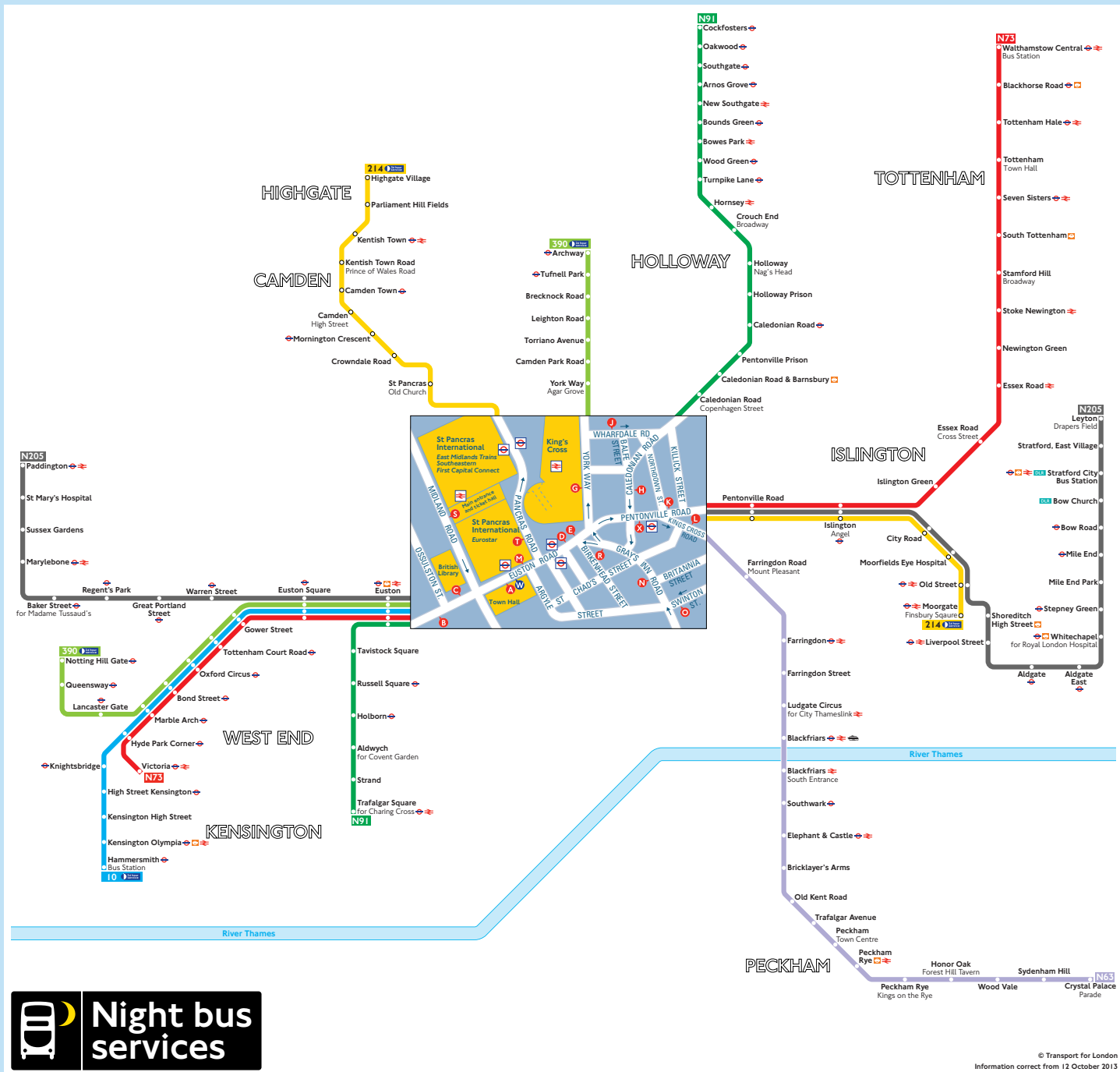
**Red disc** shows the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

**Route finder**  
Day buses including 24-hour services

Bus route	Towards	Bus stops
10	Hammersmith	A B H J R
17	Archway	G I N
30	London Bridge	H L
45	Hackney Wick	C E K
46	Marble Arch	A B R X
	Clapham Park	D L S
	Lancaster Gate	N T
	St Bartholomew's Hospital	D L S
59	Streatham Hill	A B H J R
63	Honor Oak	D L S
73	Stoke Newington	C E K
	Victoria	A B R X
91	Crouch End	C G J M
	Trafalgar Square	A B H R
205	Bow Church	C E K
	Paddington	A B R X
214	Highgate Village	T X
	Moorgate	E K S
259	Edmonton Green	G I N
390	Archway	C G M
	Notting Hill Gate	A B H J R
476	Euston	A B R X
	Northumberland Park	C E K

**Night buses**  
For night bus information, please see separate poster

# Night buses from King's Cross, St Pancras



Key

Connections with London Underground

Connections with London Overground

Connections with National Rail

Connections with Docklands Light Railway

Connections with river boats

Red discs show the bus stop you need for your chosen bus service. The disc appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Night buses including 24-hour services

Bus route	Towards	Bus stops
10	Hammersmith	A B H J R
214	Highgate Village	T X
	Moorgate	B K S
390	Archway	C G M
	Notting Hill Gate	A B H J R
N63	Crystal Palace	D L S
N73	Victoria	A B R X
	Walthamstow	C E K
N91	Cockfosters	C G J M
	Trafalgar Square	A B H R
N205	Leyton	C E K
	Paddington	A B R X





## **APPENDIX J**

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20141808172756  
Description 20141808172756  
Run by user PTAL web application  
Date and time 18/08/2014 17:27

## 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: 530193, 182859

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	KINGS CROSS ST PANCRA	59	73.27	9.0	0.5	0.92	5.33	6.25	4.8	2.4

BUS	UPPER WOBURN PLACE	68	546.78	9.0	0.5	6.83	5.33	12.17	2.47	1.23
BUS	KINGS CROSS ST PANCRAS	91	73.27	9.0	0.5	0.92	5.33	6.25	4.8	2.4
BUS	UPPER WOBURN PLACE	168	546.78	9.0	0.5	6.83	5.33	12.17	2.47	1.23
BUS	KINGS CROSS ST PANCRAS	73	73.27	18.0	1.0	0.92	3.67	4.58	6.55	6.55
BUS	KINGS CROSS ST PANCRAS	10	73.27	10.0	0.5	0.92	5.0	5.92	5.07	2.54
BUS	EUSTON STATION EUSTON RD	18	623.44	20.0	0.5	7.79	3.5	11.29	2.66	1.33
BUS	KINGS CROSS ST PANCRAS	30	73.27	7.5	0.5	0.92	6.0	6.92	4.34	2.17
BUS	KINGS CROSS ST PANCRAS	390	73.27	8.0	0.5	0.92	5.75	6.67	4.5	2.25
BUS	KINGS CROSS ST PANCRAS	205	73.27	8.0	0.5	0.92	5.75	6.67	4.5	2.25
BUS	KINGS CROSS ST PANCRAS	46	73.27	6.0	0.5	0.92	7.0	7.92	3.79	1.89
BUS	KINGS CROSS ST PANCRAS	45	73.27	7.5	0.5	0.92	6.0	6.92	4.34	2.17



BUS	KINGS CROSS STATION	259	193.64	8.0	0.5	2.42	5.75	8.17	3.67	1.84
BUS	KINGS CROSS ST PANCRAS	63	73.27	12.0	0.5	0.92	4.5	5.42	5.54	2.77
BUS	KINGS CROSS STATION	17	193.64	7.5	0.5	2.42	6.0	8.42	3.56	1.78
BUS	KINGS CROSS ST PANCRAS	476	73.27	7.5	0.5	0.92	6.0	6.92	4.34	2.17
BUS	KINGS CROSS ST PANCRAS	214	73.27	8.0	0.5	0.92	5.75	6.67	4.5	2.25
LU LRT	Euston	Northern Line Kennington to Edgware	675.77	5.0	0.5	8.45	6.75	15.2	1.97	0.99
LU LRT	Kings Cross St.Pancras	Northern Line High Barnet to Morden	126.28	9.0	0.5	1.58	4.08	5.66	5.3	2.65
LU LRT	Kings Cross St.Pancras	Victoria Line Seven Sisters to Brixton	126.28	11.7	0.5	1.58	3.31	4.89	6.13	3.07
LU LRT	Kings Cross St.Pancras	Victoria Line Brixton to Walthamstow Central	126.28	15.7	1.0	1.58	2.66	4.24	7.08	7.08
LU LRT	Euston	Northern Line Mill Hill East to Kennington	675.77	4.3	0.5	8.45	7.73	16.17	1.85	0.93
LU LRT	Euston	Northern Line Morden to Mill Hill East	675.77	1.0	0.5	8.45	30.75	39.2	0.77	0.38
LU LRT	Kings Cross St.Pancras	Northern Line Edgware to Morden	126.28	9.7	0.5	1.58	3.84	5.42	5.53	2.77
LU LRT	Euston	Northern Line Edgware to Morden	675.77	8.3	0.5	8.45	4.36	12.81	2.34	1.17
LU LRT	Euston	Northern Line High Barnet to Kennington	675.77	5.4	0.5	8.45	6.31	14.75	2.03	1.02

LU LRT	Euston	Northern Line Morden to High Barnet	675.77	3.7	0.5	8.45	8.86	17.31	1.73	0.87
LU LRT	Kings Cross St.Pancras	Northern Line Morden to Mill Hill East	126.28	2.7	0.5	1.58	11.86	13.44	2.23	1.12
LU LRT	Kings Cross St.Pancras	Metropolitan Line Croxley to Aldgate	126.28	0.3	0.5	1.58	100.75	102.33	0.29	0.15
LU LRT	Kings Cross St.Pancras	Metropolitan Line Aldgate to Wembley Park	126.28	1.0	0.5	1.58	30.75	32.33	0.93	0.46
LU LRT	Kings Cross St.Pancras	Metropolitan Line Uxbridge to Aldgate	126.28	6.3	0.5	1.58	5.51	7.09	4.23	2.12
LU LRT	Kings Cross St.Pancras	Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line)	126.28	6.0	0.5	1.58	5.75	7.33	4.09	2.05
LU LRT	Kings Cross St.Pancras	Metropolitan Line Aldgate to Watford	126.28	4.0	0.5	1.58	8.25	9.83	3.05	1.53
LU LRT	Kings Cross St.Pancras	Metropolitan Line Amersham to Aldgate	126.28	3.0	0.5	1.58	10.75	12.33	2.43	1.22
LU LRT	Kings Cross St.Pancras	Hammersmith and City Hammersmith (H&C Line) to Barking	126.28	6.0	0.5	1.58	5.75	7.33	4.09	2.05
LU LRT	Kings Cross St.Pancras	Metropolitan Line Watford to Aldgate	126.28	2.3	0.5	1.58	13.79	15.37	1.95	0.98
LU LRT	Kings Cross St.Pancras	Metropolitan Line Chesham to Aldgate	126.28	0.7	0.5	1.58	43.61	45.19	0.66	0.33
LU LRT	Kings Cross St.Pancras	Metropolitan Line Aldgate to Harrow-on-the-Hill	126.28	2.3	0.5	1.58	13.79	15.37	1.95	0.98
LU LRT	Kings Cross St.Pancras	Piccadilly Line Ruislip to Arnos Grove	126.28	1.3	0.5	1.58	23.83	25.41	1.18	0.59
LU LRT	Kings Cross St.Pancras	Piccadilly Line Oakwood to Rayners Lane	126.28	0.7	0.5	1.58	43.61	45.19	0.66	0.33
LU LRT	Kings Cross St.Pancras	Piccadilly Line Cockfosters to Heathrow Terminal 4	126.28	6.0	0.5	1.58	5.75	7.33	4.09	2.05

LU LRT	Kings Cross St.Pancras	Piccadilly Line Ruislip to Cockfosters	126.28	1.3	0.5	1.58	23.83	25.41	1.18	0.59
LU LRT	Kings Cross St.Pancras	Piccadilly Line Rayners Lane to Cockfosters	126.28	2.7	0.5	1.58	11.86	13.44	2.23	1.12
LU LRT	Kings Cross St.Pancras	Piccadilly Line Oakwood to Uxbridge	126.28	0.7	0.5	1.58	43.61	45.19	0.66	0.33
LU LRT	Kings Cross St.Pancras	Piccadilly Line Rayners Lane to Arnos Grove	126.28	1.3	0.5	1.58	23.83	25.41	1.18	0.59
LU LRT	Kings Cross St.Pancras	Piccadilly Line Arnos Grove to Northfields	126.28	2.3	0.5	1.58	13.79	15.37	1.95	0.98
LU LRT	Kings Cross St.Pancras	Piccadilly Line Heathrow Terminal 4 to Arnos Grove	126.28	2.0	0.5	1.58	15.75	17.33	1.73	0.87
LU LRT	Kings Cross St.Pancras	Piccadilly Line Uxbridge to Cockfosters	126.28	2.7	0.5	1.58	11.86	13.44	2.23	1.12
LU LRT	Kings Cross St.Pancras	Piccadilly Line Cockfosters to Heathrow T5	126.28	6.0	0.5	1.58	5.75	7.33	4.09	2.05
LU LRT	Kings Cross St.Pancras	Piccadilly Line Arnos Grove to Uxbridge	126.28	1.3	0.5	1.58	23.83	25.41	1.18	0.59
LU LRT	Kings Cross St.Pancras	Piccadilly Line Oakwood to Ruislip	126.28	0.7	0.5	1.58	43.61	45.19	0.66	0.33
NATIONAL_RAIL	St Pancras Domestic	MOORGATE to LUTON	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to MOORGATE	162.9	2.6	1.0	2.04	12.29	14.32	2.09	2.09
NATIONAL_RAIL	St Pancras Domestic	ST ALBANS BR to SUTTON (SURREY)	162.9	0.67	0.5	2.04	45.53	47.56	0.63	0.32
NATIONAL_RAIL	St Pancras Domestic	ST ALBANS BR to WEST NORWOOD BR	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to LONDON BLACKFRIARS	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16

NATIONAL_RAIL	St Pancras Domestic	DOVER PRIORY to St Pancras Domestic	162.9	1.33	0.5	2.04	23.31	25.34	1.18	0.59
NATIONAL_RAIL	St Pancras Domestic	LUTON to MOORGATE	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16
NATIONAL_RAIL	St Pancras Domestic	St Pancras Domestic to MARGATE	162.9	1.0	0.5	2.04	30.75	32.79	0.92	0.46
NATIONAL_RAIL	St Pancras Domestic	WIMBLEDON BR to ST ALBANS BR	162.9	1.33	0.5	2.04	23.31	25.34	1.18	0.59
NATIONAL_RAIL	St Pancras Domestic	SELHURST to ST ALBANS BR	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16
NATIONAL_RAIL	St Pancras Domestic	SUTTON (SURREY) to ST ALBANS BR	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16
NATIONAL_RAIL	St Pancras Domestic	St Pancras Domestic to FAVERSHAM	162.9	2.0	0.5	2.04	15.75	17.79	1.69	0.84
NATIONAL_RAIL	St Pancras Domestic	Ebbsfleet to St Pancras Domestic	162.9	1.33	0.5	2.04	23.31	25.34	1.18	0.59
NATIONAL_RAIL	St Pancras Domestic	MOORGATE to LUTON	162.9	0.67	0.5	2.04	45.53	47.56	0.63	0.32
NATIONAL_RAIL	St Pancras Domestic	WIMBLEDON BR to LUTON	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16
NATIONAL_RAIL	St Pancras Domestic	MOORGATE to BEDFORD MIDLAND	162.9	0.6	0.5	2.04	50.75	52.79	0.57	0.28
NATIONAL_RAIL	St Pancras Domestic	WIMBLEDON BR to BEDFORD MIDLAND	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to MOORGATE	162.9	1.0	0.5	2.04	30.75	32.79	0.92	0.46
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to BRIGHTON	162.9	2.0	0.5	2.04	15.75	17.79	1.69	0.84
NATIONAL_RAIL	St Pancras Domestic	BEDFORD MIDLAND to SUTTON (SURREY)	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16
NATIONAL_RAIL	St Pancras Domestic	BROADSTAIRS to St Pancras Domestic	162.9	1.0	0.5	2.04	30.75	32.79	0.92	0.46

NATIONAL_RAIL	St Pancras Domestic	MOORGATE to ST ALBANS BR	162.9	1.0	0.5	2.04	30.75	32.79	0.92	0.46
NATIONAL_RAIL	St Pancras Domestic	ST ALBANS BR to MOORGATE	162.9	0.67	0.5	2.04	45.53	47.56	0.63	0.32
NATIONAL_RAIL	St Pancras Domestic	WIMBLEDON BR to BEDFORD MIDLAND	162.9	0.33	0.5	2.04	91.66	93.7	0.32	0.16
NATIONAL_RAIL	St Pancras Domestic	LUTON to MOORGATE	162.9	0.67	0.5	2.04	45.53	47.56	0.63	0.32
NATIONAL_RAIL	LONDON EUSTON BR	BLETCHLEY to LONDON EUSTON BR	675.77	1.0	0.5	8.45	30.75	39.2	0.77	0.38
NATIONAL_RAIL	LONDON EUSTON BR	Rugby to LONDON EUSTON BR	675.77	0.33	0.5	8.45	91.66	100.11	0.3	0.15
NATIONAL_RAIL	LONDON EUSTON BR	LONDON EUSTON BR to TRING	675.77	2.0	0.5	8.45	15.75	24.2	1.24	0.62
NATIONAL_RAIL	LONDON EUSTON BR	MILTON KEYNES CENTRAL to LONDON EUSTON BR	675.77	1.3	0.5	8.45	23.83	32.27	0.93	0.46
NATIONAL_RAIL	LONDON EUSTON BR	LONDON EUSTON BR to WATFORD JUNCTION	675.77	3.0	0.5	8.45	10.75	19.2	1.56	0.78
NATIONAL_RAIL	LONDON EUSTON BR	WATFORD JUNCTION to LONDON EUSTON BR	675.77	0.33	0.5	8.45	91.66	100.11	0.3	0.15
NATIONAL_RAIL	LONDON KINGS CROSS BR	WELWYN GARDEN CITY to LONDON KINGS CROSS BR	126.28	0.33	0.5	1.58	91.66	93.24	0.32	0.16
NATIONAL_RAIL	LONDON KINGS CROSS BR	LETCHWORTH to LONDON KINGS CROSS BR	126.28	0.67	0.5	1.58	45.53	47.1	0.64	0.32
NATIONAL_RAIL	LONDON KINGS CROSS BR	Cambridge to LONDON KINGS CROSS BR	126.28	2.3	0.5	1.58	13.79	15.37	1.95	0.98
NATIONAL_RAIL	LONDON KINGS CROSS BR	WELWYN GARDEN CITY to LONDON KINGS CROSS BR	126.28	0.33	0.5	1.58	91.66	93.24	0.32	0.16

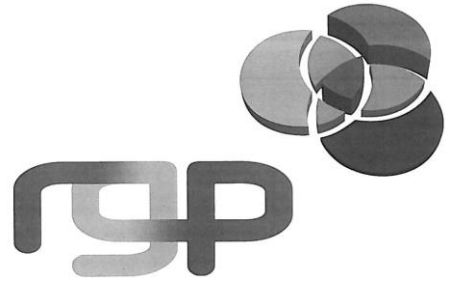
NATIONAL_RAIL	LONDON KINGS CROSS BR	ROYSTON HERTS to LONDON KINGS CROSS BR	126.28	0.33	0.5	1.58	91.66	93.24	0.32	0.16
NATIONAL_RAIL	LONDON KINGS CROSS BR	WELWYN GARDEN CITY to LONDON KINGS CROSS BR	126.28	0.33	0.5	1.58	91.66	93.24	0.32	0.16
NATIONAL_RAIL	LONDON KINGS CROSS BR	LETCHWORTH to LONDON KINGS CROSS BR	126.28	0.33	0.5	1.58	91.66	93.24	0.32	0.16
NATIONAL_RAIL	LONDON KINGS CROSS BR	LONDON KINGS CROSS BR to Peterborough	126.28	2.0	0.5	1.58	15.75	17.33	1.73	0.87

Total AI for this POI is 100.73.

PTAL Rating is 6b.



## **APPENDIX K**



# PERS AUDIT

## Camden Town Hall Annexe

Date: December 2014

Ref: PJB/TWR8/14/2096/TN02

### 1 INTRODUCTION

- 1.1 RGP is instructed by Crosstree Real Estate Management Ltd to provide transport planning and highways advice in relation to a proposed boutique hotel development at Camden Town Hall Annexe, WC1H 8NJ. This document has been prepared as an appendix to RGP's Transport Statement (Reference: PJB/TWR8/14/2096/TA01) in support of the development proposals.
- 1.2 The development site is located at the junction of Euston Road and Argyle Street within the London Borough of Camden. St Pancras rail station is located immediately to the north of the site on the opposing side of Euston Road and Kings Cross is located approximately 150m to the north-east.
- 1.3 The following document considers the quality of pedestrian facilities in the vicinity of Camden Town Hall Annexe and its links to St. Pancras and Kings Cross railway stations. This document aims to identify any constraints or deficiencies associated with the existing pedestrian infrastructure. Recommendations are made for improvements to the infrastructure, where necessary.
- 1.4 This document has been prepared in line with TfL's *streetaudit* handbook, prepared by TRL, which provides advice on how to undertake a review to assess the quality of a pedestrian environment. The spreadsheets containing the scores attributed to each link, crossing and route are contained within **Attachment 1**.
- 1.5 PERS is the recognised name for TRL pedestrian environment audits. A PERS audit is defined as '*a systematic process designed to assess the quality of the pedestrian environment within a framework that promotes objectivity*'. The audit takes into account a variety of factors relating to the quality of individual links and crossings and scores them in terms of their adequacy for that particular location.

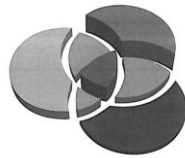


RGP TRANSPORT PLANNING AND INFRASTRUCTURE DESIGN CONSULTANTS

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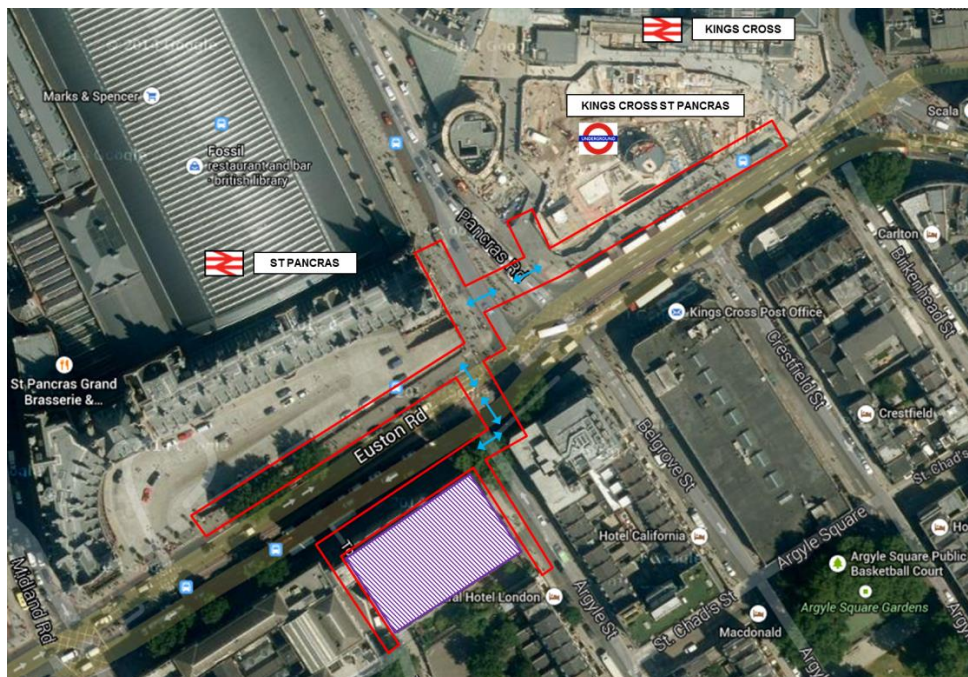




- 1.6 It is worthy of note that a separate Pedestrian Comfort Assessment has also been undertaken by RGP in line with TfL's *Pedestrian Comfort Guidance for London* guidance document produced by Atkins in 2010. The pedestrian Comfort Assessment and Transport Assessment are closely linked to the PERS Audit and hence all three should be read in conjunction.

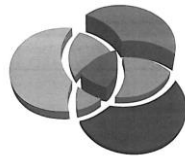
## 2 SCOPE OF AUDIT

- 2.1 The area under review comprises the footways bounding the site on Argyle Street, Euston Road and Tonbridge Walk, as well as routes to Kings Cross and St Pancras Rail Stations. **Figure 2.1**, below, provides an illustration of the area under review and details each individual link at crossing to be assessed, which has been agreed with TfL during pre-application scoping discussions.



**Figure 2.1. Scoping of PERS Audit**

- 2.2 Although PERS can be applied to numerous pedestrian environments, this audit provides a review of the following factors:
- i) **Links:** Any footway, footpath or highway to be considered. These may divide into sections, if level of service varies significantly along them, and reviewed in total or with each side reviewed separately if relevant.
  - ii) **Crossings:** Any designated or undesignated crossing where a pedestrian desire line intersects with a highway. Crossings of side road junctions along



links may be reviewed as crossings at the discretion of the reviewer or included within the Link Review if they are not considered unduly significant.

- iii) **Routes:** A way that links a trip origin and a trip destination, for example from a public transport interchange to a school. Routes may consist of any number of links and crossings (reviewed separately) but has some characteristic specific to itself.

2.3 The system requires that the pedestrian environment be evaluated against particular parameters at the level of Routes, Links and Crossings. **Figure 2.2**, below, lists the parameters for each review framework.

Link review			Crossing review			Route review		
Factor	Weight Band	Default weighting	Factor	Weight Band	Default weighting	Factor	Weight Band	Default weighting
Effective width	C	5	Crossing provision	C	5	Directness	C	5
Dropped kerbs	H	3	Deviation from desire line	H	3	Permeability	H	3
Gradient	B	1	Performance	C	5	Road safety	C	5
Obstructions	H	3	Capacity	B	1	Personal security	C	5
Permeability	H	3	Delay	H	3	Legibility	H	3
Legibility	B	1	Legibility	B	1	Rest points	B	1
Lighting	H	3	Legibility for sensory impaired people	H	3	Quality of the environment	B	1
Tactile Information	H	3	Dropped kerbs	H	3	Link Audits and Crossing Audits	C	5
Colour contrast	H	3	Gradient	B	1			
Personal security	C	5	Obstructions	B	1			
Surface quality	H	3	Surface quality	H	3			
User conflict	C	5	Maintenance	B	1			
Quality of the environment	B	1						
Maintenance	B	1						

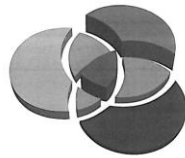
**Figure 2.2. PERS Review Parameters**

2.4 A score of between -3 and +3 is given to each of the above parameters taking into account a number of checklist factors.

2.5 As indicated within **Figure 2.2**, above, each review parameter is also given a weighting band of either 'critical', 'high' or 'baseline', corresponding to a weighting factor of 5, 3 or 1, respectively. Factors which are considered to be of most importance therefore carry greatest weight and will have the highest influence on the overall score for a particular link, crossing or route.

2.6 Taking the above weighting factors into account, the following maximum and minimum scores could be given to each link, crossing and route:

- i) The maximum score for each link is 120 and the minimum is -120;
- ii) The maximum score for each crossing is 90 and the minimum is -90;
- iii) The maximum score for each route is 69 and the minimum is -69.



2.7 The above scores are expressed as a percentage of the maximum (100%) or minimum (-100%), with a score of 25% categorised as the 'average' performance.

2.8 **Figure 2.3**, below, provides a summary of the links which have been assessed. **Plan 05**, attached hereto, provides an illustration of these.

Link ID	Link location
Link 1	Tonbridge walk at the site's western frontage
Link 2	Euston Road footway at the site's northern frontage
Link 3	Euston Road footway bounding St. Pancras station
Link 4	Argyle Street footway at the site's eastern frontage
Link 5	St. Pancras Road footway bounding St. Pancras station
Link 6	Pedestrianised area between Euston Road and Kings Cross station

**Figure 2.3. Definition of Links for Review**

2.9 **Figure 2.4**, below, provides a summary of the crossing which have been assessed.

Crossing ID	Crossing location
Crossing 1	Argyle Road
Crossing 2	Euston Road
Crossing 3	St. Pancras Road

**Figure 2.4. Definition of Crossings for Review**

2.10 When considering the links and crossings outlined above, a total of four routes can be defined between the site frontage and each of the railway stations. **Figure 2.5**, below, outlines each of the routes assessed.

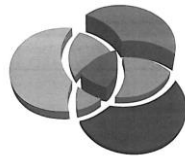
Route ID	Route location
Route 1	Development site to St. Pancras
Route 2	Development site to Kings Cross

**Figure 2.5. Definition of Routes for Review**

### 3 ASSESSMENT OF FACILITIES

3.1 A number of site visits have taken place to form the basis of this PERS audit, during both peak hours and to observe the typical daytime operation. These visits included the assembly of information such as footway widths, crossing widths and typical pedestrian behaviour.

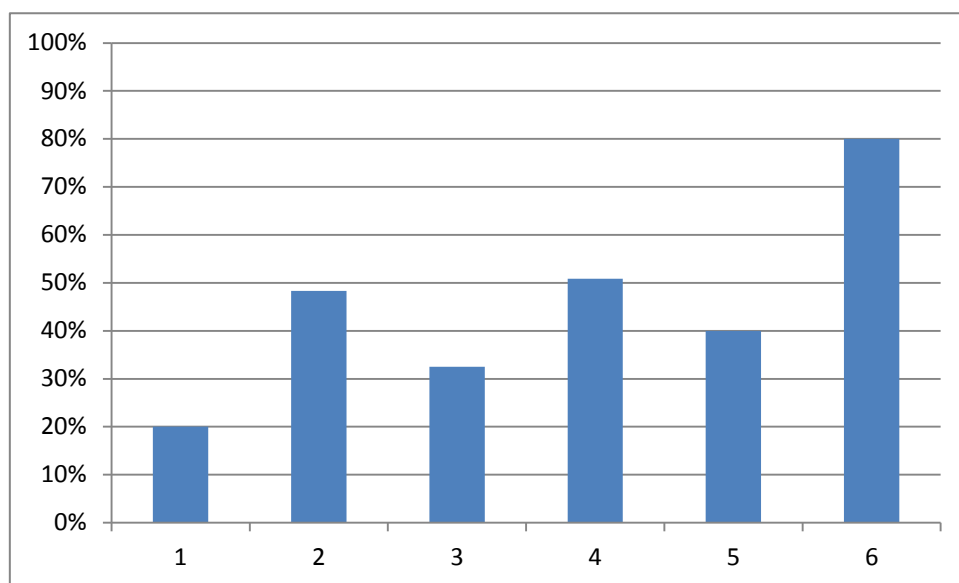
3.2 Furthermore, a review of accident data over the most recent five year period has been undertaken to determine any road safety issues which may impact on the safety of pedestrians and vulnerable users.



- 3.3 The pedestrian infrastructure within the review area has been assessed against the defined PERS methodology; the results of which are presented overleaf.

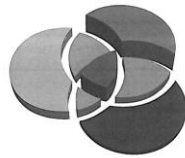
### **Link Review**

- 3.4 Each link has been assessed against the parameters defined within Section 2 of this report, and the resulting scores have been converted to a percentage of the maximum / minimum. **Figure 3.1**, below, provides an illustration of the percentage scores for each link.



**Figure 3.1. Link Scores**

- 3.5 As illustrated above, all links achieved a positive score (greater than 0%).
- 3.6 Link 1 (Tonbridge Walk) achieved the lowest score of 20%, slightly below what is defined as an 'average' performance. Factors which particularly influenced the low score included the constrained width (a 'critical' factor) and relatively poor permeability. The footway width at this location was measured as 1.9m, with walls on both sides, poor lighting and restricted visibility increasing the likelihood of collisions between conflicting pedestrian movements. **Photograph 1**, below, provides an illustration of the footway at this location.
- 3.7 Link 3 (St Pancras frontage with Euston Road) achieved a score of 33% which is considered to be slightly above 'average' performance. The primary constraint was noted to be the limited width of the footway in combination with the quality of the environment in close proximity to traffic.



- 3.8 Link 6 (Kings Cross frontage) achieved the highest score of 80%, corresponding to a particularly high quality pedestrian environment. The principal factors influencing this are the extensive width of footways, good sense of security, high permeability and few obstructions to pedestrians. This is illustrated within **Photograph 2**, below.



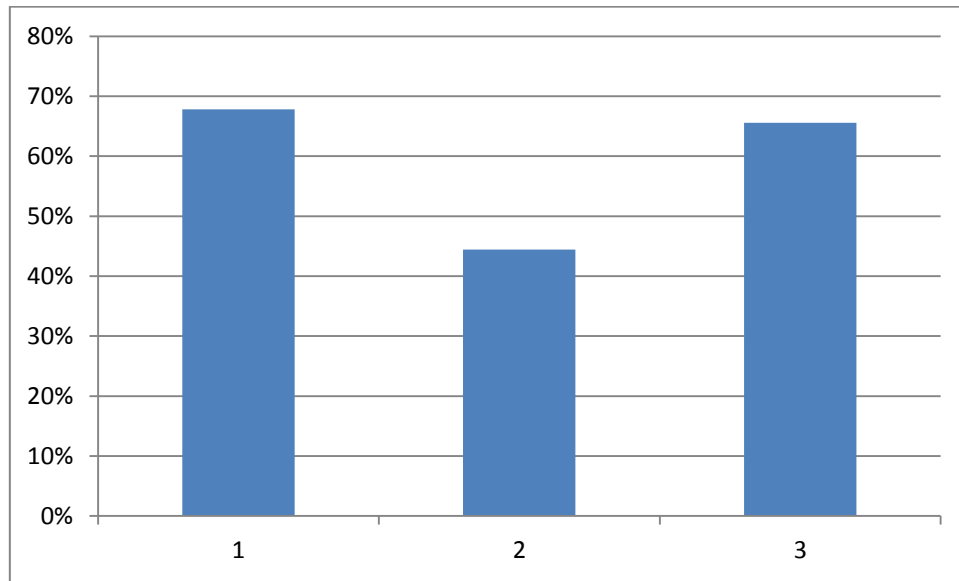
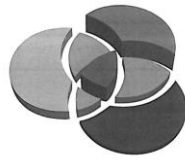
**Photographs 1 & 2. Tonbridge Walk/Kings Cross Pedestrian Infrastructure**

- 3.9 In summary, the pedestrian links assessed are considered to generally meet the requirements of pedestrians.

### ***Crossing Review***

- 3.10 **Figure 3.2**, below, provides an illustration of the percentage scores attributed to each crossing facility within the Audit area.



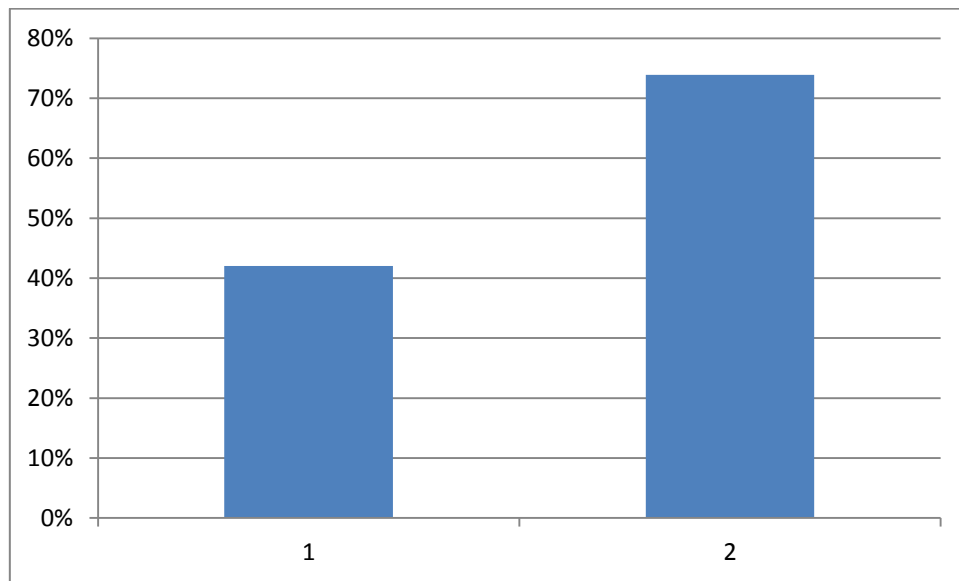
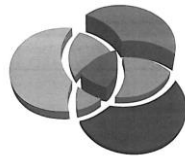


**Figure 3.2. Crossing Scores**

- 3.11 As illustrated above, all crossings scored positively, with the Euston Road crossing achieving the minimum score of 44%. The signalised crossing on Argyle Street achieved the highest score of 68%.
- 3.12 Although of a high standard, the performance of the Euston Road crossing was noted to be limited with regards to its capacity in relation to the heavy pedestrian flows experienced. However, since the weighting factor applied to pedestrian crossings is only 1, the scoring does not reflect the congested nature of the crossing.

### ***Route Scores***

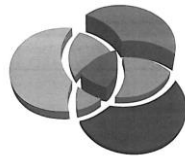
- 3.13 **Figure 3.3**, below, provides an overview of the percentage scores calculated for each of the routes between the development site and each rail station as defined within Section 2 of this report.



- 3.14 As indicated above, both routes scored well, with scores of 42% and 74% respectively.
- 3.15 The route to St. Pancras received a lower score primarily due to the Euston Road pedestrian crossing being located outside of the pedestrian desire line (the directness of a route is calculated as actual distance divided by direct distance). Additionally, the infrequency of facilities such as rest points and way-finding signs further reduces the score.
- 3.16 It is worthy of note however that the route to St. Pancras is a relatively short distance and therefore it is anticipated that even the most vulnerable users would not require the aid of rest points or way-finding signs. Additionally, although pedestrian crossing facilities are not immediately within desire lines, they do not cause pedestrians to deviate considerably or substantially increase the distance of the route and it is not considered that pedestrians would attempt to cross outside of the formal facilities.

## 4 SUMMARY AND CONCLUSIONS

- 4.1 The following conclusions are made with respect to the pedestrian infrastructure assessed:
- i) All links included within the assessment scored positively and are considered to represent suitable provision in the context of the local area and high pedestrian volumes typically observed, with the exception of Tonbridge Walk which was identified as being below average.



- ii) All crossings scored well although some limitations were identified with regards to their capacity during peak hours.
- iii) Both routes performed well, as confirmed by their positive scores. The route to Kings Cross has been identified as being of a particularly high standard, providing a high quality pedestrian environment and a direct link.

4.2 Overall it is considered that pedestrian facilities within the Audit area are generally of a high standard.

## **5 RECOMMENDATIONS**

5.1 Following the results of the PERS audit, the following recommendations are made to improve the pedestrian environment:

- i) Improvements to the Tonbridge Walk cut-through are required to improve the quality of the pedestrian infrastructure in line with existing facilities locally. This could include increasing the footway width and making improvements to lighting, visibility and the quality of the pedestrian surface.
- ii) A further, more detailed analysis should be undertaken at the Euston Road signalised crossing in the form of a capacity assessment.

5.2 As a result of the above recommendations, the following solutions are proposed:

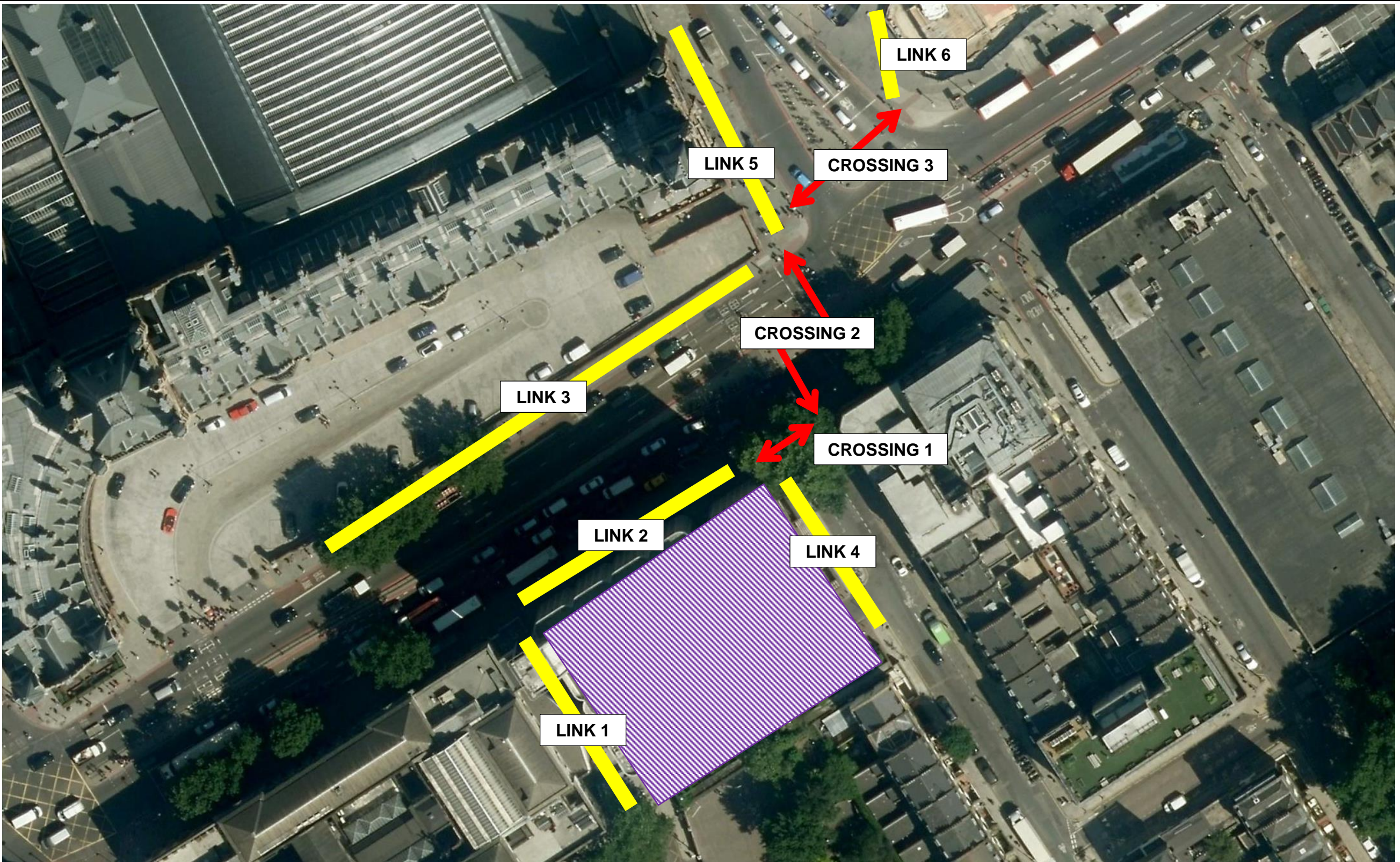
- i) Removal of the stair-core and improvements to public realm of Tonbridge Walk.
- ii) Undertake a Pedestrian Comfort Assessment of the Euston Road crossing.





# PLANS





**LEGEND**



SITE LOCATION



LINKS



CROSSINGS



**Transport Planning and Infrastructure Design Consultants**  
The Old Stables, Fry's Yard, Bridge Street,  
Godalming, Surrey, GU7 1HP  
Tel: 01483 861681 Fax: 01483 861682  
[www.rgp.co.uk](http://www.rgp.co.uk)

**Client:**  
Crosstree Real Estate Management Ltd

**Project:**  
Camden Town Hall, Euston Road

**Title:**  
PERS Audit Scope

<b>Plan No:</b> Plan 05	<b>Job No:</b> 14/2096	<b>Date:</b> Dec 2014	<b>Scale:</b> NTS
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<b>Drawn By:</b> PJB	<b>Checked By:</b> KCH	<b>Approved By:</b> NDR	<b>Rev:</b> -
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## **ATTACHMENT 1**

(factor)	Parameter	Checklist Factors	Tonbridge Walk		Euston Road - Site Frontage		Euston Rd - St Pancras		Argyle Street		St Pancras - St Pancras Road		Kings Cross	
			Overall Score -3 to +3		Overall Score -3 to +3		Overall Score -3 to +3		Overall Score -3 to +3		Overall Score -3 to +3		Overall Score -3 to +3	
Critical	5	Effective width	width for pedestrian flow wheelchair accessibility all sections acceptable width separation from traffic allowance for obstructions pedestrian congestion located on desire lines adequate capacity		level dropped/flush gradient of drop consistency frequency of dropped kerbs severity		steps/ramps rest points undulations		appropriate handrails presence of crossfalls presence of obstructions location/alignment overhead obstructions tapering or transparent obstructions		tactile warnings sightline reduction frequency of crossing points parked cars/physical barriers		traffic flow dropped kerbs pedestrian barriers	
			0	0	2	10	0	0	2	10	2	10	3	15
High	3	Dropped kerbs	sightlines signage provision signage clarity		information boards distances given on signs sightlines built form aids navigation intensity/frequency definition/colour maintenance		context suitability after-dark obstructions evident consistent/correct maintained		appropriate colour interruptions tapping line tonal contrast		location/alignment assists navigation enhanced visibility of obstructions space identification made to specification perceived sense of crime activity on the street		lighting police presence CCTV visual appearance smoothness/trip hazards surface friction slippery surfaces UKPMS CVI hierarchy maintenance	
			0	0	0	0	0	0	1	3	0	0	0	0
Baseline	1	Gradient	context suitability conflicting movements user flows encroachment on pedestrian space segregation from cyclists bus queues an obstruction adequate space provision traffic/noise aesthetics		soft landscaping quality of materials quality of private frontages sense of place cleanliness drainage evidence of neglect seasonal foliage graffiti landscaping durability of maintenance		2		2		2		3	
			2	2	2	2	2	2	2	2	2	2	3	3
High	3	Obstructions	1		24		58		39		61		48	
			0	0	2	6	1	3	2	6	1	3	3	9
High	3	Permeability	0		2		6		2		6		3	
			0	0	2	6	2	6	2	6	2	6	3	9
Baseline	1	Legibility	0		2		1		1		1		2	
			0	0	2	2	1	1	1	1	1	1	2	2
High	3	Lighting	1		3		2		6		1		6	
			1	3	2	6	1	3	1	3	2	6	2	6
High	3	Tactile information	0		0		0		0		0		2	
			0	0	0	0	0	0	0	0	0	0	2	6
High	3	colour contrast	0		0		0		0		0		2	
			0	0	0	0	0	0	0	0	0	0	2	6
Critical	5	Personal security	1		5		2		10		2		10	
			1	5	2	10	2	10	2	10	2	10	3	15
High	3	Surface Quality	2		6		2		6		1		3	
			2	6	2	6	3	9	2	6	1	3	3	9
Critical	5	User conflict	1		5		2		10		1		5	
			1	5	2	10	1	5	2	10	1	5	2	10
Baseline	1	Quality of environment	1		1		-2		-2		-2		-2	
			1	1	-2	-2	-2	-2	2	2	0	0	3	3
Baseline	1	Maintenance	2		2		2		2		2		2	
			2	2	2	2	2	2	2	2	2	2	3	3
40			1		2		3		4		5		6	
120			24		58		39		61		48		96	
			20%		48%		33%		51%		40%		80%	

Parameter	Checklist Factors	Argyle Road		Euston Road		St Pancras Road	
		Overall Score	Factored	Overall Score	Factored	Overall Score	Factored
Crossing provision	type suitable for context						
	suitable for pedestrian type						
5	suitable for pedestrian volume						
	suitable for type of road						
Deviation from the desire line	traffic speeds						
	traffic volumes	2	10	0	0	2	10
3	deviations						
	serve likely desire lines						
Performance	at grade/by level change						
	pedestrian priority						
3	deistance minimisation						
	barriers causing deviation	2	6	2	6	2	6
5	crossing operational						
	safety/protection of pedestrians						
Crossing Capacity	vehicle behaviour						
	traffic control measures						
1	space ownership						
	obstructions to sight lines	2	10	1	5	2	10
Delay	minimum dimension standards met						
	peak hour performance						
Legibility	pedestrian flows coped with						
	waiting areas / widths						
3	refuge capacity						
	width for wheelchair users	-1	-1	-3	-3	-2	-2
Legibility for sensory impaired people	crossing stages						
	effect of crossing type						
Dropped kerbs	traffic flow						
	pedestrian phase						
1	waiting time						
	crossing time	2	6	0	0	1	3
Legibility	surface type continuity						
	obvious where to cross						
3	driver stop line in place						
	delineation for pedestrians						
Obstructions	positioning of infrastructure						
	lighting	1	1	2	2	2	2
Gradient	Button position						
	audible information						
1	rotating cones						
	tactile information provided						
3	appropriate tactile information						
	colour contrast	3	9	3	9	3	9
Obstructions	suitable locations						
	capacity						
1	level dropped/flush						
	gradient of drop						
Surface quality	provision						
	profile	2	6	2	6	2	6
Maintenance	crossing at grade						
	crossfall evident						
Obstructions	empedience to access						
	camber						
1	severity of gradient on approach						
	severity of gradient on exit	3	3	3	3	3	3
Obstructions	Obstructions on approach						
	Obstructions on crossing						
3	location/alignment						
	overhead obstructions						
Surface quality	opaque/tapering obstructions						
	tactile warnings						
1	sight line reduction						
	permanent obstructions	2	2	3	3	3	3
Obstructions	smoothness/trip hazards						
	context suitability						
3	consistency						
	quality of reinstatements						
Maintenance	drainage						
	slippery surfaces	2	6	2	6	2	6
Obstructions	cleanliness						
	state of repair						
1	littering						
	evidence of neglect						
3	impact of seasonal foliage						
	graffiti/stickers/chewing gum						
Obstructions	evidence of debris						
		3	3	3	3	3	3
30			61		40		59
90			68%		44%		66%

			site to st. pancras		site to kings cross	
	Parameter	Checklist Factors				
5	Directness	Actual distance compared to direct distance				
		evidence of short cuts				
		deviation due to barriers	0	0	2	10
		frequency of viable crossing points				
		access/exit points				
		pedestrian barriers/parked cars				
		traffic flow				
3	Permeability	dropped kerbs				
		road width				
		crossing places/refuge points				
		sightlines	1	3	2	6
		perceived road safety				
		traffic speeds / volumes				
		effect of noise, spay and fumes				
5	Road safety	potential for conflict				
		segregation from cyclists				
		casualty record	1	5	2	10
		perceived personal security/sense of crime				
		street activity				
		lighting suitability				
		formal surveillance				
5	Personal security	visibility levels				
		visual appeal	3	15	3	15
		signage continuity				
		signage clarity				
		information boards/maps				
		surface type				
		tactile information				
3	legibility	colour contrast	2	6	2	6
		frequency per 100m				
		suitability for type of user				
		safe area				
		protection from weather				
		quality				
		support public activity	0	0	2	2
1	rest points	public spaces				
		cleanliness/maintenance				
		pleasantness/aesthetics				
		soft landscaping				
		quality of material and private frontages				
		prompts for activity	0	0	2	2
		Quality of the environment				
23			29		51	
69			42%		74%	



## **APPENDIX L**

9th September 2014

TIME	CAMDEN TOWN HOUSE		
	TOTAL PEDESTRIAN MOVEMENTS ACROSS FRONTAGE		
	WESTBOUND	EASTBOUND	TOTAL
07:00 - 07:15	100	27	127
07:15 - 07:30	155	39	194
07:30 - 07:45	165	62	227
07:45 - 08:00	212	48	260
08:00 - 08:15	323	66	389
08:15 - 08:30	341	79	420
08:30 - 08:45	419	91	510
08:45 - 09:00	492	97	589
09:00 - 09:15	464	146	610
09:15 - 09:30	372	112	484
09:30 - 09:45	299	111	410
09:45 - 10:00	280	99	379
10:00 - 10:15	218	116	334
10:15 - 10:30	238	78	316
10:30 - 10:45	209	128	337
10:45 - 11:00	201	96	297
11:00 - 11:15	177	97	274
11:15 - 11:30	153	137	290
11:30 - 11:45	155	104	259
11:45 - 12:00	145	125	270
12:00 - 12:15	175	109	284
12:15 - 12:30	174	125	299
12:30 - 12:45	193	139	332
12:45 - 13:00	263	156	419
13:00 - 13:15	226	148	374
13:15 - 13:30	180	175	355
13:30 - 13:45	157	151	308
13:45 - 14:00	168	151	319
14:00 - 14:15	154	98	252
14:15 - 14:30	137	119	256
14:30 - 14:45	136	136	272
14:45 - 15:00	166	127	293
15:00 - 15:15	140	92	232
15:15 - 15:30	178	119	297
15:30 - 15:45	154	176	330
15:45 - 16:00	159	257	416
16:00 - 16:15	157	167	324
16:15 - 16:30	149	228	377
16:30 - 16:45	181	228	409
16:45 - 17:00	163	197	360
17:00 - 17:15	148	223	371
17:15 - 17:30	208	341	549
17:30 - 17:45	156	309	465
17:45 - 18:00	178	301	479
18:00 - 18:15	170	379	549
18:15 - 18:30	176	315	491
18:30 - 18:45	175	184	359
18:45 - 19:00	174	247	421
19:00 - 19:15	125	197	322
19:15 - 19:30	108	204	312
19:30 - 19:45	105	142	247
19:45 - 20:00	95	138	233
20:00 - 20:15	101	169	270
20:15 - 20:30	98	131	229
20:30 - 20:45	105	93	198
20:45 - 21:00	96	113	209
21:00 - 21:15	81	100	181
21:15 - 21:30	63	63	126
21:30 - 21:45	64	77	141
21:45 - 22:00	51	78	129
22:00 - 22:15	67	56	123
22:15 - 22:30	71	88	159
22:30 - 22:45	61	56	117
22:45 - 23:00	43	37	80
23:00 - 23:15	49	34	83
23:15 - 23:30	27	42	69
23:30 - 23:45	40	53	93
23:45 - 00:00	32	62	94
TOTAL	11395	9188	20583



9th September 2014

TIME	CAMDEN TOWN HOUSE		
	PEDESTRIAN MOVEMENTS IN/OUT ARGYLE STREET		
	Right in to Argyle Street	Left out of Argyle Street	TOTAL IN & OUT
07:00 - 07:15	0	2	2
07:15 - 07:30	3	2	5
07:30 - 07:45	2	6	8
07:45 - 08:00	1	7	8
08:00 - 08:15	6	7	13
08:15 - 08:30	8	15	23
08:30 - 08:45	10	14	24
08:45 - 09:00	6	12	18
09:00 - 09:15	8	7	15
09:15 - 09:30	5	12	17
09:30 - 09:45	5	20	25
09:45 - 10:00	4	19	23
10:00 - 10:15	7	9	16
10:15 - 10:30	4	4	8
10:30 - 10:45	3	6	9
10:45 - 11:00	4	3	7
11:00 - 11:15	4	6	10
11:15 - 11:30	1	6	7
11:30 - 11:45	10	20	30
11:45 - 12:00	3	4	7
12:00 - 12:15	6	9	15
12:15 - 12:30	4	12	16
12:30 - 12:45	5	18	23
12:45 - 13:00	7	15	22
13:00 - 13:15	7	14	21
13:15 - 13:30	13	35	48
13:30 - 13:45	6	15	21
13:45 - 14:00	3	5	8
14:00 - 14:15	6	11	17
14:15 - 14:30	10	10	20
14:30 - 14:45	19	9	28
14:45 - 15:00	8	11	19
15:00 - 15:15	3	7	10
15:15 - 15:30	5	8	13
15:30 - 15:45	9	9	18
15:45 - 16:00	19	8	27
16:00 - 16:15	7	14	21
16:15 - 16:30	5	14	19
16:30 - 16:45	7	10	17
16:45 - 17:00	23	12	35
17:00 - 17:15	12	17	29
17:15 - 17:30	16	10	26
17:30 - 17:45	9	3	12
17:45 - 18:00	12	19	31
18:00 - 18:15	6	12	18
18:15 - 18:30	8	11	19
18:30 - 18:45	4	22	26
18:45 - 19:00	12	17	29
19:00 - 19:15	5	14	19
19:15 - 19:30	11	16	27
19:30 - 19:45	5	10	15
19:45 - 20:00	9	4	13
20:00 - 20:15	8	5	13
20:15 - 20:30	6	7	13
20:30 - 20:45	2	4	6
20:45 - 21:00	7	0	7
21:00 - 21:15	2	3	5
21:15 - 21:30	6	5	11
21:30 - 21:45	8	1	9
21:45 - 22:00	12	3	15
22:00 - 22:15	5	6	11
22:15 - 22:30	6	3	9
22:30 - 22:45	2	5	7
22:45 - 23:00	1	2	3
23:00 - 23:15	3	9	12
23:15 - 23:30	3	1	4
23:30 - 23:45	2	1	3
23:45 - 00:00	10	1	11
TOTAL	458	638	1096

9th September 2014

TIME	CAMDEN TOWN HOUSE		
	PEDESTRIAN MOVEMENTS IN/OUT OF TONBRIDGE WALK		
	IN	OUT	TOTAL
07:00 - 07:15	30	15	45
07:15 - 07:30	58	20	78
07:30 - 07:45	73	26	99
07:45 - 08:00	90	24	114
08:00 - 08:15	125	37	162
08:15 - 08:30	150	31	181
08:30 - 08:45	173	42	215
08:45 - 09:00	251	35	286
09:00 - 09:15	180	66	246
09:15 - 09:30	133	42	175
09:30 - 09:45	80	35	115
09:45 - 10:00	66	27	93
10:00 - 10:15	69	18	87
10:15 - 10:30	57	22	79
10:30 - 10:45	40	55	95
10:45 - 11:00	36	29	65
11:00 - 11:15	29	15	44
11:15 - 11:30	24	65	89
11:30 - 11:45	32	54	86
11:45 - 12:00	35	46	81
12:00 - 12:15	57	32	89
12:15 - 12:30	34	42	76
12:30 - 12:45	28	46	74
12:45 - 13:00	83	38	121
13:00 - 13:15	65	38	103
13:15 - 13:30	53	39	92
13:30 - 13:45	35	44	79
13:45 - 14:00	41	31	72
14:00 - 14:15	48	30	78
14:15 - 14:30	26	27	53
14:30 - 14:45	26	39	65
14:45 - 15:00	29	28	57
15:00 - 15:15	23	34	57
15:15 - 15:30	62	44	106
15:30 - 15:45	64	81	145
15:45 - 16:00	53	143	196
16:00 - 16:15	48	60	108
16:15 - 16:30	27	115	142
16:30 - 16:45	32	108	140
16:45 - 17:00	35	80	115
17:00 - 17:15	29	118	147
17:15 - 17:30	35	134	169
17:30 - 17:45	55	176	231
17:45 - 18:00	34	155	189
18:00 - 18:15	36	176	212
18:15 - 18:30	42	129	171
18:30 - 18:45	33	93	126
18:45 - 19:00	42	108	150
19:00 - 19:15	32	69	101
19:15 - 19:30	25	46	71
19:30 - 19:45	20	50	70
19:45 - 20:00	16	28	44
20:00 - 20:15	27	36	63
20:15 - 20:30	11	41	52
20:30 - 20:45	12	25	37
20:45 - 21:00	13	33	46
21:00 - 21:15	15	13	28
21:15 - 21:30	17	25	42
21:30 - 21:45	16	20	36
21:45 - 22:00	14	11	25
22:00 - 22:15	19	17	36
22:15 - 22:30	13	17	30
22:30 - 22:45	19	11	30
22:45 - 23:00	7	10	17
23:00 - 23:15	7	9	16
23:15 - 23:30	7	9	16
23:30 - 23:45	14	9	23
23:45 - 00:00	12	7	19
TOTAL	3222	3378	6600

9th September 2014

TIME	CAMDEN TOWN HOUSE		
	PEDESTRIAN MOVEMENTS EUSTON ROAD CROSSING		
	NORTH	SOUTH	TOTAL
07:00 - 07:15	62	105	167
07:15 - 07:30	59	159	218
07:30 - 07:45	91	145	236
07:45 - 08:00	102	232	334
08:00 - 08:15	70	306	376
08:15 - 08:30	118	304	422
08:30 - 08:45	86	388	474
08:45 - 09:00	100	401	501
09:00 - 09:15	128	370	498
09:15 - 09:30	149	312	461
09:30 - 09:45	128	232	360
09:45 - 10:00	142	181	323
10:00 - 10:15	163	229	392
10:15 - 10:30	127	291	418
10:30 - 10:45	117	204	321
10:45 - 11:00	118	240	358
11:00 - 11:15	128	166	294
11:15 - 11:30	117	168	285
11:30 - 11:45	132	137	269
11:45 - 12:00	127	212	339
12:00 - 12:15	114	156	270
12:15 - 12:30	124	213	337
12:30 - 12:45	128	186	314
12:45 - 13:00	131	217	348
13:00 - 13:15	162	230	392
13:15 - 13:30	168	256	424
13:30 - 13:45	163	180	343
13:45 - 14:00	155	188	343
14:00 - 14:15	127	192	319
14:15 - 14:30	144	220	364
14:30 - 14:45	131	230	361
14:45 - 15:00	165	200	365
15:00 - 15:15	161	203	364
15:15 - 15:30	123	194	317
15:30 - 15:45	263	218	481
15:45 - 16:00	235	229	464
16:00 - 16:15	236	189	425
16:15 - 16:30	233	203	436
16:30 - 16:45	299	254	553
16:45 - 17:00	232	210	442
17:00 - 17:15	348	237	585
17:15 - 17:30	364	289	653
17:30 - 17:45	441	222	663
17:45 - 18:00	322	187	509
18:00 - 18:15	453	252	705
18:15 - 18:30	475	297	772
18:30 - 18:45	322	253	575
18:45 - 19:00	269	317	586
19:00 - 19:15	293	283	576
19:15 - 19:30	229	210	439
19:30 - 19:45	113	200	313
19:45 - 20:00	123	133	256
20:00 - 20:15	120	162	282
20:15 - 20:30	96	220	316
20:30 - 20:45	104	136	240
20:45 - 21:00	82	160	242
21:00 - 21:15	104	164	268
21:15 - 21:30	82	98	180
21:30 - 21:45	84	178	262
21:45 - 22:00	46	76	122
22:00 - 22:15	48	112	160
22:15 - 22:30	90	124	214
22:30 - 22:45	22	204	226
22:45 - 23:00	24	152	176
23:00 - 23:15	39	112	151
23:15 - 23:30	48	100	148
23:30 - 23:45	70	110	180
23:45 - 00:00	42	106	148
TOTAL	10611	14044	24655



## **APPENDIX M**

Pedestrian Comfort Level Guidance: Spreadsheet  
First Edition 2010

This spreadsheet accompanies the "Pedestrian  
Comfort Guidance" Document, 2010 and instructions  
for using this spreadsheet are found in that document.

Both documents were commissioned by Transport for London.

Thanks are due to:  
Julie Dye, Tom Frith, and Oliver Lord  
Rob Edwards  
Brett Little  
Dave Condon  
John Lee  
Danny Calver  
Crispin Rees  
Clare Woodcock and Lucy Godfrey

Spreadsheet Version 1.3 by Atkins 2010  
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Transport for London



PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

										Street Furniture 1			Street Furniture 2			Street Furniture 3							Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
Location Name	Location Type	Area Type	Average Flow	Peak Hour Flow	Ave of Max Activity	Total Width	Building Edge?	Kerb Edge?	Any unusable width (<0.6m)	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+
1 Euston Road 1	Full Footway Width	Office Retail	1211	2193	3633	9	Yes	Yes		sign post	0.5	0.1							8.6	2	4	7	A+	2.09	1.69	A	3.45	3.05	A-	5.45	5.05
2 Euston Road 2	Street Furniture (Single)	Office Retail	1211	2193	3633	9	Yes	Yes											6	3	5	8	A	2.69	1.69	A	4.05	3.05	A-	6.05	5.05
3 Euston Road 3	Street Furniture (Single)	Office Retail	1211	2193	3633	7.8	Yes	Yes		kiosk	2.4								5	4	7	12	A	4.49	1.69	A-	5.85	3.05	B	7.85	5.05
4 Argyle Street	Street Furniture (Single)	Office Retail			0	3.5	Yes	Yes	0.5	sign post	0.1	0.1							2.4	0	0	0	A+	2.60	1.50	A+	2.60	1.50	A+	2.60	1.50
5 Tonbridge Walk 1	Full Footway Width	Office Retail	388	928	1164	1.9	Yes	Yes											1.5	4	10	13	A	1.90	1.50	B+	1.90	1.50	B	2.02	1.62

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

										Street Furniture 1			Street Furniture 2			Street Furniture 3							Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
Location Name	Location Type	Area Type	Average Flow	Peak Hour Flow	Ave of Max Activity	Total Width	Building Edge?	Kerb Edge?	Any unusable width (<0.6m)	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+
1 Euston Road	Full Footway Width	Office Retail	1211	2193	3633	5.4	Yes	Yes		sign post	0.5	0.1							5	4	7	12	A	2.09	1.69	A-	3.45	3.05	B	5.45	5.05
2 Euston Road	Street Furniture (Single)	Office Retail	1211	2193	3633	5.4	Yes	Yes											4.4	5	8	14	A	2.69	1.69	A-	4.05	3.05	B	6.05	5.05
3 Euston Road	Street Furniture (Single)	Office Retail	1211	2193	3633	7.8	Yes	Yes											7.4	3	5	8	A	2.09	1.69	A	3.45	3.05	A-	5.45	5.05
4 Argyle Street	Street Furniture (Single)	Office Retail			0	3.5	Yes	Yes	0.5	sign post	0.1	0.1							2.4	0	0	0	A+	2.60	1.50	A+	2.60	1.50	A+	2.60	1.50
5 Tonbridge Walk	Full Footway Width	Office Retail	388	928	1164	4.4	Yes	Yes											4	2	4	5	A+	1.90	1.50	A	1.90	1.50	A	2.02	1.62

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

										Street Furniture 1			Street Furniture 2			Street Furniture 3							Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
Location Name	Location Type	Area Type	Average Flow	Peak Hour Flow	Ave of Max Activity	Total Width	Building Edge?	Kerb Edge?	Any unusable width (<0.6m)	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+
1	Euston Road	Full Footway Width	1211	2193	3633	10.1	Yes	Yes											9.7	2	4	6	A+	2.09	1.69	A	3.45	3.05	A-	5.45	5.05
2	Euston Road	Street Furniture (Single)	1211	2193	3633	10.1	Yes	Yes											9.7	2	4	6	A+	2.09	1.69	A	3.45	3.05	A-	5.45	5.05
3	Euston Road	Street Furniture (Single)	1211	2193	3633	10.1	Yes	Yes											9.7	2	4	6	A+	2.09	1.69	A	3.45	3.05	A-	5.45	5.05
4																															
5																															



Sign Off	Assessed By		Date	
	Reviewed By		Date	

Summary Info	Location Name	Euston Road 1	Euston Road 2	Euston Road 3	Argyle Street	Tonbridge Walk 1
	Location Type	Full Footway Width	Street Furniture (Single)	Street Furniture (Single)	Street Furniture (Single)	Full Footway Width
	Area Type	Office Retail	Office Retail	Office Retail	Office Retail	Office Retail
	Average Flow (PPH)	1,211	1,211	1,211	0	388
	Peak Hour Flow (PPH)	2,193	2,193	2,193	0	928
	Total Footway Width	9m	9m	7.8m	3.5m	1.9m
	Clear Footway Width	8.6m	8m	5m	2.4m	1.5m
	Total Street Furniture Impact	0m	0.6m	2.4m	0.2m	0m

Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)	A : 4 ppm	A : 5 ppm	A- : 7 ppm	A+ : 0 ppm	B+ : 10 ppm
	Total Width Required for PCL B+	3.45	4.05	5.85	2.60	1.90
	Clear Width Required For PCL B+	3.05	3.05	3.05	1.50	1.50

Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)	A- : 7 ppm	A- : 8 ppm	B : 12 ppm	A+ : 0 ppm	B : 13 ppm
	Total Width Required for PCL B+	5.45	6.05	7.85	2.60	2.02
	Clear Width Required For PCL B+	5.05	5.05	5.05	1.50	1.62

Impact	Pedestrian Comfort at Peak Hour Flow	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.
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Impact	Pedestrian Comfort at Average of Maximum Activity	Even when under additional stress, the footway on this site should be comfortable.	Even when under additional stress, the footway on this site should be comfortable.	This level of comfort is appropriate for periods of additional stress for all Area Types	Even when under additional stress, the footway on this site should be comfortable.	This level of comfort is appropriate for periods of additional stress for all Area Types
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Impact	Notes					
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Impact	Mitigation					
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## **APPENDIX N**

14/2096 Camden Hotel

Pedestrian Counts  
Wednesday 2nd June 2014  
07:00 - 19:00 hours



CAMDEN TOWN HALL													
TIME	TOTAL PEDESTRIAN MOVEMENTS (PUBLIC ENTRANCE)		TOTAL PEDESTRIAN MOVEMENTS (STAFF ENTRANCE)		TOTAL CYCLE MOVEMENTS		TOTAL CAR MOVEMENTS		TOTAL MOTORCYCLE MOVEMENTS		TOTAL LGV MOVEMENTS		NOTES
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
07:00 - 07:15			16										
07:15 - 07:30			13		2				1				
07:30 - 07:45			28	1	2				1				
07:45 - 08:00	1		23	1	2								
08:00 - 08:15	1		31	2	2								Refuse Vehicle Arrives 07:55
08:15 - 08:30	1		38	2	3				1				Refuse VehicleDeparts 08:02
08:30 - 08:45			52	5	2								
08:45 - 09:00			76	7	7								
09:00 - 09:15	45	6	53	4	3		1						
09:15 - 09:30	24	14	70	4	8								
09:30 - 09:45	27	20	46	5	7		2						Refuse Vehicle Arrives 09:22
09:45 - 10:00	23	18	57	7	1								Refuse Vehicle Departs 09:26
10:00 - 10:15	36	22	66	16	1		1		1				
10:15 - 10:30	19	21	27	17	1			1	1				
10:30 - 10:45	27	10	28	20	1			2		1			
10:45 - 11:00	22	25	33	37	2	1	1					1	
11:00 - 11:15	32	28	27	14	1	2	3						
11:15 - 11:30	7	12	16	20									
11:30 - 11:45	29	32	15	22		1							
11:45 - 12:00	36	36	11	14	2			1					
12:00 - 12:15	15	25	26	66									
12:15 - 12:30	28	32	27	52									
12:30 - 12:45	26	49	32	71	1		1				1		LGV arr 12.35. too tall so loads from ramp
12:45 - 13:00	35	60	61	42									
13:00 - 13:15	41	41	43	32	1							1	
13:15 - 13:30	36	42	31	39	1	2				1			LGV departs
13:30 - 13:45	34	29	43	33	1	1		1					
13:45 - 14:00	34	35	38	27	2		1	1					
14:00 - 14:15	30	37	46	29	2								
14:15 - 14:30	24	34	34	26									
14:30 - 14:45	36	28	27	12									
14:45 - 15:00	34	20	18	13									
15:00 - 15:15	17	30	12	16	1								
15:15 - 15:30	19	26	16	17		2							
15:30 - 15:45	36	39	14	16	2								
15:45 - 16:00	35	30	14	11									
16:00 - 16:15	49	41	24	50	1	3		1			1		
16:15 - 16:30	34	38	9	48	1	2							
16:30 - 16:45	20	43	11	42		2							
16:45 - 17:00	7	66	10	34	1	3		1					
17:00 - 17:15			6	62		2							
17:15 - 17:30		2	7	58		9		1		1		1	
17:30 - 17:45		1	5	60		4		1					
17:45 - 18:00			2	29		6							
18:00 - 18:15			2	32	1	3		1		2			
18:15 - 18:30			1	24		5							
18:30 - 18:45			2	22		2		1					
18:45 - 19:00			1	9		3							
19:00 - 19:15													
TOTAL	920	992	1288	1170	62	53	9	13	5	6	2	3	

Camden Town Hall								
Time Segment	Disabled Bay			Loading Bay			Car Club Bay	
	Bay 1	Bay 2	Notes			Notes	Bay 1	Bay 2
07:00			1 car (not legitimate use)			10m rigid lorry servicing BK		
07:01								
07:02								
07:03								
07:04								
07:05								
07:06								
07:07								
07:08								
07:09								
07:10								
07:11								
07:12								
07:13								
07:14								
07:15								
07:16								
07:17								
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07:26								
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07:28								
07:29								
07:30								
07:31								
07:32								
07:33								
07:34								
07:35								
07:36								
07:37								
07:38								
07:39						10m rigid lorry departs		
07:40								
07:41								
07:42								
07:43								
07:44								
07:45								
07:46								
07:47								
07:48								
07:49								
07:50								
07:51								
07:52								
07:53								

07:54								
07:55								
07:56								
07:57								
07:58								
07:59			LGV unloading for newspaper stand on the corner of Argyle St / Euston Road					
08:00								
08:01								
08:02								
08:03								
08:04								
08:05								
08:06								
08:07								
08:08								
08:09								
08:10								
08:11								
08:12								
08:13								
08:14								
08:15								
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08:51								
08:52								
08:53								
08:54								
08:55								
08:56								

08:57								
08:58								
08:59								
09:00								
09:01								
09:02								
09:03								
09:04								
09:05								
09:06								
09:07								
09:08								
09:09								
09:10			1 car arrives (not					
09:11			legitimate)					
09:12								
09:13								
09:14								
09:15			1 car dropping					
09:16			off disabled					
09:17			passenger					
09:18								
09:19								
09:20								
09:21								
09:22								
09:23								
09:24								
09:25								
09:26								
09:27								
09:28								
09:29								
09:30								
09:31								
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09:33								
09:34								
09:35								
09:36								
09:37								
09:38								
09:39								
09:40								
09:41								
09:42								
09:43								
09:44								
09:45						LGV Unloading		
09:46								
09:47								
09:48								
09:49								
09:50								
09:51								
09:52								
09:53								
09:54								
09:55								
09:56								
09:57								
09:58								
09:59								

10:00								
10:01								
10:02								
10:03								
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10:11								
10:12								
10:13								
10:14								
10:15								
10:16								
10:17								
10:18								
10:19								
10:20								
10:21								
10:22								
10:23								
10:24								
10:25								
10:26			Disabled Parking					
10:27			(Legitimate)					
10:28								
10:29								
10:30								
10:31								
10:32								
10:33								
10:34								
10:35								
10:36								
10:37								
10:38								
10:39								
10:40								
10:41								
10:42								
10:43								
10:44						Security Van		
10:45						Loading (HSBC)		
10:46								
10:47								
10:48								
10:49								
10:50								
10:51						Disabled Car		
10:52						Parking as		
10:53						Disabled Bays		
10:54						are occupied		
10:55						(Camden		
10:56						Building)		
10:57								
10:58								
10:59								
11:00						Mini Bus		
11:01						Dropping		
11:02						Disabled		

11:03						Passengers		
11:04						(Camden logo		
11:05						but not related		
11:06						to Camden		
11:07						building)		
11:08								
11:09								
11:10								
11:11								
11:12								
11:13								
11:14								
11:15								
11:16								
11:17								
11:18								
11:19								
11:20								
11:21								
11:22								
11:23								
11:24								
11:25								
11:26								
11:27								
11:28			Car Parked					
11:29			(legitimate)					
11:30			Using Camden					
11:31			Building					
11:32								
11:33								
11:34								
11:35								
11:36								
11:37								
11:38								
11:39								
11:40						Car Waiting (not		
11:41						legitimate)		
11:42						unrelated to		
11:43						Camden building		
11:44								
11:45								
11:46								
11:47								
11:48								
11:49								
11:50								
11:51								
11:52								
11:53								
11:54								
11:55						Transit Loading		
11:56						(St Pancras		
11:57						Station)		
11:58								
11:59						Small Rigid, box		
12:00						van 'coca cola'		
12:01						unloading at		
12:02						Camden Building		
12:03								
12:04								
12:05								



12:06								
12:07								
12:08								
12:09								
12:10								
12:11								
12:12								
12:13								
12:14								
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12:17								
12:18								
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12:20								
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12:24								
12:25								
12:26								
12:27								
12:28								
12:29						Transit unloading		
12:30								
12:31								
12:32			Disabled Staff (Camden Building)					
12:33								
12:34								
12:35								
12:36								
12:37								
12:38								
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12:40								
12:41								
12:42								
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13:00								
13:01								
13:02								
13:03			Motorbike parked - using Camden Building (not legitimate)			Transit unloading at BK		
13:04								
13:05								
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14:34								
14:35								
14:36								
14:37								
14:38								
14:39								
14:40								
14:41								
14:42			Car parked, moved to pay and display when one became available					
14:43								
14:44								
14:45								
14:46								
14:47								
14:48								
14:49								
14:50						Car Parked (going to Camden building)		
14:51								
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14:56								
14:57								
14:58								
14:59								
15:00								
15:01								
15:02								
15:03			Car Parked Legitimately, gone into Camden building					
15:04								
15:05								
15:06								
15:07								
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15:22						Transit		
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15:24						Pancras)		
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15:54								
15:55			Motorbike					
15:56			Parked, Camden					
15:57			Building					
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16:11								
16:12								
16:13			Car waiting					
16:14			(gone to shops) -					
16:15			legitimate					
16:16								
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17:42								
17:43								
17:44								
17:45						Car waiting, not		
17:46						loading		
17:47								
17:48								
17:49								
17:50								
17:51								
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## **APPENDIX O**



## Neil Rowe

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**From:** Neil Rowe  
**Sent:** 16 September 2014 17:46  
**To:** Pak-Lim Wong  
**Cc:** Richard Warwick (rwarwick@ORMS.CO.UK) (rwarwick@ORMS.CO.UK); Shaw, Dinny (GVA) (Dinny.Shaw@gva.co.uk); Adam Mursal (adam.mursal@tower8.co.uk); Matt Mason (MMason@Crosstree.com) (MMason@Crosstree.com)  
**Subject:** Camden Town Hall Annex - TfL Pre-application Meeting  
**Attachments:** PERS Audit Scope.pdf; Hotels for survey.pdf

Dear PakLim

Thank you for your time on Friday afternoon with regards to the above site. As discussed, please find attached two documents outlining the proposed scope of the PERS Audit and a summary of hotels within the immediate locality for undertaking a potential further observational survey (in addition to The Hoxton, Shoreditch).

As you will appreciate, it is difficult to identify a hotel which is comparable in every aspect as many sites contain varying levels of ancillary facilities, are of varying scales and cater for a differing clientele.

Of particular note, the Pullman hotel (formerly the Novotel, which you mentioned) contains extensive ancillary facilities, including a 446 seat theatre / auditorium, which is likely to significantly skew any data through the additional person trips this may generate. It would also be difficult to arrange a survey without questions being asked regarding the purpose of the survey and whether the ancillary facilities are in use, for example.

The Premier Inn at Euston is a site we already have detailed survey data for and this is a site which is largely comparable in that it contains a bar / restaurant but no conference or meeting room facilities, albeit it is within the budget hotel sector. As summarised within the attached document, the Premier Inn is located particularly nearby, it fronts the southern side of Euston Road and comprises 266 bedrooms (compared to the 275 proposed at the development site).

With reference to the Hoxton hotel, which was surveyed on Thursday 11<sup>th</sup> and Saturday 13<sup>th</sup> September 2014, this data obtained is likely to offer a robust assessment, being located farther from a mainline station and hence is likely to generate a greater demand for taxi trips than the proposed hotel. The Hoxton would also provide a better indication of the anticipated delivery and servicing requirements than the Premier Inn.

I would therefore suggest that the combined use of the Hoxton and Premier Inn sites would provide a good balance of data and appropriate to calculate averages in support of the development proposals for trip generation purposes.

I look forward to your thoughts and whether you are agreeable to us progressing on this basis.

Kind regards,  
Neil

**Neil Rowe**

Associate

**RGP** – Transport Planning and Infrastructure Design Consultants

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## **APPENDIX P**

14/2096 Camden Town House


THURSDAY 11TH SEPTEMBER

FRONT ENTRANCE



TIME	HOXTON HOTEL - SHOREDITCH				TOTAL PEDS
	PEDESTRIAN MOVEMENTS IN/OUT				
	IN	OUT	TAXI - DROP OFF (inc. in/out)	TAXI PICK-UP (inc. in/out)	
07:00 - 07:15	4	7	0	1	11
07:15 - 07:30	1	15	0	0	16
07:30 - 07:45	1	22	0	1,2	23
07:45 - 08:00	3	13	0	1	16
08:00 - 08:15	12	12	1	0	24
08:15 - 08:30	23	21	0	1	44
08:30 - 08:45	16	13	1,2	1,1	29
08:45 - 09:00	21	12	3,3	1	33
09:00 - 09:15	14	14	1	2,1	28
09:15 - 09:30	14	13	0	1	27
09:30 - 09:45	21	18	1,1	0	39
09:45 - 10:00	9	6	1	0	15
10:00 - 10:15	10	18	0	0	28
10:15 - 10:30	11	14	0	6	25
10:30 - 10:45	8	27	0	1	35
10:45 - 11:00	14	25	0	0	39
11:00 - 11:15	10	10	0	0	20
11:15 - 11:30	9	16	0	0	25
11:30 - 11:45	13	13	3	0	26
11:45 - 12:00	4	15	0	0	19
12:00 - 12:15	20	10	1,1,1	0	30
12:15 - 12:30	36	15	2,4	1	51
12:30 - 12:45	26	15	1,2	0	41
12:45 - 13:00	23	60	0	1	83
13:00 - 13:15	30	9	2,2,1	0	39
13:15 - 13:30	16	22	2,1,1	0	38
13:30 - 13:45	18	10	1	0	28
13:45 - 14:00	13	12	0	0	25
14:00 - 14:15	18	19	1,1	0	37
14:15 - 14:30	11	16	1	1	27
14:30 - 14:45	59	23	0	2	82
14:45 - 15:00	17	15	0	0	32
15:00 - 15:15	12	14	0	2	26
15:15 - 15:30	11	25	0	0	36
15:30 - 15:45	11	12	0	0	23
15:45 - 16:00	11	11	0	1	22
16:00 - 16:15	9	10	1,1	1	19
16:15 - 16:30	9	4	2	0	13
16:30 - 16:45	9	11	2,1,1,2	1	20
16:45 - 17:00	12	20	2,1,1	0	32
17:00 - 17:15	32	31	0	1	63
17:15 - 17:30	24	9	0	0	33
17:30 - 17:45	23	36	0	2	59
17:45 - 18:00	17	22	1	0	39
18:00 - 18:15	19	32	1,2	0	51
18:15 - 18:30	24	27	1,2,1	2	51
18:30 - 18:45	48	47	2	2	95
18:45 - 19:00	60	79	1,1	0	139
19:00 - 19:15	45	34	0	1	79
19:15 - 19:30	29	16	2	2	45
19:30 - 19:45	34	36	1,1	0	70
19:45 - 20:00	36	21	1	0	57
20:00 - 20:15	23	11	2	0	34
20:15 - 20:30	18	29	2	0	47
20:30 - 20:45	21	28	1,1	3	49
20:45 - 21:00	30	17	3,1,2	2	47
21:00 - 21:15	21	16	0	0	37
21:15 - 21:30	18	15	1,3	3,2	33
21:30 - 21:45	21	19	2,1,1	0	40
21:45 - 22:00	9	20	0	1	29
22:00 - 22:15	32	15	1	2,2	47
22:15 - 22:30	18	11	2,1	0	29
22:30 - 22:45	16	26	3,2,1	2	42
22:45 - 23:00	34	20	5	4	54
23:00 23:15	11	35	2	3,2,4	46
23:15 23:30	23	25	0	3,2,2,2	48
23:30 23:45	17	38	0	2,2	55
23:45 00:00	16	19	0	2	35
TOTAL	1308	1371			2679

TIME	HOXTON HOTEL - SHOREDITCH				
	PEDESTRIAN MOVEMENTS IN/OUT				
	IN	OUT	TAXI - DROP OFF	TAXI PICK-UP	TOTAL PEDS
07:00 - 07:15	2	8	0	2	10
07:15 - 07:30	4	4	0	2	8
07:30 - 07:45	3	5	0	0	8
07:45 - 08:00	3	4	0	1	7
08:00 - 08:15	2	0	0	1,1,2	2
08:15 - 08:30	4	8	0	0	12
08:30 - 08:45	3	8	0	0	11
08:45 - 09:00	4	6	0	0	10
09:00 - 09:15	1	24	0	0	25
09:15 - 09:30	5	64	2	3	69
09:30 - 09:45	2	14	0	0	16
09:45 - 10:00	2	8	0	0	10
10:00 - 10:15	5	12	0	0	17
10:15 - 10:30	11	14	0	0	25
10:30 - 10:45	7	8	1,1	0	15
10:45 - 11:00	10	14	0	2	24
11:00 - 11:15	13	12	0	1	25
11:15 - 11:30	8	26	1	3	34
11:30 - 11:45	4	24	0	0	28
11:45 - 12:00	14	14	1	1	28
12:00 - 12:15	7	15	1	3	22
12:15 - 12:30	14	13	1,2	2	27
12:30 - 12:45	10	22	4	0	32
12:45 - 13:00	12	18	1,1,2	0	30
13:00 - 13:15	15	9	1	0	24
13:15 - 13:30	15	13	1,1,1	1	28
13:30 - 13:45	24	7	2,1	3,2	31
13:45 - 14:00	28	11	0	1	39
14:00 - 14:15	23	11	1	4	34
14:15 - 14:30	7	7	0	1	14
14:30 - 14:45	16	14	0	0	30
14:45 - 15:00	16	12	1,2	1	28
15:00 - 15:15	19	15	0	0	34
15:15 - 15:30	13	6	0	0	19
15:30 - 15:45	16	14	2	2	30
15:45 - 16:00	15	13	0	2	28
16:00 - 16:15	19	10	1,2	1,1,2	29
16:15 - 16:30	37	23	0	4,3	60
16:30 - 16:45	17	22	2,4	0	39
16:45 - 17:00	31	17	0	0	48
17:00 - 17:15	17	11	1	1,2	28
17:15 - 17:30	44	21	0	0	65
17:30 - 17:45	40	15	1,1,2,3,3	1	55
17:45 - 18:00	17	26	2	0	43
18:00 - 18:15	22	26	2	2,3	48
18:15 - 18:30	24	29	1,2	0	53
18:30 - 18:45	41	63	0	2,1,2	104
18:45 - 19:00	36	47	1,1,1,2	1	83
19:00 - 19:15	27	31	3,1	0	58
19:15 - 19:30	59	13	0	0	72
19:30 - 19:45	45	31	2	3	76
19:45 - 20:00	47	29	0	3	76
20:00 - 20:15	59	33	2,2	0	92
20:15 - 20:30	49	41	1	4,2	90
20:30 - 20:45	35	21	0	0	56
20:45 - 21:00	30	37	0	0	67
21:00 - 21:15	25	22	3	1,2	47
21:15 - 21:30	22	30	3,1	1,2,2	52
21:30 - 21:45	25	51	1	1	76
21:45 - 22:00	18	59	2	2,1,2	77
22:00 - 22:15	22	77	0	4	99
22:15 - 22:30	36	25	4,2	3,1	61
22:30 - 22:45	29	45	3,2	2,1,3	74
22:45 - 23:00	36	48	2	4,4,3	84
23:00 - 23:15	33	65	0	2	98
23:15 - 23:30	15	48	0	4,1	63
23:30 - 23:45	21	38	0	0	59
23:45 - 00:00	22	44	1	1	66
TOTAL	1357	1575			2932

14/2096 Camden Town House										The Safety Forum			
THURSDAY 11TH SEPTEMBER			REAR ENTRANCE										
				HOXTON HOTEL - SHOREDITCH									
TIME		PEDESTRIAN MOVEMENTS IN/OUT							TOTAL PED MOVEMENTS				
		IN	OUT	PASS. PER DROP OFF	PASS. PER PICK-UP	GOODS/ DELIVERIES ARRIVE	GOODS/ DELIVERIES DEPART						
07:00	- 07:15	4	3	0	0	1	1	7					
07:15	- 07:30	2	6	0	3	0	0	11					
07:30	- 07:45	5	3	0	0	0	0	8					
07:45	- 08:00	5	16	0	0	0	0	21					
08:00	- 08:15	2	5	1	0	2	2	8					
08:15	- 08:30	3	6	1	0	1	1	10					
08:30	- 08:45	2	4	0	0	0	0	6					
08:45	- 09:00	2	5	6	0	4	1	13					
09:00	- 09:15	11	8	2	0	1	3	21					
09:15	- 09:30	3	8	1	2	1	2	14					
09:30	- 09:45	5	5	0	0	0	0	10					
09:45	- 10:00	4	6	0	0	1	1	10					
10:00	- 10:15	5	7	0	0	1	1	12					
10:15	- 10:30	2	3	0	0	1	0	5					
10:30	- 10:45	5	3	0	0	2	3	8					
10:45	- 11:00	5	5	0	0	1	1	10					
11:00	- 11:15	2	6	0	4	0	0	12					
11:15	- 11:30	2	3	0	0	0	0	5					
11:30	- 11:45	7	2	15	0	0	0	24					
11:45	- 12:00	2	5	0	0	0	0	7					
12:00	- 12:15	3	2	0	0	3	1	5					
12:15	- 12:30	5	3	0	1	0	1	9					
12:30	- 12:45	4	7	0	0	0	0	11					
12:45	- 13:00	7	7	0	0	1	0	14					
13:00	- 13:15	5	5	0	0	0	2	10					
13:15	- 13:30	3	8	0	0	0	0	11					
13:30	- 13:45	6	10	0	0	0	0	16					
13:45	- 14:00	6	10	0	0	0	0	16					
14:00	- 14:15	5	7	0	1	0	0	13					
14:15	- 14:30	8	14	0	0	0	0	22					
14:30	- 14:45	2	54	0	0	0	0	56					
14:45	- 15:00	9	2	0	0	0	0	11					
15:00	- 15:15	4	6	0	0	1	0	10					
15:15	- 15:30	2	1	0	0	0	0	3					
15:30	- 15:45	3	7	0	0	0	0	10					
15:45	- 16:00	6	9	0	0	0	1	15					
16:00	- 16:15	3	6	0	0	0	0	9					
16:15	- 16:30	1	8	0	0	0	0	9					
16:30	- 16:45	10	6	0	0	0	0	16					
16:45	- 17:00	2	8	0	0	0	0	10					
17:00	- 17:15	1	5	0	0	0	0	6					
17:15	- 17:30	10	6	0	0	2	2	16					
17:30	- 17:45	3	7	0	0	0	0	10					
17:45	- 18:00	47	4	0	0	0	0	51					
18:00	- 18:15	2	5	0	0	0	0	7					
18:15	- 18:30	4	7	0	4	0	0	15					
18:30	- 18:45	5	2	0	0	0	0	7					
18:45	- 19:00	4	3	0	0	0	0	7					
19:00	- 19:15	3	9	0	0	0	0	12					
19:15	- 19:30	1	3	0	0	0	0	4					
19:30	- 19:45	2	1	0	0	0	0	3					
19:45	- 20:00	3	10	0	0	0	0	13					
20:00	- 20:15	6	3	0	0	0	0	9					
20:15	- 20:30	1	0	0	0	1	0	1					
20:30	- 20:45	2	7	0	0	0	1	9					
20:45	- 21:00	1	5	0	0	0	0	6					
21:00	- 21:15	0	1	0	0	1	0	1					
21:15	- 21:30	1	1	0	0	1	2	2					
21:30	- 21:45	4	5	0	0	0	0	9					
21:45	- 22:00	6	2	0	0	0	0	8					
22:00	- 22:15	1	0	0	0	0	0	1					
22:15	- 22:30	0	2	0	0	0	0	2					
22:30	- 22:45	3	0	0	0	0	0	3					
22:45	- 23:00	6	2	0	0	0	0	8					
23:00	- 23:15	0	1	0	0	0	0	1					
23:15	- 23:30	1	0	0	0	0	0	1					
23:30	- 23:45	1	2	0	2	0	0	5					
23:45	- 00:00	1	1	0	0	0	0	2					
TOTAL		291	393	26	17	26	26	717					

**The Safety Forum**



## **APPENDIX Q**



## Premier Inn Parking &amp; Travel Study

## Survey Details

Location	London Euston
Date	Thursday 16/06/2011
Type	Interview

## Site Details

Number of Rooms	266
Restaurant	Integral
Number of Covers	N/A
Number of Parking Spaces	16
Parking Spaces per Room	0.06

## Weather Details (During Survey)

General Conditions	Sunny/Cloudy
Max. Temp. (°C)	20
Min. Temp. (°C)	15

## Occupancy Records

	Previous Night	Survey Date/Night
Number of rooms sold	268	266
Number of covers sold	N/A	
Number of Guests in the Hotel	352	391

## Interview Summary Details

Head Count	680
Interviews Conducted	246
Representation Percentage	72

## Peak Parking Demand

Parking demand per room	0.06
Rooms per parking space	16.67

## Survey Questionnaire Response Breakdown

	Arrivals 84	Departures 162	Combined %
<b>Question 1 - Are you:</b>			
Out for the Day	1	57	18
Checking In/Out	82	101	80
Visiting Restaurant/Pub Only	1	4	2

## Question 2 - Main mode of travel on the Day

Public Transport	68	120	78
Car / Van	9	12	9
Walk	7	30	13
Cycle	0	0	0

## Question 3 - Main mode of travel to reach PI initially

Public Transport	78	146	91
Car / Van (Single Room)	0	11	3
Car / Van (Multi - Room)	6	4	5

## Question 4 - If you arrived by car, where did you park?

Premier Inn On Site Car park	4	11	82
Local Public Parking (Free)	0	0	0
Local Public Parking (Pay)	0	1	4
Local Streets (Free)	0	0	0
Local Streets (Pay)	0	0	0
Other	1	1	14

## Question 5 - What is the purpose of your stay?

Business	63	118	74
Leisure/Tourism	19	39	23
Personal	1	2	1
Other	1	3	2

## Trip Rates

## Overall Person Trip Rates

	Arrivals	Departures	Two-Way
AM Peak	0.03	0.25	0.28
PM Peak	0.15	0.03	0.18
Day	1.23	1.33	2.56

## Trip Rate by Mode

	Arrivals	Departures	Two-Way
<b>Car / Van</b>			
AM Peak	0.00	0.02	0.03
PM Peak	0.01	0.00	0.02
Day	0.08	0.08	0.16
<b>Public Transport</b>			
AM Peak	0.02	0.20	0.22
PM Peak	0.12	0.02	0.14
Day	1.07	1.16	2.23
<b>Walk</b>			
AM Peak	0.00	0.03	0.04
PM Peak	0.02	0.00	0.02
Day	0.03	0.03	0.06
<b>Cycle</b>			
AM Peak	0.00	0.00	0.00
PM Peak	0.00	0.00	0.00
Day	0.00	0.00	0.00

**Note:** The difference that exists within the 'Overall Trip Rate' and the sum of the individual 'Day Trip Rates' is due to an allowance made for the guests who shared a vehicle to arrive at the PI. As these trip rates are calculated using the daily head count obtained from the survey, the 'Overall Trip rate' is a person trip rate and hence the allowance made converts this to a vehicular trip rate. This is explained in greater detail in Appendix # of this report.

## Modal Split by Purpose of Stay ( % )

	Checking In/out		Out for the day		Restaurant	
	Business	Non-business	Business	Non-business	Business	Non-business
Public Transport	42.7	19.1	9.3	3.7	1.6	0.0
Car/Van	5.3	1.2	1.2	0.4	0.0	0.4
Walk	5.7	0.4	7.7	1.2	0.0	0.0
Cycle	0.0	0.0	0.0	0.0	0.0	0.0

## Non-Business Breakdown( % )

	Checking In/out		Out for the day		Restaurant	
	Leisure	Personal & Other	Leisure	Personal & Other	Leisure	Personal & Other
Public Transport	17.1	2.0	3.3	0.4	0.0	0.0
Car/Van	0.8	0.4	0.4	0.0	0.4	0.0
Walk	0.4	0.0	1.2	0.0	0.0	0.0
Cycle	0.0	0.0	0.0	0.0	0.0	0.0

## Guest Feedback Breakdown

Question 1 - What is your main mode of travel to the PI? (%)	Totals	87
Car / Van	7	
Public Transport	91	
Taxi	1	
Other	1	

## Question 2 - Why did you choose to drive to reach the PI? (%)

Totals	8
I require a car/van for work	38
No P.T. available	0
P.T. not convenient	25
P.T. not cost effective	13
Never use P.T.	13
I have too much luggage for P.T.	0
I travelled with children	13
I am a disabled driver	0
Other	11

## Question 3 - How important is car parking to you at PI (%)

Totals	6
Very important	5
4	0
3	0
2	0
Not important at all	1

## Question 4 - Which of the following would you not consider parking your car when visiting a PI? (%)

Totals	11
On Street (Pay and Display)	18
On Street (Free)	9
Public Car Park (Paid)	9
Public Car Park (Pay and Redeem)	9
Public Car Park (Free)	18
Premier Inn Car Park (Charged)	27
Premier Inn Car Park (Pay and Redeem)	9

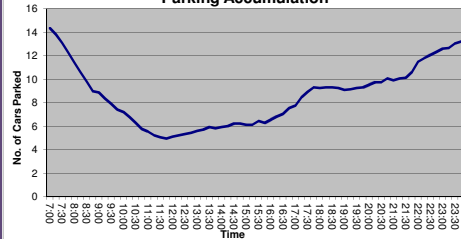
## Question 5 - Was PI your Ultimate destination or were you travelling elsewhere? (%)

Totals	86
PI was my ultimate destination	85
I was travelling elsewhere	15

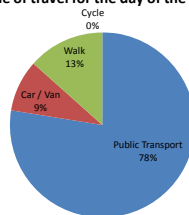
## Question 6 - What was your main mode of travel to reach your ultimate destination? (%)

Totals	13
Car	0
Bus	0
Taxi	8
Underground	31
Train	54
Plane	8
Cycle	0
Walk	0
Other	0

## Parking Accumulation



## Mode of travel for the day of the survey



## Mode of travel to arrive at/depart from Premier Inn

