RADA, 16-18 Chenies Street
Redevlopment
London Borough of Camden

Transport Statement

For

Royal Academy of Dramatic Art

Document Control Sheet

Transport Statement

RADA, 16-18 Chenies Street Redevelopment

Royal Academy of Dramatic Art

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
21/09/2015	1st Draft	Matthew Stimpson	Damian Tungatt
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Contents

Figures

Appendices

1.0 Introduction

1.1 This Transport Statement has been prepared by Motion on behalf of The Royal Academy of Dramatic Art (RADA) in relation to the redevelopment proposals for the RADA site on Chenies Street within the London Borough of Camden (LBC), a site location plan is provided at **Figure 1.1**.

1.2 RADA operates as a further education establishment whose academic year runs from September through to July.

1.3 The existing property on the site accommodates rehearsal space, a library, offices, a refectory and a theatre. The proposals involve increasing the size of the existing 206 seat theatre to accommodate 300 seats; the relocation and public use of the refectory; the relocation and public use of the specialist library and the addition of 60 residential student rooms.

1.4 The residential element of the proposals will accommodate first year students at RADA; this effectively means that first year students will no longer have to travel to lectures / rehearsals, which, therefore reduces the trip attraction of the site.

1.5 The lengths of enrolment for students vary from course to course and tenancies for the proposed rooms will be offered with respect to this diversity.

1.6 The School also operates an intensive summer timetable that will be enhanced by the proposed development and will utilise the rooms that will be vacated by term time student tenancies.

1.7 The application site is situated within central London and as such there are a wide range of retail, leisure and public transport facilities within a convenient cycle/walk of the site. The site is therefore well placed for employees, residents and visitors to the development to undertake journeys by bike and foot.

1.8 The remainder of the report comprises the following six sections:

- Policy Context
- Baseline Conditions
- Proposed Development
- Effect of Development
- Summary and Conclusions

2.0 Policy

National Policy

National Planning Policy Framework

2.1 The NPPF was published on 27th March 2012. It is a key part of the former Coalition Government's reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

2.2 The NPPF seeks to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

2.3 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and;
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.4 Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

2.5 Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

National Planning Practice Guidance

2.6 National Planning Practice Guidance is a web-based resource that was launched on 6th March 2014 following the recommendations of the external review of planning practice guidance. The aim of the guidance is to make planning practice guidance more useable and accessible.

2.7 Paragraph 32 of Chapter 4 'Promoting Sustainable Development' reads:

"*All developments that generate significant amounts of movement should be supported by a Transport statement or Transport Assessment. Plans and decisions should take account of whether:*

- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*

- *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

Regional Policy

The London Plan (2011)

2.8 The London Plan is the Mayors Planning Strategy for London. The purpose of the London Plan is to promote economic and social development and the environmental improvement of Great London.

2.9 With regards to cycling Policy 6.9 states that:

"Developments should:

- *Provide secure , integrated and accessible parking facilities in line with minimum standards*
- *Provide on-site changing facilities and showers for cyclists*
- *Facilitate the Cycle Super Highway*
- *Facilitate the central London hire scheme."*

2.10 Table 6.3 of the London Plan provides minimum cycling parking standards which are summarised in Table 2.1.

Land Use	Long Stay Provision	Short Stay Provision
C2 Student Accommodation	1 space per 2 bedrooms,	1 space per 40 bedrooms

Table 2.1 – London Plan Minimum Cycle Parking Standards

Local Policy

LBCs Core Strategy

2.11 The Camden Core Strategy sets out the policy framework from 2010 until 2025. Within the Core Strategy Policy CS11 sets out the Council's approach to sustainable travel and states:

"Promoting sustainable travel

g. Improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area and extending the 'Legible London' scheme;

h. Continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and

i. Work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink.

Making private transport more sustainable

As part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will:

j. expand the availability of car clubs and business pool cars as an alternative to the private car;

k. Minimise provision for private parking in new developments, in particular through:

- *Car free developments in the boroughs most accessible locations and*
- *Car capped developments;*

l. Restrict new public parking and promote the re-use of existing car parks, where appropriate;

m. Promote the use of low emission vehicles including through the provision of electric charging points; and

n. Ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network."

LBC Development Policies

2.12 LBC Development Policies form part of the Council's Local Development Framework (LDF) and set out the planning strategies and policies that will be used to determine planning applications in the borough. Policy DP16 sets out how the Council will consider the transport implications of new development and states:

"DP16 – The transport implications of development

The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:

a) Movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;

b) additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans;

c) safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development "

2.13 Policy DP17 considers the need to provide for walking, cycling and public transport users and states:

"DP17 – Walking, cycling and public transport

The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:

a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;

b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;

c) safe road crossings where needed;

d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

The Council will resist development that would be dependent on travel by private motor vehicles.

The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the co-ordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers."

3.0 Baseline Conditions

Introduction

3.1 The site is situated in Fitzrovia in close proximity to Goodge Street Station and to the South East of Regents Park. The immediate area comprises a mix of commercial uses including retail, office and restaurants/cafes.

Existing Site Use

3.2 The site is occupied by the Royal Academy of the Dramatic Art building and currently provides rehearsal space, a library, offices, a refectory and a 206 seat theatre.

3.3 A yard to the rear of the property provides a servicing area and some parking spaces which are used on an informal basis. Access to this yard is achieved from a 3 metre wide gated crossover from Ridgmont Street which is shared with the neighbouring University of Law.

3.4 The highway that runs parallel to the site frontage accommodates a stretch of Pay and Display bays, this is a restriction that is in operation Monday to Saturday 08:30 to 6.30pm, during these hours of restriction there is a maximum stay of 2 hours.

Public Transport

Public Transport Accessibility Level (PTAL)

3.5 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. Using the Transport for London (TfL) PTAL assessment methodology the site achieves a PTAL of 6b when measured from the centre of the application site indicating an excellent accessibility by range of public transport services. A full PTAL output is provided at **Appendix A**.

London Underground Services

3.6 The site is located 150 metres east of Goodge Street station which is served by the Northern line and also 650 metres south of Euston Square Station which is served by the Metropolitan, Circle and Hammersmith and City lines. Tottenham Court Road underground station is a 600 metre walk south of the site and from December 2015 will resume being served by the Central line. A little further afield is Euston Underground station which provides access to the Victoria line.

Crossrail

3.7 Tottenham Court Road underground station, 600 metres south of the site, is on the Crossrail network, which will operate at Tottenham Court Road by mid-2019, providing a connection west to Paddington and east to Shenfield and Abbey Wood. By late 2019 Crossrail will become fully operational, travelling as far west as Reading. Crossrail will be a high frequency, high capacity service. The Central Crossrail section will have a peak hour operation of 24 trains per hour, significantly improving the already excellent accessibility of the site.

Bus

3.8 A summary of the public bus routes accessible from these stops is provided at Table 3.1 and a copy of the bus route map is attached at **Appendix B.**

Service No.	Route	Daytime Frequency
8	Bow Church – Bethnal Green Station – Liverpool Street Station – St Paul's Station – City Thameslink – Chancery Lane Station – Holborn Station – Tottenham Court Road Station	Every 5–9 Minutes
10	Hammersmith Bus Station – Kensington Olympia Station – High Street Kensington Station – Hyde Park Corner Station – Oxford Circus Station – Tottenham Court Road Station – Goodge Street Station – King's Cross Station	Every 7-11 Minutes
14	Putney Heath / Green Man – Putney Station – Fulham Broadway – South Kensington Station – Hyde Park Corner Station – Piccadilly Circus – Tottenham Court Road Station – Goodge Street Station – Warren Street Station	Every 4-7 Minutes
29	Lordship Lane – Turnpike Lane Station – Finsbury Park Station – Camden Road Station - Tottenham Court Road Station – Leicester Square Station – Trafalgar Square	Every 3-6 Minutes
73	Victoria Bus Station – Hyde Park Corner – Marble Arch Station – Oxford Circus Station – Tottenham Court Road Station – Goodge Street Station –Station – Euston Station – Kings Cross Station – Angel Station – Essex Road Station – Stoke Newington Common	Every 2-6 Minutes
98	Pound Lane – Kilburn High Road Station – Edgware Road Station – Marble Arch Station – Oxford Circus Station – Tottenham Court Road Station – Russell Square Station	Every 5-8 Minutes
134	North Finchley Bus Station – Cromwell Road – Highgate Station – Archway Station – Tufnell Park Station – Kentish Town Station – Camden Town Station – Mornington Crescent Station – Tottenham Court Road Station	Every 3-7 Minutes
390	Archway Station – King's Cross Station – Euston Station – Tottenham Court Road Station – Marble Arch Station – Lancaster Gate Station – Queensway Station – Palace Gardens Terr/Notting Hill Gate	Every 6-10 Minutes

Table 3.1: Bus Services that serve the site.

Walking and Cycling

3.9 The building is located within London's Central Activities Zone and as such benefits from a well maintained and accessible pedestrian environment. The majority of streets surrounding the site provide wide footways with street lighting and crossing points located on desire lines. Local amenities such as restaurants, gyms and shops are all located within a convenient walking distance.

3.10 A Santander cycle hire docking station is located on Alfred Place, approximately 150 metres south of the site.

3.11 In the vicinity of the site Torrington Place is marked as an off road route for cyclists and affords cycle access in a easterly direction; Charlotte Street is marked as a quieter route and allows for access in a southerly direction.

Car Club

3.12 Car Clubs can offer resident students the convenience of a car without having to own one.

3.13 There are 25 car club locations within 1.6 kilometres (1 mile) radius of the site. The nearest car club is bay is situated 180 metres from the site on Store Street and is operated by ZipCar.

4.0 Proposed Development

4.1 The proposals seek to increase the size of the existing 206 seat theatre to accommodate 300 seats, relocate the refectory, allow some public use of the refectory, relocate and allow for public use of the specialist library and create 60 residential student rooms. The proposed basement and ground floor layouts are provided at **Appendix C**.

Pedestrian Access

4.2 Access for residents and guests via Chenies street will remain located at 16 and 18 Chenies street and will be improved to enhance accessibility for all guests and residents. The entrance located at 16 Chenies street will be the main reception area and will be operated by RADA staff at all times and freely accessible during the day and via an electronic fob during out of office hours. The proposed ground floor refectory/café will also have a clear entrance at 18 Chenies street and will be accessible to both residents and visitors. Access is also available from the rear yard directly into the residential core, relocated kitchen and new theatre get in.

Parking

4.3 Access for vehicles is limited to the shared vehicle entrance RADA shares with The University of Law. This access is only to be used by designated staff members and services. There are no parking provisions for residential students at RADA.

4.4 Due to the extension of the building envelope, the development will result in a loss of 5 parking spaces to the rear yard of the property which are currently used on an informal basis, none of which are deemed disabled accessible bays. No off-street parking spaces will be made available to students. Currently there is no designated service bay.

4.5 A total of 30 secure cycle parking spaces will be provided within the basement of the development meaning that cycle parking will be provided at a ratio of 1 space per 2 bedrooms, a ratio that is in accordance with London Plan standards for long stay spaces. It is also proposed that 2 short stay spaces are provided in the servicing yard to the rear of the development, in the form of 1 Sheffield Stand.

Student Drop off Strategy

4.6 As students generally arrive to and depart from university halls of residence at different times it is not envisaged that the development will create any parking stress within the local area. However, to ensure that this process runs as smoothly as possible it is proposed that a schedule will be drawn up and circulated, which will allocate each student a time slot for when they can be dropped off/ collected by using the pay and display bays to the site frontage. Arrival times will be designated to ensure that only one drop off occurs at any time.

4.7 Although there will be enough windows of opportunity for every resident to book a half hour pick/ drop off slot it is not envisaged that all residents will require vehicle parking as many students arrive from overseas and carry their luggage with them. In addition, the rooms will be fully furnished thereby limited the extent of bulky goods and furniture that students are required to bring with them.

4.8 It is understood that a contingent of students regularly choose to remain at the university premises throughout holiday periods, to work on a short courses, for instance, this will also reduce demand for pick up/ drop off facilities.

Servicing

4.9 The servicing area to the rear of the property will be maintained to accommodate servicing movements for the redeveloped scheme which will be accessed in the same fashion from Ridgmount Street. This arrangement will keep roads, main entrances and fire escapes clear.

4.10 Refuse will be collected as per the existing arrangements between RADA and the London Borough of Camden.

5.0 Effect of Development

5.1 The TRICS database was analysed in order to estimate the likely number of trips associated with the proposals to accommodate 60 resident students within the development. This is considered to be a robust analysis as education space is provided in the same building and therefore most resident students won't need to leave the development to attend lectures and rehearsals. The student flatted development sites selected from TRICS are as follows:

- Student Flats – Old Street, 146 residents; and,
- Student Flats – Shadwell, 100 residents.

5.2 Table 5.1 summarises the all mode trip rates generated from the TRICS sites in Shadwell and Old Street. Full TRICs output reports are provided at **Appendix D.**

Peak Hour	All Mode Trip Rates per bedroom		
	Inbound	Outbound	Total
Morning Peak	0.012	0.122	0.134
Evening Peak	0.159	0.093	0.252
Daily Total	0.841	0.986	1.827

Table 5.1 all mode trip rates for student development in Inner London

5.3 Table 5.2 summarises the all mode trip rates applied to the proposals at RADA comprising 60 student bedrooms.

Peak Hour	All Mode Trips		
	Inbound	Outbound	Total
Morning Peak	1	7	8
Evening Peak	10	6	15
Daily Total	50	59	110

Table 5.2 – Trip rates applied to 60 unit scheme.

5.4 With regards to the opening up of the refectory to public use, it is expected that this will only attract linked trips and customers already passing the site; it is not considered that this element of the development will create any new trips.

Summary

5.5 The TRICS analysis suggests that the student residential development will generate 110 total person trips per day. However, it is not anticipated that the development will create a material change in the volume of trips the site attracts; this is due to 60 less students having to travel to the site each day for study purposes.

6.0 Summary and Conclusions

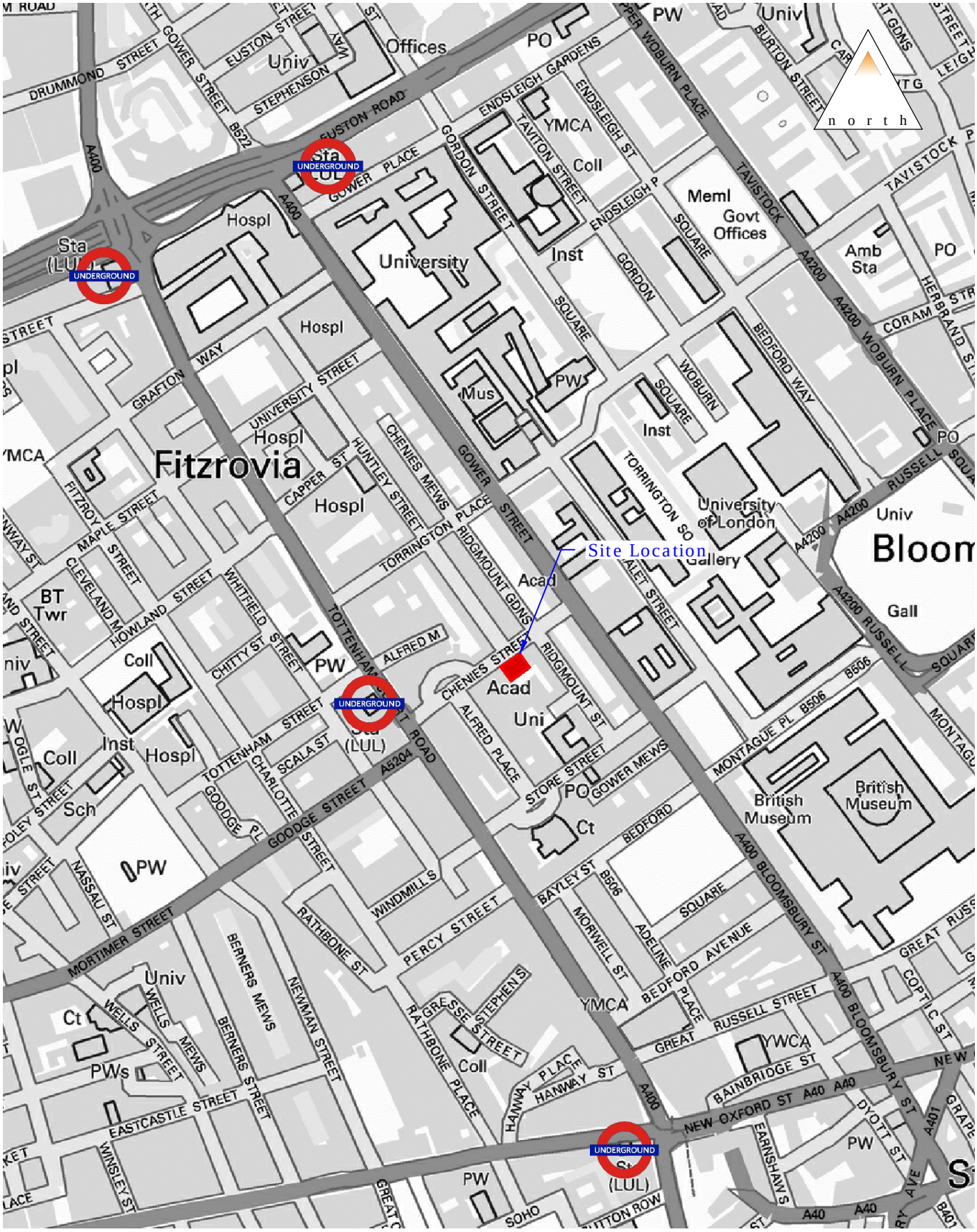
6.1 This Transport Statement has been prepared by Motion on behalf of Royal Academy of Dramatic Art to consider the transport and highway matters relating to the development proposals at Chenies Street within the London Borough of Camden.

6.2 In summary it is considered that:

- The site benefits from excellent access to public transport, cycle hire facilities and car clubs as well as a range of local amenities located within a walkable and cycleable distance;
- The development would not result in a material increase in trips;
- Student drop off / pick up will be managed and will operate through the Pay and Display bays to the immediate frontage of the site;
- The yard to the rear of the property will continue to accommodate servicing movements from the access on Ridgmount Street in the same manner as present; and
- The Pay and Display bays adjacent to the site frontage will accommodate student drop off and pick up.

6.3 It is therefore considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Figures



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Project:
RADA, Chenies Street

Title:
Site Location Plan

Scale: NTS (@ A4)

Drawing: 150838-01

Revision: -

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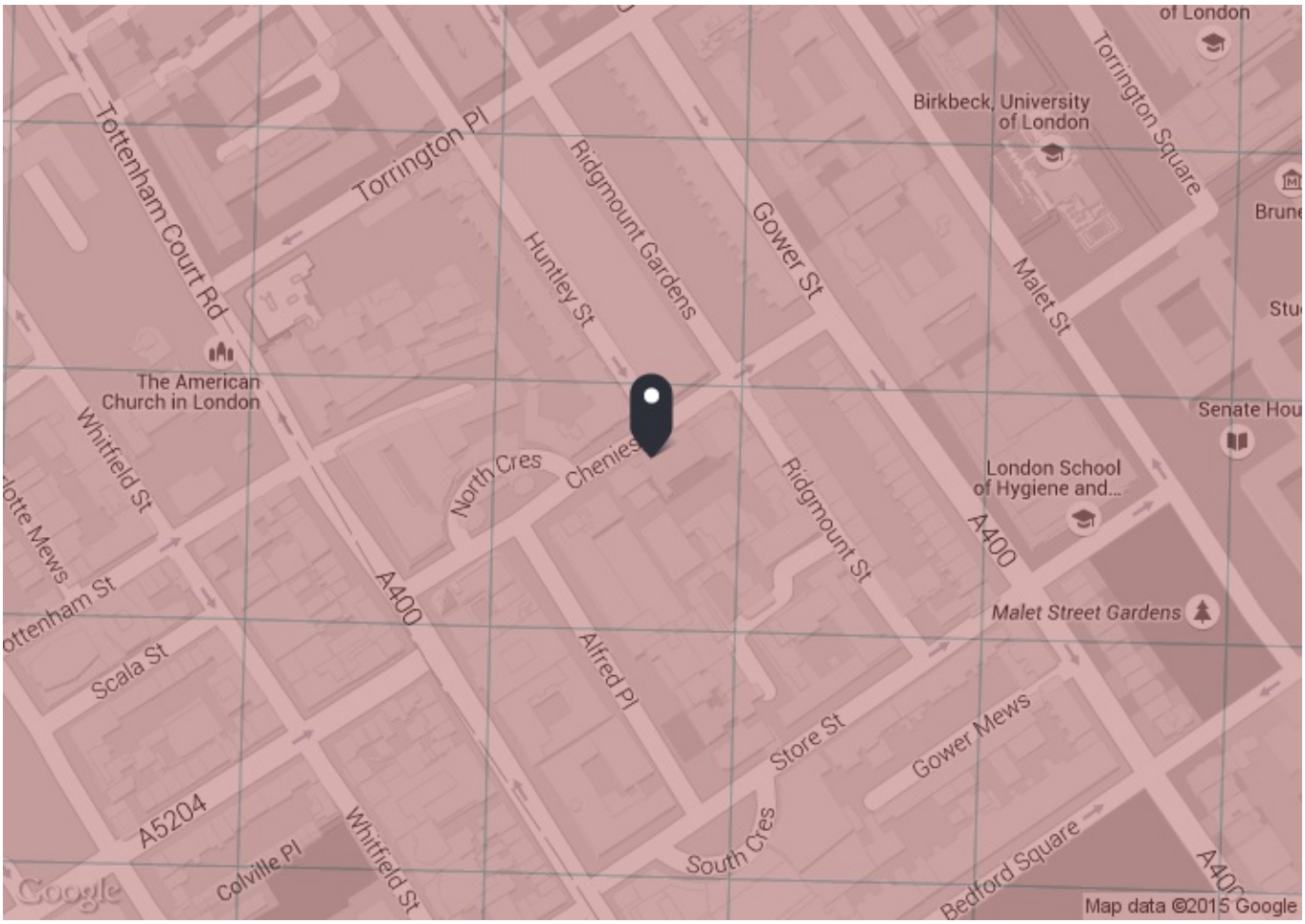
Appendix A

PTAL Output Report

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
6b

Easting: 529661, Northing: 181864

Grid Cell: 87365

Report generated: 02/09/2015

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	TOTTENHAM CT RD DOMINION	98	536.29	9	6.7	5.33	12.04	2.49	0.5	1.25
Bus	HYG & TROP MEDICINE SCHL	10	157.83	4.5	1.97	8.67	10.64	2.82	0.5	1.41
Bus	HYG & TROP MEDICINE SCHL	24	157.83	10	1.97	5	6.97	4.3	0.5	2.15
Bus	HYG & TROP MEDICINE SCHL	134	157.83	12	1.97	4.5	6.47	4.63	0.5	2.32
Bus	HYG & TROP MEDICINE SCHL	390	157.83	8	1.97	5.75	7.72	3.88	0.5	1.94
Bus	HYG & TROP MEDICINE SCHL	73	157.83	18	1.97	3.67	5.64	5.32	0.5	2.66
Bus	HYG & TROP MEDICINE SCHL	29	157.83	15	1.97	4	5.97	5.02	0.5	2.51
Bus	HYG & TROP MEDICINE SCHL	14	157.83	13	1.97	4.31	6.28	4.78	0.5	2.39
Bus	CHENIES STREET	8	48.76	10	0.61	5	5.61	5.35	1	5.35
LUL	Tottenham Court Road	'Epping-Ealing '	642.09	3	8.03	10.75	18.78	1.6	0.5	0.8
LUL	Tottenham Court Road	'Epping-Wruislip '	642.09	3	8.03	10.75	18.78	1.6	0.5	0.8
LUL	Tottenham Court Road	'RuislipGar-Epping '	642.09	1	8.03	30.75	38.78	0.77	0.5	0.39
LUL	Tottenham Court Road	'WhiteCity-Epping '	642.09	0.33	8.03	91.66	99.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Epping-NActon '	642.09	1	8.03	30.75	38.78	0.77	0.5	0.39
LUL	Tottenham Court Road	'Northolt-Epping '	642.09	0.67	8.03	45.53	53.55	0.56	0.5	0.28
LUL	Tottenham Court Road	'Debden-WRuislip '	642.09	0.33	8.03	91.66	99.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'WhiteCity-Debden '	642.09	0.33	8.03	91.66	99.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Debden-Northolt '	642.09	1	8.03	30.75	38.78	0.77	0.5	0.39
LUL	Tottenham Court Road	'RuislipGdns-Debden '	642.09	0.33	8.03	91.66	99.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Loughton-WRuislip '	642.09	1	8.03	30.75	38.78	0.77	0.5	0.39
LUL	Tottenham Court Road	'NActon-Loughton '	642.09	0.67	8.03	45.53	53.55	0.56	0.5	0.28
LUL	Tottenham Court Road	'RuislipGdns-Loughton'	642.09	0.67	8.03	45.53	53.55	0.56	0.5	0.28
LUL	Tottenham Court Road	'Loughton-WhiteCity'	642.09	0.67	8.03	45.53	53.55	0.56	0.5	0.28
LUL	Tottenham Court Road	'Loughton-Northolt '	642.09	0.33	8.03	91.66	99.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Loughton '	642.09	1	8.03	30.75	38.78	0.77	0.5	0.39
LUL	Tottenham Court Road	'Ealing-NewburyPark '	642.09	0.67	8.03	45.53	53.55	0.56	0.5	0.28
LUL	Tottenham Court Road	'WRuislip-NewburyPark'	642.09	0.33	8.03	91.66	99.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'NActon-NewburyPark '	642.09	0.33	8.03	91.66	99.69	0.3	0.5	0.15
LUL	Tottenham Court Road	'Hainault-Ealing '	642.09	5.33	8.03	6.38	14.4	2.08	0.5	1.04
LUL	Tottenham Court Road	'Hainault-Nacton '	642.09	1.33	8.03	23.31	31.33	0.96	0.5	0.48
LUL	Tottenham Court Road	'Hainault-WRuislip '	642.09	3.33	8.03	9.76	17.79	1.69	0.5	0.84
LUL	Tottenham Court Road	'WhiteCity-Hainault '	642.09	1.67	8.03	18.71	26.74	1.12	0.5	0.56
LUL	Tottenham Court Road	'Hainault-NP-Northolt'	642.09	1	8.03	30.75	38.78	0.77	0.5	0.39
LUL	Tottenham Court Road	'GrangeHill-WD-Eal '	642.09	1	8.03	30.75	38.78	0.77	0.5	0.39
LUL	Tottenham Court Road	'GrangeHill-Wdfd-Whit'	642.09	0.67	8.03	45.53	53.55	0.56	0.5	0.28
LUL	Tottenham Court Road	'GrangeHill-Wdfd-WRsp'	642.09	0.67	8.03	45.53	53.55	0.56	0.5	0.28
LUL	Tottenham Court Road	'Hain-NP-RuislipGdns '	804.23	0.67	10.05	45.53	55.58	0.54	0.5	0.27
LUL	Warren Street	'Brixton-WalthamstowC'	711.4	15.67	8.89	2.66	11.56	2.6	0.5	1.3
LUL	Warren Street	'SevenSisters-Brixton'	711.4	11.67	8.89	3.32	12.21	2.46	0.5	1.23
LUL	Goodge Street	'Morden-Edgware '	153.79	4.67	1.92	7.17	9.1	3.3	0.5	1.65
LUL	Goodge Street	'HighBarnet-Morden '	153.79	0.33	1.92	91.66	93.58	0.32	0.5	0.16
LUL	Goodge Street	'Kennington-Edgware '	153.79	14.67	1.92	2.79	4.72	6.36	1	6.36
LUL	Goodge Street	'HighBarnet-Kenningt '	153.79	5.33	1.92	6.38	8.3	3.61	0.5	1.81
LUL	Goodge Street	'MillHill-Morden '	153.79	1.67	1.92	18.71	20.64	1.45	0.5	0.73
LUL	Goodge Street	'MillHillE-Kenningt '	153.79	1.67	1.92	18.71	20.64	1.45	0.5	0.73
LUL	Euston Square	'Hammersmith-Edgware '	762.46	6	9.53	5.75	15.28	1.96	0.5	0.98
LUL	Euston Square	'Barking-Hammersmith '	762.46	6.34	9.53	5.48	15.01	2	0.5	1
LUL	Euston Square	'Hammersmith-Plaistow'	762.46	1	9.53	30.75	40.28	0.74	0.5	0.37
LUL	Euston Square	'Amer-AldgateFast '	762.46	1	9.53	30.75	40.28	0.74	0.5	0.37
LUL	Euston Square	'Ches-AldgateFast '	762.46	2	9.53	15.75	25.28	1.19	0.5	0.59
LUL	Euston Square	'Uxbridge-AldSlow '	762.46	5.33	9.53	6.38	15.91	1.89	0.5	0.94
LUL	Euston Square	'Watford-AldSfast '	762.46	3.67	9.53	8.92	18.46	1.63	0.5	0.81
LUL	Euston Square	'Aldg-WatfordSlow '	762.46	3.67	9.53	8.92	18.46	1.63	0.5	0.81
LUL	Euston Square	'Ald-HarrowHill '	762.46	1.33	9.53	23.31	32.84	0.91	0.5	0.46
									Total Grid Cell AI:	**52.8**

Appendix B

TfL Bus Spider Map

Buses from Goodge Street

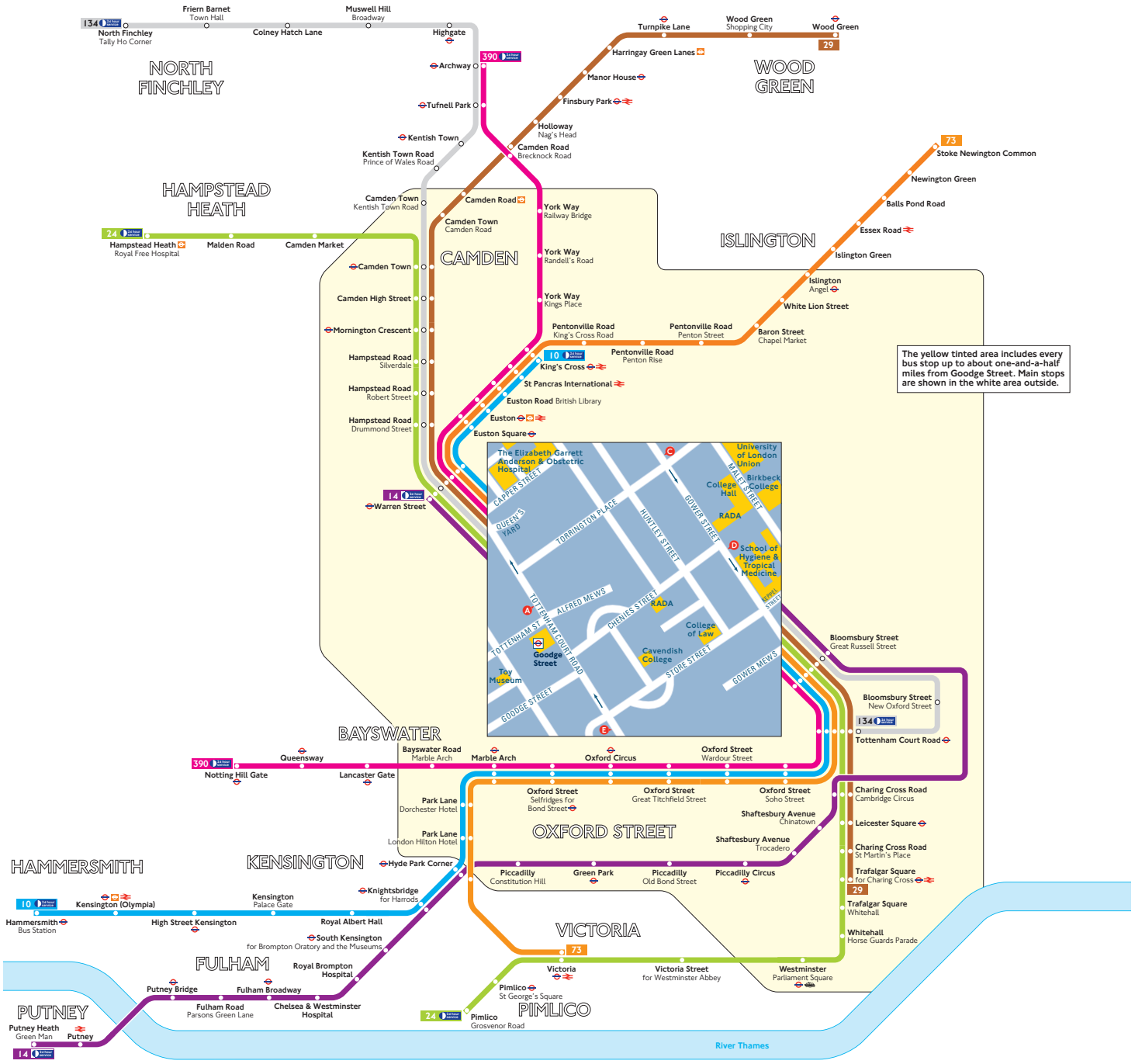
Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
10 (24 hour service)	Hammersmith	C D
	King's Cross	A E
14 (24 hour service)	Putney Heath	C D
	Warren Street	A E
24 (24 hour service)	Hampstead Heath	A E
	Pimlico	C D
29	Trafalgar Square	C D
	Wood Green	A E
73	Stoke Newington	A E
	Victoria	C D
134 (24 hour service)	North Finchley	A E
	Tottenham Court Road	C D
390 (24 hour service)	Archway	A E
	Notting Hill Gate	C D

Night buses

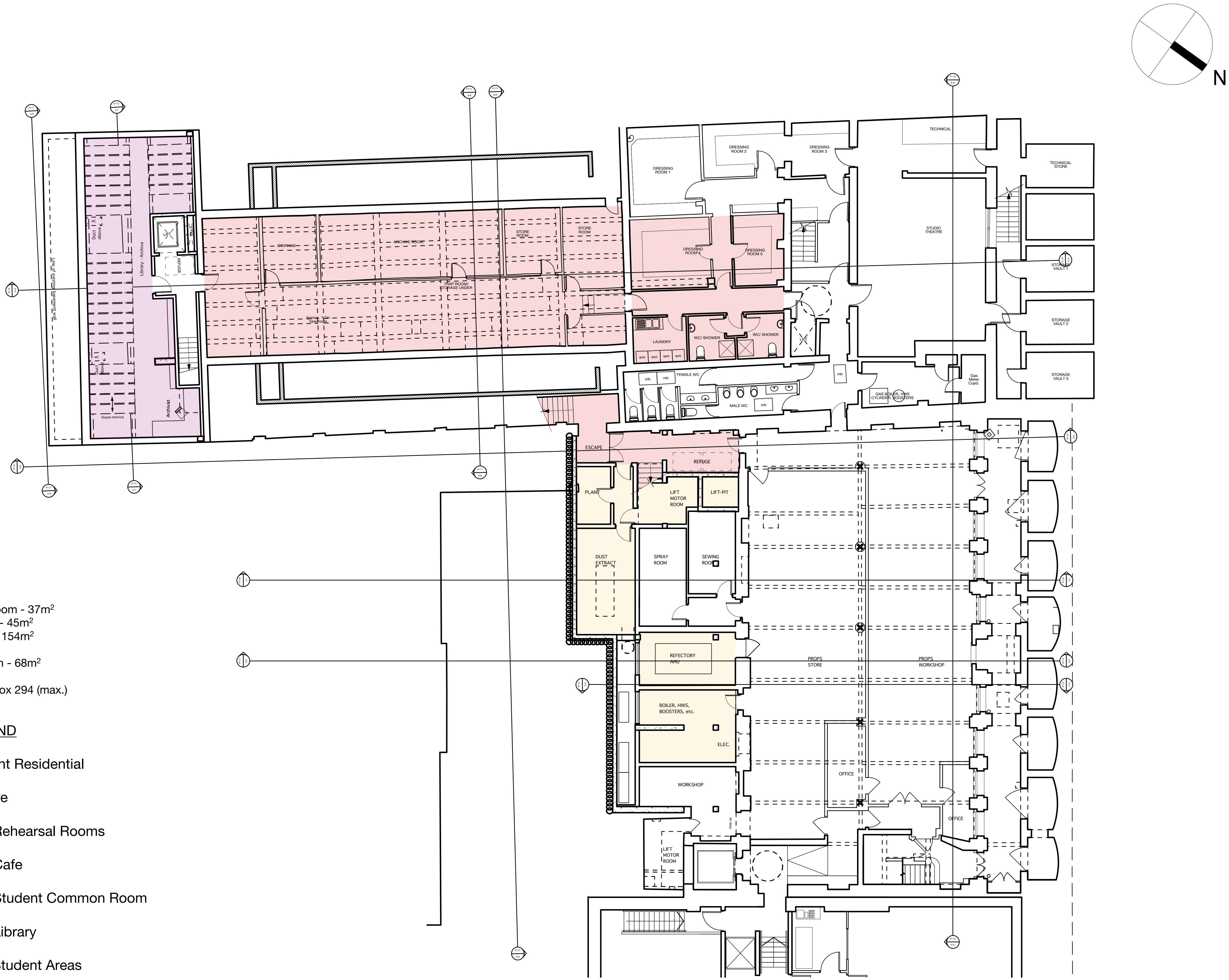
For night bus information, please see separate poster



Information correct from September 2012

Appendix C

Proposed Basement and Ground Floor Layout



As Proposed Areas

Library - 217m^2
Student Common Room - 37m^2
Kitchen and Servery - 45m^2
Bar/Cafe (Canteen) - 154m^2

New Rehearsal Room - 68m^2

Theatre Seats - Approx 294 (max.)

LEGEND

- Student Residential
- Theatre
- New Rehearsal Rooms
- New Cafe
- New Student Common Room
- New Library
- Non-Student Areas

GENERAL NOTES

Do not scale from this drawing.
All dimensions, levels, fixings and weatherings to be checked on site.
This drawing must not be used for land transfer purposes, or for construction purposes unless accompanied by an Architect's Instruction.

REVISIONS

REV	DATE	NOTES
A	Oct 2012	Client Amendments
B		Client Amendments
C	Nov 2012	Client Amendments
D	Jan 2013	Areas Amended
E	Jul 2014	Student Residential layout amended. Theatre Escape added.
F	Sept 2014	Northpoint added, Section Lines updated.
G	Jan 2015	Layout amended.
H	Mar 2015	Amendments to layout following Building Regs check. Sub-basement plan added.
J		Nos. 16 & 18 layout updated.
K	Apr 2015	Nos. 16 & 18 layout updated.
L		Library floor plan updated following meeting with Str. Engineer. Proposed areas updated.
M	May 2015	Str. detail added. Rear nos. 16 & 18 amended.
N	Aug 2015	Layout Revised.

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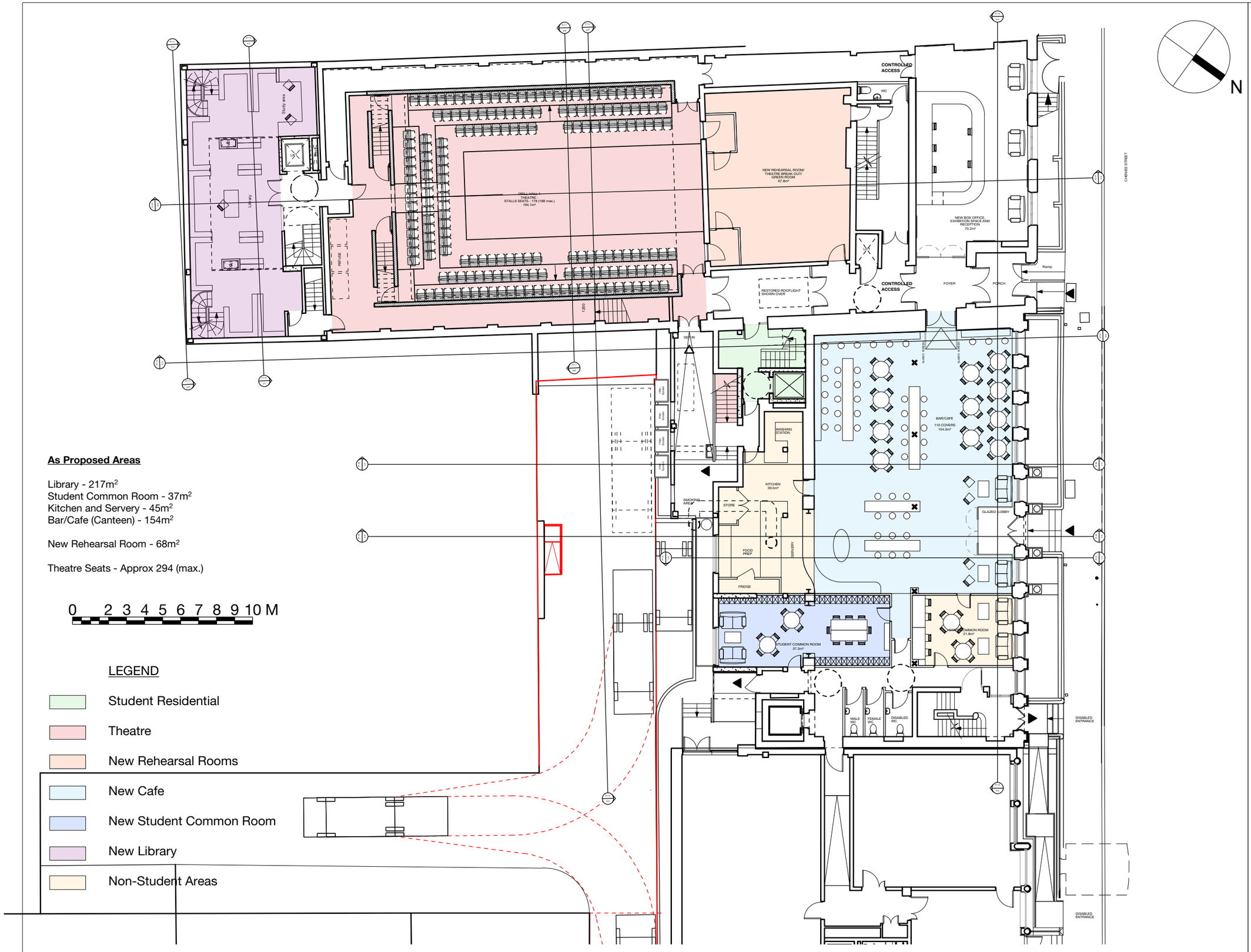
JOB TITLE

The Richard Attenborough Theatre and Associated Development for RADA 16-18 Chenies Street WC1

DRAWING TITLE

As Proposed Basement Floor Plan

DRAWN	DATE	
TW	Sept 2012	
SCALE		
1:100 @ A1 1:200 @ A3		
JOB NR	DRAWING NR	REV
3769	**P101**	**N**



N

As Proposed Areas

Library - 217m²
Student Common Room - 37m²
Kitchen and Servery - 45m²
Bar/Cafe (Canteen) - 154m²

New Rehearsal Room - 68m²

Theatre Seats - Approx 294 (max.)

0 2 3 4 5 6 7 8 9 10 M

LEGEND

- Student Residential
- Theatre
- New Rehearsal Rooms
- New Cafe
- New Student Common Room
- New Library
- Non-Student Areas

GENERAL NOTES

Do not scale from this drawing.
All dimensions, levels, fixings and weatherings to be checked on site.
This drawing must not be used for land transfer purposes, or for construction purposes unless accompanied by an Architect's Instruction.

REVISIONS

REV	DATE	NOTES
A	Oct 2012	Client Amendments
B		Client Amendments
C	Nov 2012	Client Amendments
D		Client Amendments
E	Jan 2013	Client Amendments
F	Jul 2014	Amendments to Accommodation
G	Aug 2014	Northpoint added, Section Lines updated.
H	Jan 2015	Layout amended.
J	Feb 2015	Commercial vehicle turning radius added.
K	Mar 2015	Amendments to layout following Building Regs check.
L		Scale bar added. No. 18 layout updated.
M	Apr 2015	Theatre layout updated.
N		Library floor plan updated following meeting with Str. Engineer. Proposed areas updated.
P	May 2015	Str. detail added. Rear no. 16 amended.
Q	Aug 2015	Layout Revised.

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JOB TITLE

The Richard Attenborough Theatre and Associated Development for RADA 16-18 Chenies Street WC1

DRAWING TITLE

As Proposed Ground Floor Plan

DRAWN	DATE
TW	Sept 2012

SCALE
1:100 @ A1
1:200 @ A3

JOB NR	DRAWING NR	REV
3769	P102	Q

Appendix D

Full TRICS Output

Calculation Reference: AUDIT-734001-150911-0939

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	1 days
	TH	TOWER HAMLETS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of residents
Actual Range:	100 to 146 (units:)
Range Selected by User:	100 to 146 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 07/12/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
25,001 to 50,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
125,001 to 250,000 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 IS-03-G-01 STUDENT FLATS ISLINGTON
OLD STREET

ST LUKE'S
Edge of Town Centre
Built-Up Zone
Total Number of residents: 146
Survey date: FRIDAY 07/12/12 Survey Type: MANUAL

2 TH-03-G-01 STUDENT FLATS TOWER HAMLETS
KING DAVID LANE

SHADWELL
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of residents: 100
Survey date: FRIDAY 07/12/12 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	123	0.000	2	123	0.000	2	123	0.000
08:00 - 09:00	2	123	0.000	2	123	0.004	2	123	0.004
09:00 - 10:00	2	123	0.000	2	123	0.000	2	123	0.000
10:00 - 11:00	2	123	0.004	2	123	0.004	2	123	0.008
11:00 - 12:00	2	123	0.000	2	123	0.004	2	123	0.004
12:00 - 13:00	2	123	0.004	2	123	0.008	2	123	0.012
13:00 - 14:00	2	123	0.004	2	123	0.000	2	123	0.004
14:00 - 15:00	2	123	0.012	2	123	0.012	2	123	0.024
15:00 - 16:00	2	123	0.000	2	123	0.000	2	123	0.000
16:00 - 17:00	2	123	0.016	2	123	0.008	2	123	0.024
17:00 - 18:00	2	123	0.008	2	123	0.000	2	123	0.008
18:00 - 19:00	2	123	0.004	2	123	0.008	2	123	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.048			0.100

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	100 - 146 (units:)
Survey date date range:	01/01/07 - 07/12/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	123	0.004	2	123	0.012	2	123	0.016
08:00 - 09:00	2	123	0.000	2	123	0.045	2	123	0.045
09:00 - 10:00	2	123	0.012	2	123	0.122	2	123	0.134
10:00 - 11:00	2	123	0.016	2	123	0.069	2	123	0.085
11:00 - 12:00	2	123	0.073	2	123	0.081	2	123	0.154
12:00 - 13:00	2	123	0.061	2	123	0.118	2	123	0.179
13:00 - 14:00	2	123	0.077	2	123	0.085	2	123	0.162
14:00 - 15:00	2	123	0.073	2	123	0.118	2	123	0.191
15:00 - 16:00	2	123	0.089	2	123	0.065	2	123	0.154
16:00 - 17:00	2	123	0.159	2	123	0.093	2	123	0.252
17:00 - 18:00	2	123	0.159	2	123	0.089	2	123	0.248
18:00 - 19:00	2	123	0.118	2	123	0.089	2	123	0.207
19:00 - 20:00	1	100	0.000	1	100	0.000	1	100	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.841			0.986			1.827

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	100 - 146 (units:)
Survey date date range:	01/01/07 - 07/12/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.