STOMP

Show	Date	Availability	
Stomp	Mon Sep 21 2015 - 8:00 PM		Buy
Stomp	Thu Sep 24 2015 - 3:00 PM		Buy
Stomp	Thu Sep 24 2015 - 8:00 PM		Buy
NYT: Wuthering Heights (Preview)	Fri Sep 25 2015 - 2:30 PM		Buy
Stomp	Fri Sep 25 2015 - 8:00 PM		Buy
Stomp	Sat Sep 26 2015 - 3:00 PM		Buy
Stomp	Sat Sep 26 2015 - 8:00 PM		Buy
Stomp	Sun Sep 27 2015 - 3:00 PM		Buy
Stomp	Sun Sep 27 2015 - 6:00 PM		Buy

Groups

For Information on Group bookings for Stomp of 10+ please call the Box Office on 0844 811 2334. Group rates are available Monday and Thursday- Matinee & Evening (not valid during peak weeks)

Home Tickets Mousetrap History We Recommend Merchandise The Theatre Find Us Contact Us Help

Show Search Go Event Dates 21-09-2015 12:00 AM to 28-09-2015 12:00 AM Go

searchresults

Show	Date	Availability	
The Mousetrap	Mon Sep 21 2015 - 7:30 PM		Buy Now!
The Mousetrap	Tue Sep 22 2015 - 3:00 PM		Buy Now!
The Mousetrap	Tue Sep 22 2015 - 7:30 PM		Buy Now!
The Mousetrap	Wed Sep 23 2015 - 7:30 PM		Buy Now!
The Mousetrap	Thu Sep 24 2015 - 7:30 PM		Buy Now!
The Mousetrap	Fri Sep 25 2015 - 7:30 PM		Buy Now!
The Mousetrap	Sat Sep 26 2015 - 4:00 PM		Buy Now!
The Mousetrap	Sat Sep 26 2015 - 7:30 PM		Buy Now!

Privacy Policy Terms and Conditions

APPENDIX D2: Pedestrian Activity Survey Results

Client: Mayer Brown Limited

Project Number: TSP12358

Project Name: West Street, Camden

Survey Type: Pedestrian Surveys

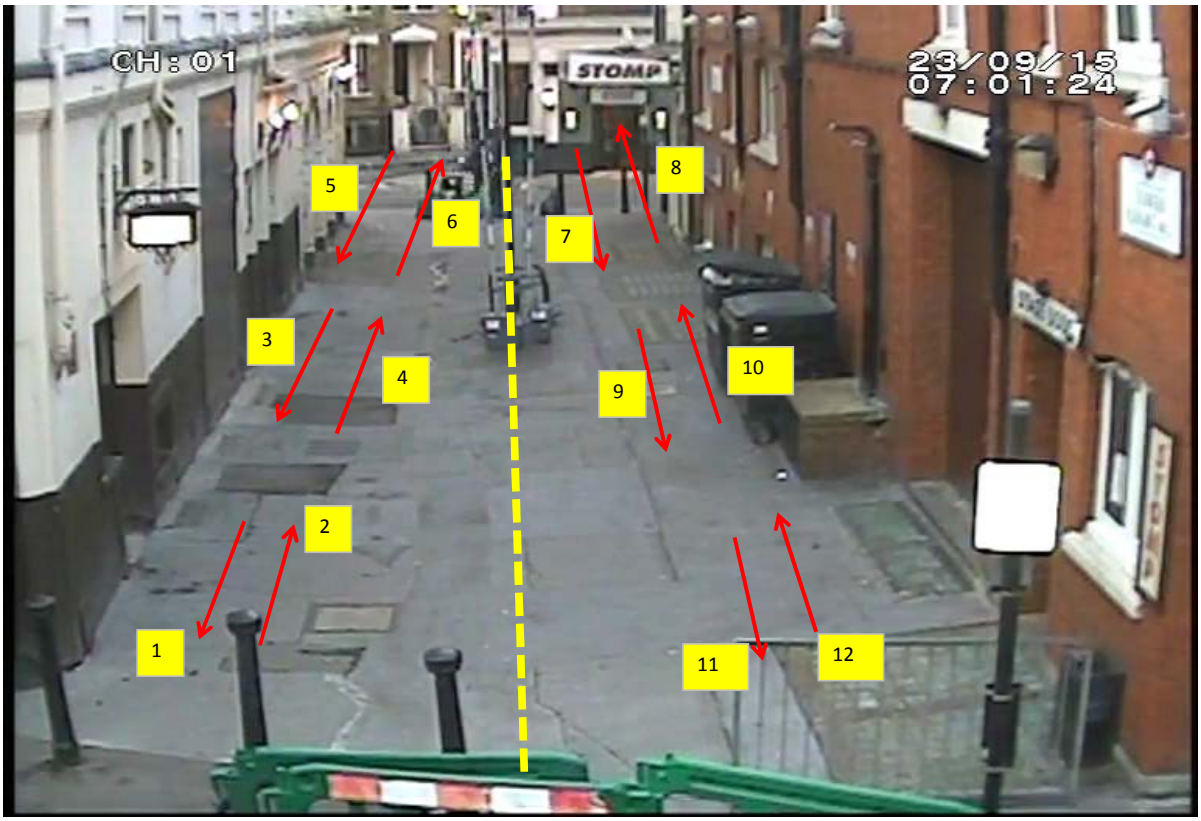
Survey Date: 21st - 27th September 2015

Survey Time: 08:00-10:00, 16:30-18:30 and 21:30-22:30

Weather:

Comments:

Project Number: **TSP12358**
Project Name: **West Street, Camden**
Survey Type: **Pedestrian Surveys**
Site No: **1**
Location: **West Street**



Project Number: **TSP12358**
Project Name: **West Street, Camden**
Survey Type: **Pedestrian Surveys**
Site No: **1**
Survey Date: **21/09/2015**
Location: **West Street**

Time	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
08:00	3		2		2		2		2		1		12
08:05	2		1		1		1		1				6
08:10	1	2	1	2	1	2		1		1		1	12
08:15		2						2		2			6
08:20	3	1	2	1	3	1	1		2				14
08:25	1	2					2	3	2	3	2	1	16
08:30	4	1	1		1		4	2	4	2			19
08:35	2	4	2	4	2	2		3		1		2	22
08:40	2	2	2		3		1	3	2	3	1		19
08:45	3	4	2		4	1	2	3	2	4			25
08:50	1				2	2	1	1	2		1		10
08:55	1	1	1				1	1		1		1	7
H/Total	23	19	14	7	19	8	15	19	17	17	5	5	168
09:00	3	1	2	1	2	1	4	3	2	1	1		21
09:05	2	1	1	1	1		3	3	2	1	1	1	17
09:10	2		3	2	5	3	1	1			1	2	20
09:15	3	1	3		3		2	2		1			15
09:20	4	3	4	3	5	2		2	1		1		25
09:25	1	4	1	3	1	2	3	3	3	3	2	1	27
09:30	1				1		2	1	3	1	1		10
09:35	1	1	1	1	2	1			1		1		9
09:40							1		1		1		3
09:45	4	2	4	1			4	1	1	2	1	1	21
09:50		2	2	3	3	3		1			1		15
09:55	4	2	5	3	7	3	1		2		3	1	31
H/Total	25	17	26	18	30	15	21	17	16	9	14	6	214
16:30	4	1	3	3			4	4	1	1		1	22
16:35	2	2	4	2	2		3	3	1	1		1	21
16:40	1	2	1	2	1	2		2		2	1	2	16
16:45	1	1		1			1	3	1	2	1	1	12
16:50	2	2	2	1			3	2	1	1	1	1	16
16:55	1		1	1	2	1		1	1	2	1	2	13
HH/Total	11	8	11	10	5	3	11	15	5	9	4	8	100
17:00	2	2	1	2	1	2	3	1	3		1		18
17:05		1		2		1	2	2	1		1		10
17:10	4	1	3	1	2	1	4		3		2		21
17:15	5	3	4	3	2	5	1		4	1	2		30
17:20	2	2	2	2		2	5	1	3	1	3	1	24
17:25	1	2	2	1		2	3	1	1	2		1	16
17:30	2	4	4	2	2	2	4	3	1	4	1	1	30
17:35	7	4	5	5	2	3	8	2	5	2	3	1	47
17:40	2	2	2	2	1	1	2	4	1				17
17:45	9	1	9	1	6	1	5	1	2	1			36
17:50		2	1	1		1	1	3	1	3		2	15
17:55	1	1	1	3		1	3	2	2	1	1	1	17
H/Total	35	25	34	25	16	22	41	20	27	15	14	7	281
18:00	3	5	3	5	3	5		2		2		2	30
18:05	6	2	6	1	4		4	3	1	2		1	30
18:10	2	6	2	5	2		3	6	4	2	1		33
18:15	1	4	1	4		6	1	4		3		2	26
18:20	6	1	4	1		1	7		3				23
18:25		2	1		1								4
HH/Total	18	20	17	16	10	12	15	15	8	9	1	5	146
21:30	2		2				3	1	1	2	1	2	14
21:35							1						1
21:40	1		1		1	50	4		2		2		61
21:45	5	1	5	2	4	15	1	15	1	3	1	4	57
21:50	2	2	2	1	2	3	1	6	1	1	1		22
21:55		5	1	5	1	53		26	1	1			93
HH/Total	10	8	11	8	8	121	10	48	6	7	5	6	248
22:00	2	1						3		2			8
22:05	1	2		2		2	3		3	1	1		15
22:10		4		3		4		2		2			15
22:15	2												2
22:20								2		2		2	6
22:25		1						1		1			3
HH/Total	5	8	0	5	0	6	3	8	3	8	1	2	49
TOTAL	127	105	113	89	88	187	116	142	82	74	44	39	1206

Project Number: **TSP12358**
Project Name: **West Street, Camden**
Survey Type: **Pedestrian Surveys**
Site No: **1**
Survey Date: **22/09/2015**
Location: **West Street**

Time	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
08:00	2		2		1		1						6
08:05		1		1						1			3
08:10	1								1				2
08:15	4	2	2	1	2		1	2	1	2		1	18
08:20	1	2		1			2	1	2	1			10
08:25		1	1	1	1			1			1		6
08:30	1						1		1				3
08:35	2		2		3			1	1	1			10
08:40	1	1	1		1		2		2		1		9
08:45	2	2	2	2	3	2		1		2		4	20
08:50	3	2	3	1			2						11
08:55	1		1	1	1	1	3	1	3			1	13
H/Total	18	11	14	8	12	3	12	7	11	7	2	6	111
09:00		2			1			1	1	1		1	7
09:05	3	1	3	1	3	1	2		2		1	1	18
09:10	1		1		1		1		1				5
09:15	1		3	1	4	1	1				3	1	15
09:20		1	1				2	4	2	3	3	2	18
09:25	3	1	3	2	2	2	2		1	1		2	19
09:30	1	4	1				2	3	1	3			15
09:35	3	1	2	1	2	1	2		2		1		15
09:40	1		2		1		1						5
09:45	3	2	1	1	1	1	3	1	3	1	2		19
09:50		1	1	2	1	1		1			1		8
09:55	1		2		1		1		1		2		8
H/Total	17	13	20	8	17	7	17	10	14	9	13	7	152
16:30	4	2	3	1	1	1	3	2	3	4	1	3	28
16:35	3	1	2		1		1	2		1			11
16:40	3	2	5	4	3	1	3	4	1	1	1	3	31
16:45	5	3	5	4	5	2	5	2	3	1	2	1	38
16:50	1		2	2	1		2	2				1	11
16:55	2	2	5	4	5	2	2	1	2	3	1		29
HH/Total	18	10	22	15	16	6	16	13	9	10	5	8	148
17:00	2	4	1	5			2	5	1		3	1	24
17:05	1	4		3		1	5	2	2		1		19
17:10	8	4		4	1	1	11	7	11	2		1	50
17:15	4	1	3	1	3	1	2	1	2	1			19
17:20	5	2		1		1	1	7	1			1	19
17:25	11	5	6	6	5	7	4	13	6	1	1		65
17:30	4	5	2	4	1	3	1	4	1	1	1		27
17:35	1	2	1	6	1	4		3			1	2	21
17:40							1		1				2
17:45	1	1	2	1	2	1	1	1	1		1		12
17:50	1	1	2	3	1	3							11
17:55	2	3	1	2		1	2	3	1	2	1		18
H/Total	40	32	18	36	14	23	30	46	27	7	9	5	287
18:00	14	2	4	2	4	2	2		2				32
18:05	8	3	6	4	4	4	5	1	3	1	2	1	42
18:10	9	5	2	6		3	6	5	3	2			41
18:15	2	1	3	2	3	1	1	3	1	2		2	21
18:20	4	3	1	2		2	5	1	2	1		3	24
18:25	5	1	3	1	2	1	4	2	1				20
HH/Total	42	15	19	17	13	13	23	12	12	6	2	6	180
TOTAL	135	81	93	84	72	52	98	88	73	39	31	32	878

Project Number: **TSP12358**
Project Name: **West Street, Camden**
Survey Type: **Pedestrian Surveys**
Site No: **1**
Survey Date: **23/09/2015**
Location: **West Street**

Time	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
08:00	1	1			1			1	1				5
08:05		1		1				3		2		1	8
08:10		1									1		2
08:15	2	1	1	1		1	2		1				9
08:20	1	1	1	2	1	2	3	1	1		1	2	16
08:25	2	1	2		2			2		1			10
08:30	1	2	1	2	1	1		2		1		1	12
08:35	2	2	1		2		1	2	1	2			13
08:40	2		2		1		1		1		1		8
08:45	2	3	2	2	2	2	1	1		2			17
08:50	2		2		2		1		1		1	1	10
08:55	3	1	3		3		1						11
H/Total	18	14	15	8	15	6	10	12	6	8	4	5	121
09:00		1	1	1		1	1	2	1	1		2	11
09:05	1	2	1		1		1	2		3		5	16
09:10	4		4		2		3				2	1	16
09:15	1	2	1				1	3	2	4	1	4	19
09:20		2	2	2	4	1	4	3	6	2	1	1	28
09:25	2	2	2	1	3	1	3	2	4	2	1	1	24
09:30			1		2	1	1	2	3	2	1	4	17
09:35	2		2	1		1	8	1	5		3	4	27
09:40	3	1	2				2	3		4		2	17
09:45								1				1	2
09:50		2		1	1	1	3		2		1	1	12
09:55	2	4	3	3	2		2	4	1	2	2	1	26
H/Total	15	16	19	9	15	6	29	23	24	20	12	27	215
16:30	1	2	1	1		1	2	1	1	2		1	13
16:35	3	1	1	1	1		2	1	1				11
16:40	6	1	7		5		8	3	2	2	1	1	36
16:45	7	1			5		12	6	8	2	1		42
16:50	4	4	1	6	4	4	4	15	4	3	2	3	54
16:55	3	3	5	2	3	2	5	5	1				29
HH/Total	24	12	15	10	18	7	33	31	17	9	4	5	185
17:00	6	3	4	3	1	5	8		3	1		1	35
17:05	4	2	1	1	5	2	3	4	4	3	1	1	31
17:10	5	4	5	4	4	5	7	3	4	4	1	4	50
17:15	2	1	3	2	3	5	6	7	3	6	3	6	47
17:20	1		2	2	1	4	1	4		3		3	21
17:25	1	1		2		2	2	2	2	2	1	2	17
17:30	5		1	1	1	1	3	3	3	3	2	2	25
17:35		7		4		4		1		11		1	28
17:40	2	2	1	3		3	4	3	1	3		4	26
17:45	2	1	2	4	4	4	1	7	3	4	2	3	37
17:50	1	5		5	2		2	6	2	1	1	2	27
17:55	2	4	3	3	3	3	2	1	1		2	2	26
H/Total	31	30	22	34	24	38	39	41	26	41	13	31	370
18:00	6	2	3	1	3	2	3	1	3	1			25
18:05	4	4	5	7	2	2	4	4	2		1	1	36
18:10	4	4	4	5	4	6	2		1		2		32
18:15	6	4	2	2	3	3	8	2	6	3	1		40
18:20	4	3	3	2	1	4	5	1	4		4	1	32
18:25	7	5	8	1	7	1	6	4	2	3		7	51
HH/Total	31	22	25	18	20	18	28	12	18	7	8	9	216
TOTAL	119	94	96	79	92	75	139	119	91	85	41	77	1107

Project Number: **TSP12358**
Project Name: **West Street, Camden**
Survey Type: **Pedestrian Surveys**
Site No: **1**
Survey Date: **24/09/2015**
Location: **West Street**

Time	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
08:00								2					2
08:05	1		1		1	1	1		1		2	1	9
08:10	1		1		1								3
08:15		2		2		2							6
08:20	2		1		1		2		1			1	8
08:25		1			1			3		1			6
08:30					2								2
08:35	4	1	3		2	2	3	2	1	2		1	21
08:40					1		1	3	1	1	1	1	9
08:45	1	4	1		2			4		5		1	18
08:50	1	2	1	2		1	2	4	1	1			15
08:55					1		1		2		1		5
H/Total	10	10	8	4	12	6	10	18	7	10	4	5	104
09:00	2		2		2		2	2		1		1	12
09:05	2	1	2	1	2	1	1	1				1	12
09:10	1	1	1	1	1	1		1					7
09:15			1	1	2		1	2	1	1	2		11
09:20	2		4		5			2		2	2	2	19
09:25	3	1	2		2		2	1	3	1	2		17
09:30			1		1						1		3
09:35	2	1	2	1	2	2	1		2		2		15
09:40	1		1		1		1	1	1	1	1	1	9
09:45		1		1		1	2		1				6
09:50	2		2		2		1	1	1	1	1	3	14
09:55	1						2	1	2	1	1	1	9
H/Total	16	5	18	5	20	5	13	12	11	8	12	9	134
16:30	4	5	2	5	2	3	3	3	2	1		1	31
16:35		3		3		4		2		3			15
16:40	2	1	2	1	1	24	4	20	6	2		1	64
16:45	22	3	14	3	2	17	8	19	11	3			102
16:50	7	6	9	8	3	40	6	11		2	2		94
16:55	27	5	7	3	1	6	2	12	2	3	4	2	74
HH/Total	62	23	34	23	9	94	23	67	21	14	6	4	380
17:00	3	1		1	1	1	6	3	4	3	2	2	27
17:05	8	8	6	7	8	6	3	3	5	1	3	3	61
17:10	8	4	4	6	1	8	8	5	8	2	2	2	58
17:15	2	4	2	2	2		5	8	5	6		1	37
17:20		1		1			4	6	5	5	1		23
17:25	3	3	5	2	4	1	2	6	2	5	2	4	39
17:30		3		4		2	7	4	5	5	5	1	36
17:35	3	4	3	3	2	3	2	6	3	3	2	3	37
17:40	1	2	1	2	1	2	6	2	1	1		1	20
17:45	5	7	4	6	2	5	4	3	2		1	1	40
17:50	1	6	2	4	1	2	3	5		3		4	31
17:55	3	2	4	2	5	2	1	2	1	2	1	3	28
H/Total	37	45	31	40	27	32	51	53	41	36	19	25	437
18:00		2		2		2	5	4	3	2	2	2	24
18:05	3	3	2	5	4	5	3	2	6	3	3	1	40
18:10		10	3	5	6	2	3	14	4	8	7	7	69
18:15	4	1	5		2		4	2	5	2	1	1	27
18:20	2	4	2	4	4	4	2	2	4	1	4	2	35
18:25	3	5	4	5	4	2	1	9	1	6	2	5	47
HH/Total	12	25	16	21	20	15	18	33	23	22	19	18	242
21:30													0
21:35	1		1		1		2	2	3	1	2	1	14
21:40		3	1	3		25		16	2	1	2		53
21:45	4	1	2	1		58	1	15	4	4	3		93
21:50	5			1		55		28		2	6		97
21:55	12		4	2	1	1	12	3	4	1			40
HH/Total	22	4	8	7	2	139	15	64	13	9	13	1	297
22:00	4		2		2		3	4	3	4	2		24
22:05	2		2		1		2		1	2	1		11
22:10					1	1			1	1	1	1	6
22:15	2						1		1				4
22:20		1		1				1					3
22:25				1		1							2
HH/Total	8	1	4	2	4	2	6	5	6	7	4	1	50
TOTAL	167	113	119	102	94	293	136	252	122	106	77	63	1644

Project Number: **TSP12358**
Project Name: **West Street, Camden**
Survey Type: **Pedestrian Surveys**
Site No: **1**
Survey Date: **25/09/2015**
Location: **West Street**

Time	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
08:00	0	2		1			1	2	1	1	1		9
08:05	0	0											0
08:10	0	1		1		1							3
08:15	0	0					1	1	1	1	1	1	6
08:20	0	1											1
08:25	3	1	2	1	2	1	1		1				12
08:30		1		1				1					3
08:35		1		1			2	2	2	1	2	1	12
08:40	2	3		3			2	3	2				15
08:45	3	1	3		2		1						10
08:50	3	1	4		2		2				1		13
08:55	4	3	4	2	2	1	2	1	2			1	22
H/Total	15	15	13	10	8	3	12	10	9	3	5	3	106
09:00	3	1	3	1	3	1	2	1	2	1			18
09:05	2		2		2			1		1	1	1	10
09:10		3		2		1		1					7
09:15	3		3	1	5			1	2				15
09:20		1						2		3		1	7
09:25	2	2	2	2	1		1	2					12
09:30	3	1	3	1	3	1	2		2		1		17
09:35	1	3		2		2	1	2	1	2	1	2	17
09:40	3		3		1		3		1				11
09:45	1	1	1	2	2	2	1	1	1		1	1	14
09:50	1	2	1	2			2	3	1	1	1	1	15
09:55		2	1	2	1	1		1					8
H/Total	19	16	19	15	18	8	12	15	10	8	5	6	151
16:30	5		5	1	3	2	4	1	5		1	2	29
16:35	7	2	5	3	5	3	5	1	6	2	2		41
16:40	7	1	7		6	1	5	1	5	2	2		37
16:45	1	3	1	2	1	1	5	3	6	5	5		33
16:50	3	11	1	11	2	12	6	5	3				54
16:55	4	3	4	3	3	3	5	2	2		1		30
HH/Total	27	20	23	20	20	22	30	13	27	9	11	2	224
17:00	5		4		4		3	4	2	3		1	26
17:05	3	2	3	2	3	2				2		2	19
17:10		2	3	2		2	5	2	1	2		2	21
17:15	6	4	9	4	5	1	6	5	1				41
17:20	3	7	3	7	2	6	2	4	1				35
17:25	8	10	8	9	3	7	5	5		3			58
17:30	7	2	7	2	5	2	5		2	1	1		34
17:35	11	5	9	5	6	5	4	4	3	4	1	3	60
17:40	3	2	7	2	5	2		9		6	2	4	42
17:45	12	5	4	10	1	7	8	2	3		1	3	56
17:50	7	5	4	5	2	4	4	1	3				35
17:55	5	5	5	3	1		6	7	2	2			36
H/Total	70	49	66	51	37	38	48	43	18	23	5	15	463
18:00	3	1	4	1	3	1	2		2	1	1		19
18:05	4	5	3	6	3	7		1	1	3			33
18:10	5	1	5	1	5		2	1	2	1	2		25
18:15	4	2	4	2	4	2	1		2	2	1	2	26
18:20	4	7	5	6	2	5	8	5	3	2	3		50
18:25	7	2	5	4	5	4	5	2	6	2	2	1	45
HH/Total	27	18	26	20	22	19	18	9	16	11	9	3	198
21:30	2	1	2	1	2		1	5		1		1	16
21:35	1	1		1		1	2	1	2	1	1		11
21:40	2	5	1	4	1	7	3	1	1	1			26
21:45	9	1	9	3	2	68	3	29	2	1	4		131
21:50	2		3		2	12		5	1	3	4	1	33
21:55	5	4	20	8	2	66	1	35	10	6	3	2	162
HH/Total	21	12	35	17	9	154	10	76	16	13	12	4	379
22:00	3				6	14	5	4	8	4	9		53
22:05	6	3		3		3		1		1			17
22:10				2		1	4		2		1		10
22:15	2	2	1	17		4	2	18	4	5	3		58
22:20	5	3	3	3	4	3	2	1	3	2	2	1	32
22:25	3						4	1	4				12
HH/Total	19	8	4	25	10	25	17	25	21	12	15	1	182
TOTAL	198	138	186	158	124	269	147	191	117	79	62	34	1703

Project Number: **TSP12358**
Project Name: **West Street, Camden**
Survey Type: **Pedestrian Surveys**
Site No: **1**
Survey Date: **26/09/2015**
Location: **West Street**

Time	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
16:30	3	8	3	3	2	3	9	1	2	1	1		36
16:35	6	4	5	4	4	1		4		3	8	1	40
16:40	9	6	9	6		18	2	14	1				65
16:45	19	1	4		5	33		16	15		4		97
16:50	13	6	16	4	6	28	2	16	4	6	1	2	104
16:55	12	8	6	17	5	9	3	12	5	6	2	1	86
HH/Total	62	33	43	34	22	92	16	63	27	16	16	4	428
17:00	2	5	2	6	2	1	2	5	3		1		29
17:05	5	5	2	9	2	6	2	6	3	2		6	48
17:10	24	3	22	2	18	5	12	2	7	5	4	4	108
17:15	3	2	4	2	3	3		4	1	4		3	29
17:20	2	3	6	3	2	3	4	5	2	5	3	2	40
17:25	4	4	7	2	4	1	6	3	2	3	2	1	39
HH/Total	40	22	43	24	31	19	26	25	18	19	10	16	293
21:30	1	1	1				4	1	1	1		1	11
21:35			1		2	1	1	2					7
21:40	3	1		1		35		14	2	2			58
21:45		1	1	2		36	1	18	5	2	2		68
21:50	1		1			15	2	11	2	3	3	1	39
21:55	6	3		3		42	2	43	7	3	6		115
HH/Total	11	6	4	6	2	129	10	89	17	11	11	2	298
22:00	6			5		3	6	8	6	8	2	4	48
22:05	6		6		5	2	2	5	1	3			30
22:10	2		2	1			4	5	2	6	2	5	29
22:15		2		2		2	7	2	2	1			18
22:20	2						2	5	1		1		11
22:25		1		2		2		1					6
HH/Total	16	3	8	10	5	9	21	26	12	18	5	9	142
TOTAL	129	64	98	74	60	249	73	203	74	64	42	31	1161

Project Number: **TSP12358**
Project Name: **West Street, Camden**
Survey Type: **Pedestrian Surveys**
Site No: **1**
Survey Date: **27/09/2015**
Location: **West Street**

traffic survey partners

Time	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
16:30	1	2	1	2	3		2	5	1	2		1	20
16:35	1	4	1	2	1		1	3		4			17
16:40	5		9	4		51	3	20		3			95
16:45	8		9		1	32	2	7				2	61
16:50	5		7		4		6	8	3	1	2	1	37
16:55	4	3	6	1	2		5	3	2				26
HH/Total	24	9	33	9	11	83	19	46	6	10	2	4	256
17:00	2	1		1		1	3	1	2				11
17:05	2	3	4	3	2	3	4		1		3		25
17:10	1	2	1	2	1		2	6	2	3	2		22
17:15	3	6	3		1		2	4		5			24
17:20	7	3	7	4	2		7	6	1	4		2	43
17:25						1	2	2					5
HH/Total	15	15	15	10	6	5	20	19	6	12	5	2	130
19:30						1	1	4	1	2			9
19:35		2	1		1				1	2	2		9
19:40				1		1		2		2		2	8
19:45	7		2			53	4	26	7		2		101
19:50	2		2		2	7	1	13	1	1	1		30
19:55		3		3		31		10			1		48
HH/Total	9	5	5	4	3	93	6	55	10	7	6	2	205
20:00	3		2				3		2				10
20:05			1				2	1		1	1		6
20:10			2	2			1	2	1	2		1	11
20:15	1		1		1	2	1	4					10
20:20		2		1	1	5		3		1			13
20:25	3	2	3			2	3	29		1	1		44
HH/Total	7	4	9	3	2	9	10	39	3	5	2	1	94
TOTAL	55	33	62	26	22	190	55	159	25	34	15	9	685

APPENDIX D3: Existing Pedestrian Comfort Level Assessment Result Sheets

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	63	89	151.2	7.86	Yes	Yes	0		0	0	0	0.4	7.46	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	63	89	151.2	6.03	Yes	Yes	0		0	0	0	0.4	5.63	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	63	89	151.2	6.02	Yes	Yes	0	Outbuild	0.74	0	0.74	1.14	4.88	0	0	1	A+	2.64	1.50	A+	2.64	1.50	A+	2.64	1.50
4	D	Street Furniture (Single)	Tourist Attraction	72	109	172.8	5.93	Yes	Yes	0	Lampost	0.2	0.4	0.6	1	4.93	0	0	1	A+	2.50	1.50	A+	2.50	1.50	A+	2.50	1.50
5	E	Street Furniture (Single)	Tourist Attraction	72	109	172.8	5.92	Yes	Yes	0	Cycle parking	2.5	0	2.5	2.9	3.02	0	1	1	A+	4.40	1.50	A+	4.40	1.50	A+	4.40	1.50
6	F	Full Footway Width	Tourist Attraction	107	204	256.8	5.85	Yes	Yes	0		0	0	0	0.4	5.45	0	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
7	G	Full Footway Width Changes	Tourist Attraction	107	204	256.8	8.49	Yes	Yes	0		0	0	0	0.4	8.09	0	0	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	70	100	168	7.86	Yes	Yes	0		0	0	0	0.4	7.46	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	70	100	168	6.03	Yes	Yes	0		0	0	0	0.4	5.63	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	70	100	168	6.02	Yes	Yes	0	Outbuild	0.74	0	0.74	1.14	4.88	0	0	1	A+	2.64	1.50	A+	2.64	1.50	A+	2.64	1.50
4	D	Street Furniture (Single)	Tourist Attraction	72	113	172.8	5.93	Yes	Yes	0	Lampost	0.2	0.4	0.6	1	4.93	0	0	1	A+	2.50	1.50	A+	2.50	1.50	A+	2.50	1.50
5	E	Street Furniture (Single)	Tourist Attraction	72	113	172.8	5.92	Yes	Yes	0	Cycle parking	2.5	0	2.5	2.9	3.02	0	1	1	A+	4.40	1.50	A+	4.40	1.50	A+	4.40	1.50
6	F	Full Footway Width	Tourist Attraction	78	131	187.2	5.85	Yes	Yes	0		0	0	0	0.4	5.45	0	0	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
7	G	Full Footway Width Changes	Tourist Attraction	78	131	187.2	8.49	Yes	Yes	0		0	0	0	0.4	8.09	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	83	122	199.2	7.86	Yes	Yes	0		0	0	0	0.4	7.46	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	83	122	199.2	6.03	Yes	Yes	0		0	0	0	0.4	5.63	0	0	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	83	122	199.2	6.02	Yes	Yes	0	Outbuild	0.74	0	0.74	1.14	4.88	0	0	1	A+	2.64	1.50	A+	2.64	1.50	A+	2.64	1.50
4	D	Street Furniture (Single)	Tourist Attraction	88	127	211.2	5.93	Yes	Yes	0	Lampost	0.2	0.4	0.6	1	4.93	0	0	1	A+	2.50	1.50	A+	2.50	1.50	A+	2.50	1.50
5	E	Street Furniture (Single)	Tourist Attraction	88	127	211.2	5.92	Yes	Yes	0	Cycle parking	2.5	0	2.5	2.9	3.02	0	1	1	A+	4.40	1.50	A+	4.40	1.50	A+	4.40	1.50
6	F	Full Footway Width	Tourist Attraction	106	173	254.4	5.85	Yes	Yes	0		0	0	0	0.4	5.45	0	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
7	G	Full Footway Width Changes	Tourist Attraction	106	173	254.4	8.49	Yes	Yes	0		0	0	0	0.4	8.09	0	0	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	84	162	201.6	7.86	Yes	Yes	0		0	0	0	0.4	7.46	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	84	162	201.6	6.03	Yes	Yes	0		0	0	0	0.4	5.63	0	0	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	84	162	201.6	6.02	Yes	Yes	0	Outbuild	0.74	0	0.74	1.14	4.88	0	1	1	A+	2.64	1.50	A+	2.64	1.50	A+	2.64	1.50
4	D	Street Furniture (Single)	Tourist Attraction	90	179	216	5.93	Yes	Yes	0	Lampost	0.2	0.4	0.6	1	4.93	0	1	1	A+	2.50	1.50	A+	2.50	1.50	A+	2.50	1.50
5	E	Street Furniture (Single)	Tourist Attraction	90	179	216	5.92	Yes	Yes	0	Cycle parking	2.5	0	2.5	2.9	3.02	0	1	1	A+	4.40	1.50	A+	4.40	1.50	A+	4.40	1.50
6	F	Full Footway Width	Tourist Attraction	155	284	372	5.85	Yes	Yes	0		0	0	0	0.4	5.45	0	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
7	G	Full Footway Width Changes	Tourist Attraction	155	284	372	8.49	Yes	Yes	0		0	0	0	0.4	8.09	0	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	86	141	206.4	7.86	Yes	Yes	0		0	0	0	0.4	7.46	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	86	141	206.4	6.03	Yes	Yes	0		0	0	0	0.4	5.63	0	0	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	86	141	206.4	6.02	Yes	Yes	0	Outbuild	0.74	0	0.74	1.14	4.88	0	0	1	A+	2.64	1.50	A+	2.64	1.50	A+	2.64	1.50
4	D	Street Furniture (Single)	Tourist Attraction	108	162	259.2	5.93	Yes	Yes	0	Lampost	0.2	0.4	0.6	1	4.93	0	1	1	A+	2.50	1.50	A+	2.50	1.50	A+	2.50	1.50
5	E	Street Furniture (Single)	Tourist Attraction	108	162	259.2	5.92	Yes	Yes	0	Cycle parking	2.5	0	2.5	2.9	3.02	1	1	1	A+	4.40	1.50	A+	4.40	1.50	A+	4.40	1.50
6	F	Full Footway Width	Tourist Attraction	146	326	350.4	5.85	Yes	Yes	0		0	0	0	0.4	5.45	0	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
7	G	Full Footway Width Changes	Tourist Attraction	146	326	350.4	8.49	Yes	Yes	0		0	0	0	0.4	8.09	0	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	133	203	319.2	7.86	Yes	Yes	0		0	0	0	0.4	7.46	0	0	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	133	203	319.2	6.03	Yes	Yes	0		0	0	0	0.4	5.63	0	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	133	203	319.2	6.02	Yes	Yes	0	Outbuild	0.74	0	0.74	1.14	4.88	0	1	1	A+	2.64	1.50	A+	2.64	1.50	A+	2.64	1.50
4	D	Street Furniture (Single)	Tourist Attraction	155	224	372	5.93	Yes	Yes	0	Lampost	0.2	0.4	0.6	1	4.93	1	1	1	A+	2.50	1.50	A+	2.50	1.50	A+	2.50	1.50
5	E	Street Furniture (Single)	Tourist Attraction	155	224	372	5.92	Yes	Yes	0	Cycle parking	2.5	0	2.5	2.9	3.02	1	1	2	A+	4.40	1.50	A+	4.40	1.50	A+	4.40	1.50
6	F	Full Footway Width	Tourist Attraction	293	294	703.2	5.85	Yes	Yes	0		0	0	0	0.4	5.45	1	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
7	G	Full Footway Width Changes	Tourist Attraction	293	294	703.2	8.49	Yes	Yes	0		0	0	0	0.4	8.09	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	15	76	36	7.86	Yes	Yes	0		0	0	0	0.4	7.46	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	15	76	36	6.03	Yes	Yes	0		0	0	0	0.4	5.63	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	15	76	36	6.02	Yes	Yes	0	Outbuild	0.74	0	0.74	1.14	4.88	0	0	0	A+	2.64	1.50	A+	2.64	1.50	A+	2.64	1.50
4	D	Street Furniture (Single)	Tourist Attraction	20	101	48	5.93	Yes	Yes	0	Lampost	0.2	0.4	0.6	1	4.93	0	0	0	A+	2.50	1.50	A+	2.50	1.50	A+	2.50	1.50
5	E	Street Furniture (Single)	Tourist Attraction	20	101	48	5.92	Yes	Yes	0	Cycle parking	2.5	0	2.5	2.9	3.02	0	1	0	A+	4.40	1.50	A+	4.40	1.50	A+	4.40	1.50
6	F	Full Footway Width	Tourist Attraction	42	209	100.8	5.85	Yes	Yes	0		0	0	0	0.4	5.45	0	1	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
7	G	Full Footway Width Changes	Tourist Attraction	42	209	100.8	8.49	Yes	Yes	0		0	0	0	0.4	8.09	0	0	0	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

APPENDIX D4: Anticipated Pedestrian Comfort Level Assessment Result Sheets

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	163	189	391.2	5.78	Yes	Yes	0		0	0	0	0.4	5.38	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	163	189	391.2	3.39	Yes	Yes	0		0	0	0	0.4	2.99	1	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	163	189	391.2	3.43	Yes	Yes	0.53	Cycle Parking	0.75	0	0.75	1.68	1.75	2	2	4	A+	3.18	1.50	A+	3.18	1.50	A	3.18	1.50
4	D	Street Furniture (Single)	Tourist Attraction	172	209	412.8	3.44	Yes	Yes	0.37	Cycle Parking	0.75	0	0.75	1.52	1.92	1	2	4	A+	3.02	1.50	A+	3.02	1.50	A	3.02	1.50
5	E	Full Footway Width	Tourist Attraction	172	209	412.8	6.02	Yes	Yes	0		0	0	0	0.4	5.62	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	170	200	408	5.78	Yes	Yes	0		0	0	0	0.4	5.38	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	170	200	408	3.39	Yes	Yes	0		0	0	0	0.4	2.99	1	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	170	200	408	3.43	Yes	Yes	0.53	Cycle parking	0.75	0	0.75	1.68	1.75	2	2	4	A+	3.18	1.50	A+	3.18	1.50	A	3.18	1.50
4	D	Street Furniture (Single)	Tourist Attraction	172	213	412.8	3.44	Yes	Yes	0.37	Cycle parking	0.75	0	0.75	1.52	1.92	1	2	4	A+	3.02	1.50	A+	3.02	1.50	A	3.02	1.50
5	E	Full Footway Width	Tourist Attraction	172	213	412.8	6.02	Yes	Yes	0		0	0	0	0.4	5.62	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	183	222	439.2	5.78	Yes	Yes	0		0	0	0	0.4	5.38	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	183	222	439.2	3.39	Yes	Yes	0		0	0	0	0.4	2.99	1	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	183	222	439.2	3.43	Yes	Yes	0	Cycle parking	0.75	0	0.75	1.15	2.28	1	2	3	A+	2.65	1.50	A+	2.65	1.50	A	2.65	1.50
4	D	Street Furniture (Single)	Tourist Attraction	188	227	451.2	3.44	Yes	Yes	0	Cycle parking	0.75	0	0.75	1.15	2.29	1	2	3	A+	2.65	1.50	A+	2.65	1.50	A	2.65	1.50
5	E	Full Footway Width	Tourist Attraction	188	227	451.2	6.02	Yes	Yes	0		0	0	0	0.4	5.62	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	184	262	441.6	5.78	Yes	Yes	0		0	0	0	0.4	5.38	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	184	262	441.6	3.39	Yes	Yes	0		0	0	0	0.4	2.99	1	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	184	262	441.6	3.43	Yes	Yes	0	Cycle parking	0.75	0	0.75	1.15	2.28	1	2	3	A+	2.65	1.50	A+	2.65	1.50	A	2.65	1.50
4	D	Street Furniture (Single)	Tourist Attraction	190	279	456	3.44	Yes	Yes	0	Cycle parking	0.75	0	0.75	1.15	2.29	1	2	3	A+	2.65	1.50	A+	2.65	1.50	A	2.65	1.50
5	E	Full Footway Width	Tourist Attraction	190	279	456	6.02	Yes	Yes	0		0	0	0	0.4	5.62	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	186	241	446.4	5.78	Yes	Yes	0		0	0	0	0.4	5.38	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	186	241	446.4	3.39	Yes	Yes	0		0	0	0	0.4	2.99	1	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	186	241	446.4	3.43	Yes	Yes	0	Cycle parking	0.75	0	0.75	1.15	2.28	1	2	3	A+	2.65	1.50	A+	2.65	1.50	A	2.65	1.50
4	D	Street Furniture (Single)	Tourist Attraction	208	262	499.2	3.44	Yes	Yes	0	Cycle parking	0.75	0	0.75	1.15	2.29	2	2	4	A+	2.65	1.50	A+	2.65	1.50	A	2.65	1.50
5	E	Full Footway Width	Tourist Attraction	208	262	499.2	6.02	Yes	Yes	0		0	0	0	0.4	5.62	1	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	233	303	559.2	5.78	Yes	Yes	0		0	0	0	0.4	5.38	1	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	233	303	559.2	3.39	Yes	Yes	0		0	0	0	0.4	2.99	1	2	3	A+	1.90	1.50	A+	1.90	1.50	A	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	233	303	559.2	3.43	Yes	Yes	0.53	Cycle parking	0.75	0	0.75	1.68	1.75	2	3	5	A+	3.18	1.50	A	3.18	1.50	A	3.18	1.50
4	D	Street Furniture (Single)	Tourist Attraction	255	324	612	3.44	Yes	Yes	0.37	Cycle parking	0.75	0	0.75	1.52	1.92	2	3	5	A+	3.02	1.50	A	3.02	1.50	A	3.02	1.50
5	E	Full Footway Width	Tourist Attraction	255	324	612	6.02	Yes	Yes	0		0	0	0	0.4	5.62	1	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	703	703	1687.2	5.78	Yes	Yes	0		0	0	0	0.4	5.38	2	2	5	A+	1.90	1.50	A+	1.90	1.50	A	2.75	2.35
2	B	Full Footway Width	Tourist Attraction	703	703	1687.2	3.39	Yes	Yes	0		0	0	0	0.4	2.99	4	4	9	A	1.90	1.50	A	1.90	1.50	B+	2.75	2.35
3	C	Street Furniture (Single)	Tourist Attraction	703	703	1687.2	3.43	Yes	Yes	0	Cycle parking	0.75	0	0.75	1.15	2.28	5	5	12	A	2.65	1.50	A	2.65	1.50	B	3.50	2.35
4	D	Street Furniture (Single)	Tourist Attraction	724	724	1737.6	3.44	Yes	Yes	0	Cycle parking	0.75	0	0.75	1.15	2.29	5	5	13	A	2.65	1.50	A	2.65	1.50	B	3.57	2.42
5	E	Full Footway Width	Tourist Attraction	724	724	1737.6	6.02	Yes	Yes	0		0	0	0	0.4	5.62	2	2	5	A+	1.90	1.50	A+	1.90	1.50	A	2.82	2.42

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

	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)	Street Furniture 1			Total Width of street furniture and zones	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
											Type	Width of Furniture	Buffer							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	A	Full Footway Width Changes	Tourist Attraction	115	176	276	5.78	Yes	Yes	0		0	0	0	0.4	5.38	0	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
2	B	Full Footway Width	Tourist Attraction	115	176	276	3.39	Yes	Yes	0		0	0	0	0.4	2.99	1	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	C	Street Furniture (Single)	Tourist Attraction	115	176	276	3.43	Yes	Yes	0.53	Cycle Parking	0.75	0	0.75	1.68	1.75	1	2	3	A+	3.18	1.50	A+	3.18	1.50	A	3.18	1.50
4	D	Street Furniture (Single)	Tourist Attraction	120	201	288	3.44	Yes	Yes	0.37	Cycle Parking	0.75	0	0.75	1.52	1.92	1	2	3	A+	3.02	1.50	A+	3.02	1.50	A	3.02	1.50
5	E	Full Footway Width	Tourist Attraction	120	201	288	6.02	Yes	Yes	0		0	0	0	0.4	5.62	0	1	1	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50

APPENDIX E: Stage 1 Safety Audit Report

DELFONT MACKINTOSH
AMBASSADORS THEATRE, LONDON

STAGE 1 - ROAD SAFETY AUDIT

NOVEMBER 2015

the journey is the reward

DELFONT MACKINTOSH
AMBASSADORS THEATRE, LONDON

STAGE 1 - ROAD SAFETY AUDIT

NOVEMBER 2015

Project Code:	**S/Dmtambassadors.1.6A**
Prepared by:	**MARTYN PARR**
Approved by:	**JOHN REID**
Issue Date:	**11/11/2015**
Status:	**FINAL**

DELFONT MACKINTOSH

AMBASSADORS THEATRE, LONDON

STAGE 1 ROAD SAFETY AUDIT

List of Contents

Sections

Appendices

1 Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out following instructions from Mayer Brown Limited's Strategic Planning Section. The Road Safety Audit was carried out on 11th November 2015.

1.2 The Road Safety Audit Team membership was as follows:

Martyn Parr	MSoRSA, RegRSA (IHE), MCIHT, HECoC Road Safety Manager – Mayer Brown Limited (Certificate of Competency in Road Safety Audit gained in February 2015)
John Reid	MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECoC Technical Director (Safety) – Mayer Brown Limited (Certificate of Competency in Road Safety Audit gained in April 2012)

1.3 The Road Safety Audit took place at the Woking Office of Mayer Brown Limited on 11th November 2015. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Mayer Brown Limited's Strategic Planning Section. The Audit Team are not advised of any departures from standard. The site inspection was carried out at the site of the proposed works on the afternoon of 10th November 2015 from 15.30 hours onwards. During the site visit the weather was overcast and dry. Pedestrian numbers were moderate.

1.4 The terms of reference of the Road Safety Audit are as described in HD 19/15. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This audit is carried out as described in HD 19/15.

1.5 The Audit Team are requested by Mayer Brown Limited's Strategic Planning Section to provide specific comment on three issues:-

Issue 1 – In the light of the flows provided in the Audit Brief and the findings of the Passenger Comfort Survey are there any Safety Issues regarding the reduction in width of Tower Court

Issue 2 – To consider the forward visibility along Tower Court as a result of the proposals and comment on any implications.

Issue 3 – Are the any Issues raised with Pedestrians Walking along Tower Court to cross Tower Street?

1.6 All comments and recommendations are referenced on a reduced-scale copy of plan MBSK151110-1 supplied with the Road Safety Audit Brief, given as Appendix B to this report.

1.7 The existing Ambassadors Theatre is situated on West Street, just south of the A400 Shaftesbury Avenue. West Street is one-way south-eastbound from its junction with Shaftesbury Avenue, located close to the junction of the A400 Shaftesbury Avenue/A400 Charing Cross Road.

1.8 The proposals for the redevelopment of the theatre include for the stepping forward of the existing building line by 2.7m into a portion of Tower Court, an alleyway which runs adjacent to the theatre, linking West Street and Tower Street, which will be the subject of a Stopping Up Order pursuant to the Grant of Planning Permission.

2 Items Raised at the Stage 1 Road Safety Audit

2.1 **Requested Comment**

2.2 **Issue 1 – In the light of the flows provided in the Audit Brief and the findings of the Passenger Comfort Survey are there any Safety Issues regarding the reduction in width of Tower Court.**

It was noted during the site inspection that there were three large refuse containers adjacent to the exiting eastern boundary wall of Ambassador Theatre. These containers reduce the footway width by approximately 1.3m.

If the width of Tower Court is reduced then they may be an obstruction to pedestrians, especially the vision impaired. Therefore the Audit Team would recommend that these refuse containers are relocated so that they do not cause an obstruction to pedestrians.

Also noted during the site inspection was the provision of a single street lighting column located approximately at the mid-point of Tower Court. It is recommended that this column be relocated to the rear of footway to mitigate the effects of the reduction in footway width.

2.3 **Issue 2 – To consider the forward visibility along Tower Court as a result of the proposals and comment on any implications.**

Drivers approaching Tower Court from West Street and Tower Street respectively, have sufficient visibility to see pedestrians emerging from Tower Court and take evasive action, if necessary. Forward visibility along Tower Court itself is not considered to pose any material increase in risk to pedestrian users.

2.4 **Issue 3 – Are there any Issues raised with pedestrians walking along Tower Court to cross Tower Street?**

It was noted during the site inspection that currently there are no pedestrian crossing provisions for pedestrians currently using Tower Court to cross Tower Street or West Street. There is a parking bay located on the south side of Tower Street blocking the desire line for pedestrians travelling north - south, and dropped kerbs are not provided.

Whilst the proposed works do not materially change the existing crossing arrangements, the local authority may wish to consider improving the

crossing points on West Street & Tower Street if a review of non-motorised users in the area is undertaken.

2.5 **Non-Motorised Users**

2.6 **Problem**

Location: Tower Court

Summary: Proposed external stage doors on the south side of Ambassadors Theatre opening outwards on to the public highway (Tower Court)

Pedestrians travelling on Tower Court may be unaware that the external stage doors on the south side of Ambassadors Theatre open outwards on to the public highway. This could lead to pedestrians colliding with open / opening doors resulting in injury. Whilst the existing doors are outwardly opening, pedestrians are currently deflected away from the doors by the location of the refuse containers, brick build out and pedestrian guard rail.

Recommendation

Provide thermoplastic markings on the footway surface to highlight all outwardly opening doors, including fire exit doors.

Provide reflective markers on outward opening doors so that they are readily visible to vision impaired pedestrians when the doors are in an open position.

3 Audit Team Statement

AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out as described in HD 19/15.

ROAD SAFETY AUDIT TEAM MEMBER

Martyn Parr - MSoRSA, RegRSA (IHE), MCIHT, HECoC
Road Safety Manager
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed 

Date 11/11/15

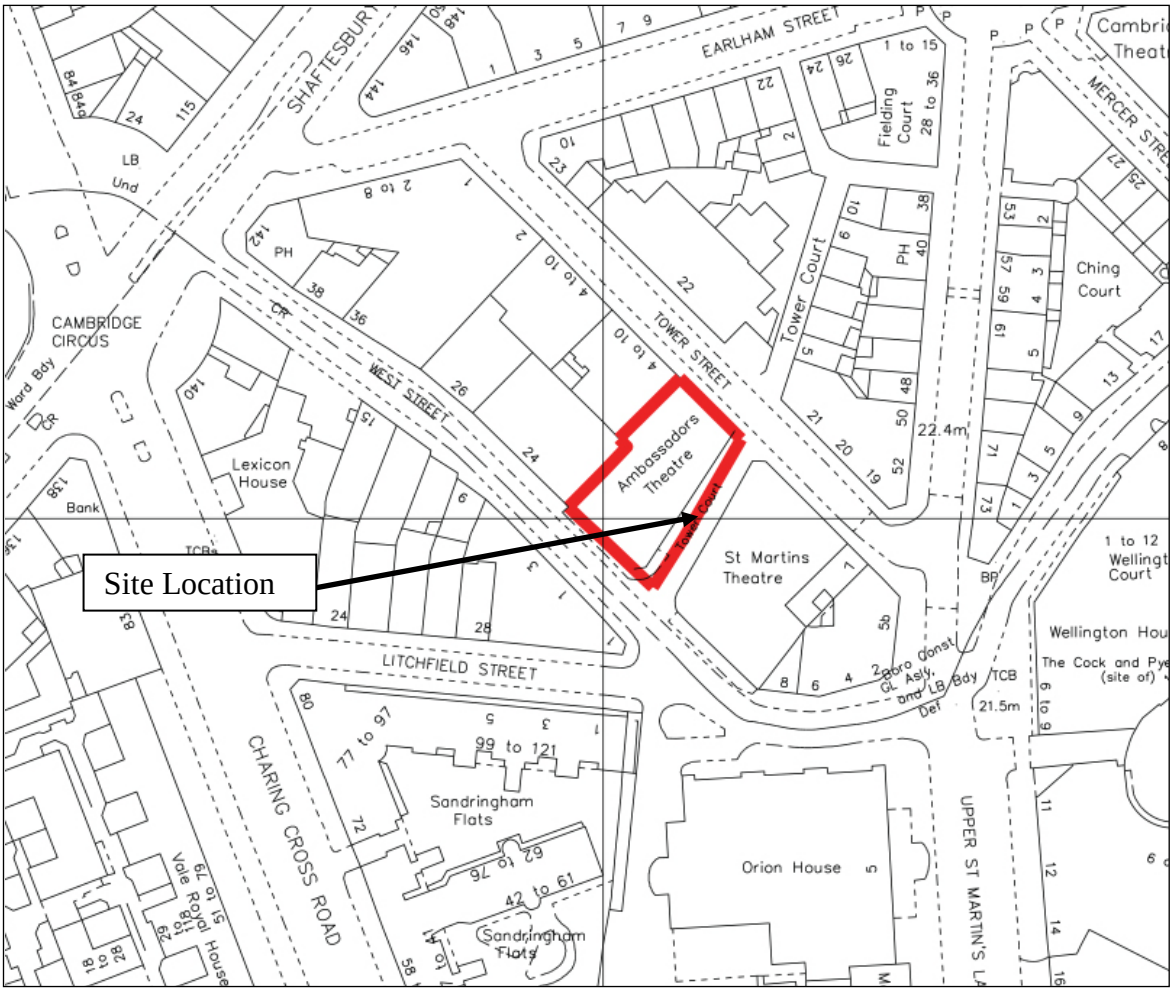
ROAD SAFETY AUDIT TEAM LEADER

John Reid - MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECoC
Technical Director (Safety)
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed 

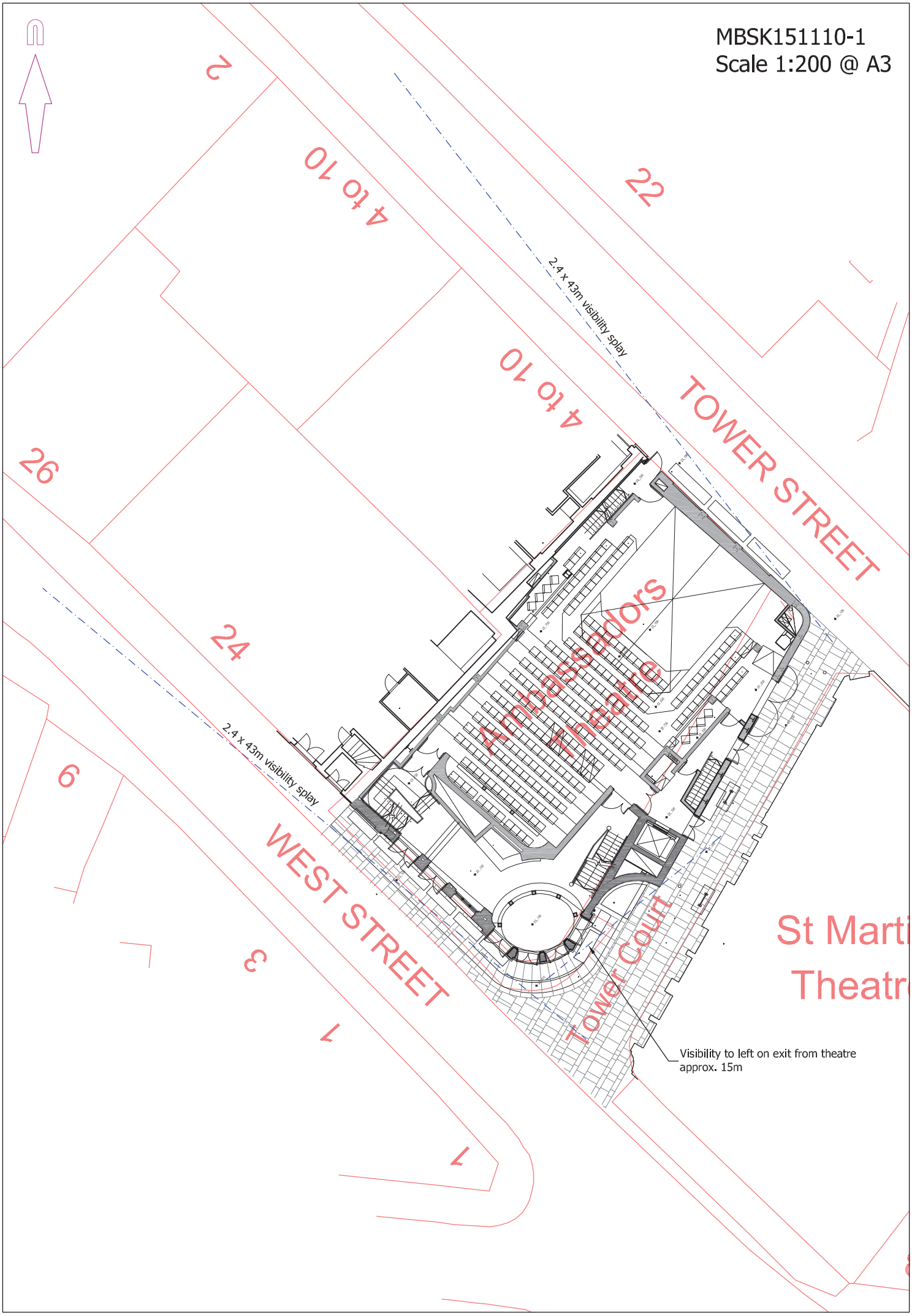
Date 11/11/15

APPENDIX A: Site Location Plan


Site Location
EARLHAM STREET
SHAFTESBURY
CAMBRIDGE CIRCUS
WEST STREET
TOWER STREET
Tower Court
Fielding Court
Ching Court
Lexicon House
Ambassadors Theatre
St Martins Theatre
LITCHFIELD STREET
CHARING CROSS ROAD
Sandringham Flats
Orion House
UPPER ST MARTIN'S LA
MERCER STRE
Wellington Hou
The Cock and Pye (site of)
22.4m
21.5m
Bank
PH
TCB
BP

APPENDIX B: Reference Plan

MBSK151110-1
Scale 1:200 @ A3



APPENDIX C: CV of Report Writer

MARTYN PARR **ROAD SAFETY MANAGER**

PROFESSIONAL QUALIFICATIONS & AFFILIATIONS

MCIHT	Member of the Chartered Institution of Highways and Transportation
MSoRSA	Member of the Society of Road Safety Auditors
RoSPA	Road Safety Engineering Accreditation
HECoC	Highways England Certificate of Competency
RegRSA (IHE)	Registered Road Safety Auditor with the Institute of Highways Engineers

EXPERIENCE

Martyn has 18 years' experience in highway engineering and transport planning, including highway layouts, junction design, including 7 years' experience with road safety and remedial engineering.

Martyn joined Mayer Brown in 2001 and was promoted to Road Safety Manager in 2014, his role is to manage all safety related projects within Mayer Brown, including accidents analysis and road safety audits. Since joining Mayer Brown, Martyn has completed the RoSPA Road Safety and Accident Investigation and Prevention Course run by TMS and has maintained his CPD in this field.

Martyn's experience includes transport planning and highways design, including junction design, road safety and remedial engineering. Martyn frequently acts as Road Safety Audit Team Leader or Member on behalf of Mayer Brown.

Having a detailed knowledge of highways design has enabled Martyn to prepare a wide range of highway designs for Mayer Brown's Planning and Design Teams.

As a designer Martyn has also acquired extensive experience in the implementation of recommendations made in safety audits submitted by others.

Other important skills ascertained during his time at Mayer Brown are:-

- Site surveys (safety audit site inspections, level checks and site investigation)
- Design checks (DMRB and MfS)
- Proficient knowledge of Computer Aided Design
- Project management

Martyn is the Manager of Mayer Brown's expanding Road Safety Team, whose responsibilities include preparing Road Safety Audit Reports for Clients in both the Public and Private Sector.

CPD

He has attended the ROSPA / TMS - Road Safety Engineering Accident Investigation and Prevention – 10 days

RECENT CPD

Within the past 12 months he has also attended the following events, providing CPD in the fields of road safety audit and collision investigation:-

- Road Safety Audit Certificate of Competency (TMS) – December 2014 (2 days)
- UK Road Safety Summit – March 2015 (1 day)
- Road Safety Audit – Keeping Up To Date (2 days)

FIVE RECENT AUDITS UNDERTAKEN IN THE PAST 12 MONTHS (ALL AS TEAM LEADER)

- Frenchay, Bristol – S1 RSA – May 2015
- School Lane, IOW – S1 RSA – May 2015
- Grove Road, Walthamstow - S1 RSA – May 2015
- Victoria Road, Ruislip – S2 RSA – August 2015
- Kennedy Parade, Slough - S3 RSA – August 2015

AUDITS UNDERTAKEN ON HIGH SPEED ROADS IN THE PAST 24 MONTHS

- A259 Rustington S1 RSA – January 2014
- A35 Bridport S2 RSA – October 2014
- A27 Arundel Road S1 RSA – October 2015

APPENDIX F: Draft Staff Travel Plan

mayer brown

DELFONT MACKINTOSH THEATRES
SONDHEIM (AMBASSADORS) THEATRE
WEST STREET, LONDON

STAFF TRAVEL PLAN

MAY 2016

DELFONT MACKINTOSH THEATRES
SONDHEIM (AMBASSADORS) THEATRE
WEST STREET, LONDON

STAFF TRAVEL PLAN

MAY 2016

Project Code:	**DMTAmbassadors.1**
Prepared by:	**EC**
Approved by:	**IM**
Issue Date:	**May 2016**
Status:	**FINAL**

Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Telephone 01483 750508 Fax 01483 750437 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

Delfont Mackintosh Theatres
Sondheim (Ambassadors) Theatre
West Street, London
Staff Travel Plan

List of Contents

Sections

Figures

Tables

1 Introduction

1.1 This report has been prepared on behalf of Delfont Mackintosh Theatres in order to support the application for the proposed redevelopment of the existing Ambassadors Theatre, West Street in the London Borough of Camden (LBC). West Street splits the LBC and the City of Westminster (CoW).

1.2 The application proposes a new dedicated theatrical transfer house to accommodate productions that have come to the end of their run in the subsidised sector. The proposed theatre will provide the opportunity for subsidised productions that would not otherwise have the opportunity to transfer to the West End.

1.3 It is currently very difficult for successful subsidised productions to transfer to the West End because the internal arrangement of most West End theatres differs substantially from more modern arrangements of the subsidised sector. The vast majority of West End theatres have traditional 'proscenium arch' stages whilst most originating theatres in the subsidised sector have more modern arrangements, such as thrust stages or are arranged 'in the round'. This means that a transfer has to be restaged, often at huge cost to the originating subsidised theatre and eroding the original artistic intention of the director, to the detriment of the audience experience.

1.4 There are currently no dedicated theatres in the West End to which productions arising in the subsidised theatre sector can transfer in the event of critical acclaim or audience demand. Typically, publically subsidised productions are pre-programmed in advance at the originating playhouses and run for a period of 6-8 weeks only. The proposed new theatre would provide an opportunity for successful subsidised shows to transfer to the West End for a further 8-16 weeks.

1.5 This increased run would provide the subsidised sector with an opportunity to increase revenue at a time of consistently squeezed funding pressures and cuts. It will also diversify the offer for theatre goers and open up a range of quality productions to be viewed as originally intended, enhancing the range and quality of productions and cementing London's status as a world cultural capital in theatre.

1.6 Such is the shortage of space in the West End that very many successful subsidised productions are simply never seen again after their original run. Others, due to the physical difficulties of restaging in a proscenium setting simply have no prospect of transfer at all, even if a space in the West End were available.

1.7 In order to create a modern and flexible internal arrangement, it is proposed that much of the building is demolished and rebuilt behind the retained West Street façade and the stucco return onto Tower Court. Historically significant elements of plasterwork are to be relocated within the new theatre.

1.8 The proposed theatre will then provide a much needed resource for the transfer of productions from the subsidised sector. In turn, the subsidised sector will be able to secure a longer run for critically acclaimed productions that would otherwise close for good, frustrating a large unmet demand from the audience. Thus, the cultural life of the West End will be enhanced along with the audience's opportunity to see good quality subsidised productions for a longer period of time. In their turn, the subsidised sector will realise the opportunity to increase their revenue in an environment of constantly reduced funding.

1.9 The proposals have attracted wide ranging support from within the industry. Nicholas Hytner (former Artistic Director of the National Theatre) summarised the situation as:

"Over recent years, a large number of the most successful and ambitious productions in the subsidised theatre sector have been unable to find a venue for further life, leaving a significant potential audience without an opportunity to see work it would like to see. Very often this work would not justify the risks involved in a transfer to a large West End theatre. Cameron Mackintosh's plans for his new 450 seat theatre would greatly increase the chances of a future life for successful productions form theatres like the Dorfman, the Almeida, the Royal Court and the Donmar as well as offering a suitable venue for regional transfers."

1.10 Full details of the need for a dedicated transfer house and how the proposed theatre meets that need is set out in the Design and Access Statement and Planning and Heritage Statement that accompany this application.

1.11 The existing Ambassadors Theatre is situated on West Street, just south of the A400 Shaftesbury Avenue. West Street is one-way south eastbound from its junction with Shaftesbury Avenue, located close to the junction of the A400 Shaftesbury Avenue/A400 Charing Cross Road. **Figure 1.1** below illustrates the location of the site.

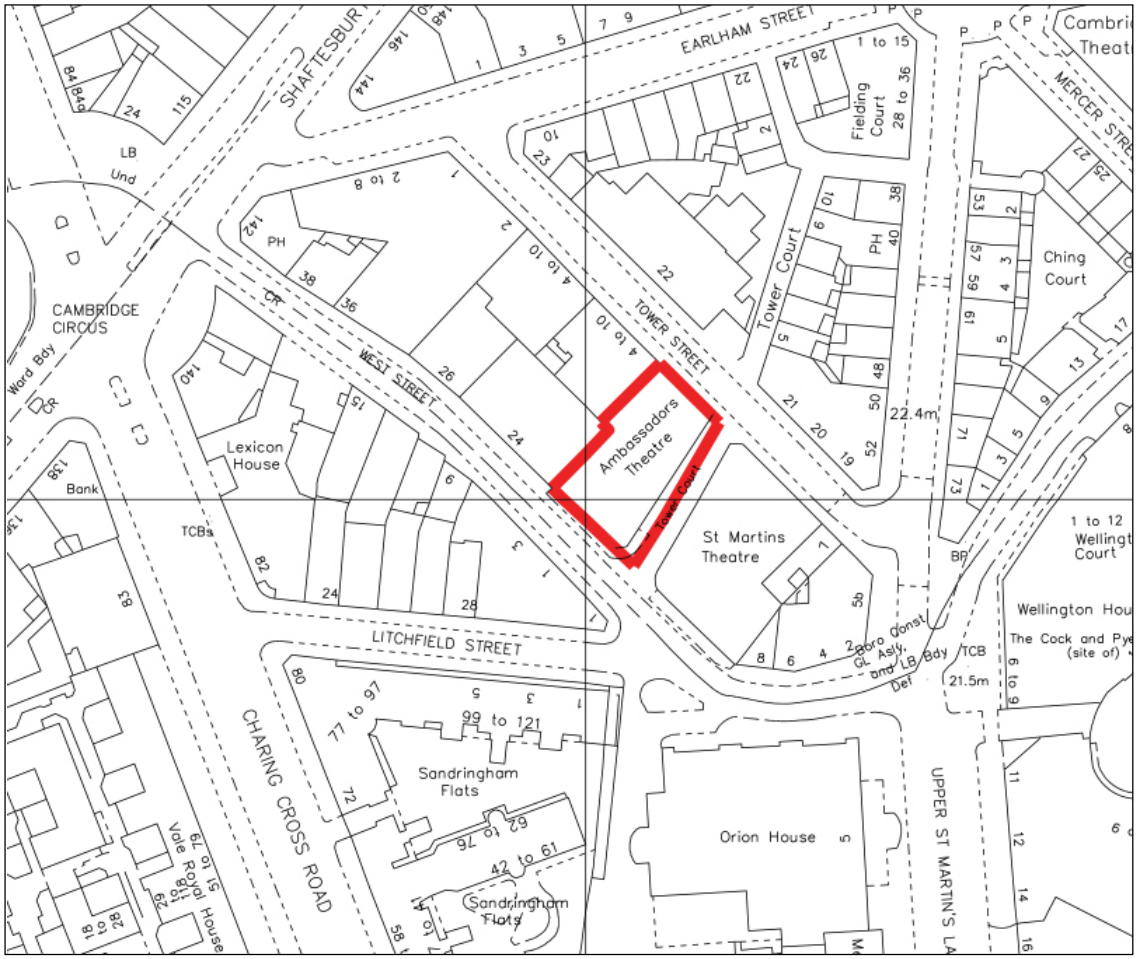


Figure 1.1: Site Location

1.12 This Travel Plan has been prepared in accordance with the Department for Transport's *'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'* (April 2009).

1.13 Therefore this Staff Travel Plan considers the following:

- In Section 2: Existing Site Conditions;
- In Section 3: Proposed Development Details;
- In Section 4: Travel Plan Aims and Objectives;
- In Section 5: Travel Plan Targets;
- In Section 6: Travel Plan Measures;
- In Section 7: Travel Plan Coordinator:
- In Section 8: Travel Plan Management and Monitoring;
- In Section 9: Securing and Funding of the Travel Plan; and
- In Section 10: Conclusions.

2 Existing Site Conditions

2.1 This Section sets out the site location and its existing details, including:

- Existing site;
- Site location;
- Pedestrian and cycle accessibility;
- Bus accessibility;
- Underground and rail accessibility;
- Local highway; and
- Road safety.

Existing Site

2.2 The existing Ambassadors Theatre has a capacity of 397 seats.

2.3 The main entrance to the theatre is from West Street at the corner with Tower Court. A separate stage door is provided on Tower Court close to Tower Street. Additional doors (fire exits) are provided from West Street and Tower Street.

2.4 Currently the theatre is serviced from the read on Tower Street.

2.5 No car parking is provided at the theatre.

Site Location

2.6 The Ambassadors Theatre lies on West Street just south of the A400 Shaftesbury Avenue. West Street is one-way south eastbound from its junction with Shaftesbury Avenue, located close to the junction of the A400 Shaftesbury Avenue/A400 Charing Cross Road. **Figure 2.1** below illustrates the location of the site in relation to the local highway network.

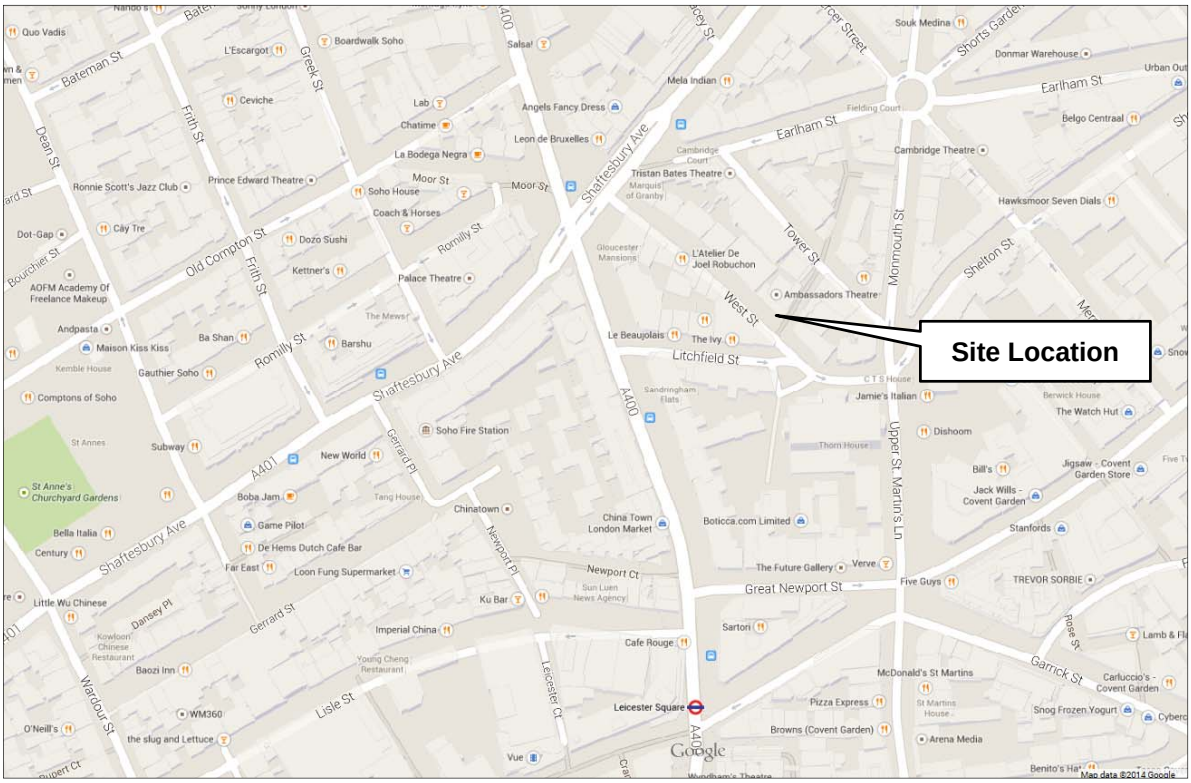


Figure 2.1: Site in Relation to Local Highway Network

2.7 The A400 Shaftesbury Avenue leads north easterly to join the A40 High Holborn and the A40 Oxford Street (New Oxford Street). It leads further north to join the A501. From here access can be gained north out of London via the A41 and A1 towards the M1 motorway. The A501 forms part of a link around central London (via the A1202, A100, A201, A202 and A5).

2.8 The A400 Shaftesbury Avenue leads in a south westerly direction to join the A4. Similarly, the A400 Charing Cross Road provides access south to the A4. From the A4, access can be gained in an easterly direction to the City of London and in a westerly direction out of London to join the M4 motorway.

2.9 **Figure 2.2** below illustrates the location of the site in relation to the wider highway network in London.

Figure 2.2: Site in Relation to Wider Highway Network

Site Accessibility

2.10 As with any proposed development it is important to demonstrate that it complies with government policies which focus on encouraging alternative means of travel in order to reduce reliance on the private car.

2.11 The PTAL (Public Transport Accessibility Level) rating of the site is 6b. This is considered an excellent level of accessibility by public transport and the information below demonstrates that the site is extremely well located to be highly accessible by modes of transport other than the private car. The site is well located to benefit from bus services on Shaftesbury Avenue and the nearest underground station is Leicester Square, on the Northern and Piccadilly lines, located to the south.

Pedestrian and Cycle Accessibility

2.12 The site is well located to be extremely accessible on foot and by bicycle. Footways and street lighting are provided along all roads within the vicinity of the site and Tower Court is a pedestrian only walkway linking West Street with Tower Street past the theatre.

2.13 The theatre is within easy walking distance of numerous amenities such as restaurants, shops and other leisure facilities.

2.14 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot (2000) suggests acceptable walking distances for pedestrians without a mobility impairment. Table 3.2 of the document refers to desirable, acceptable and preferred maximum distances of 400m, 800m and 1,200m respectively. On this basis, **Figure 2.3** below illustrates the walk catchment for the site.

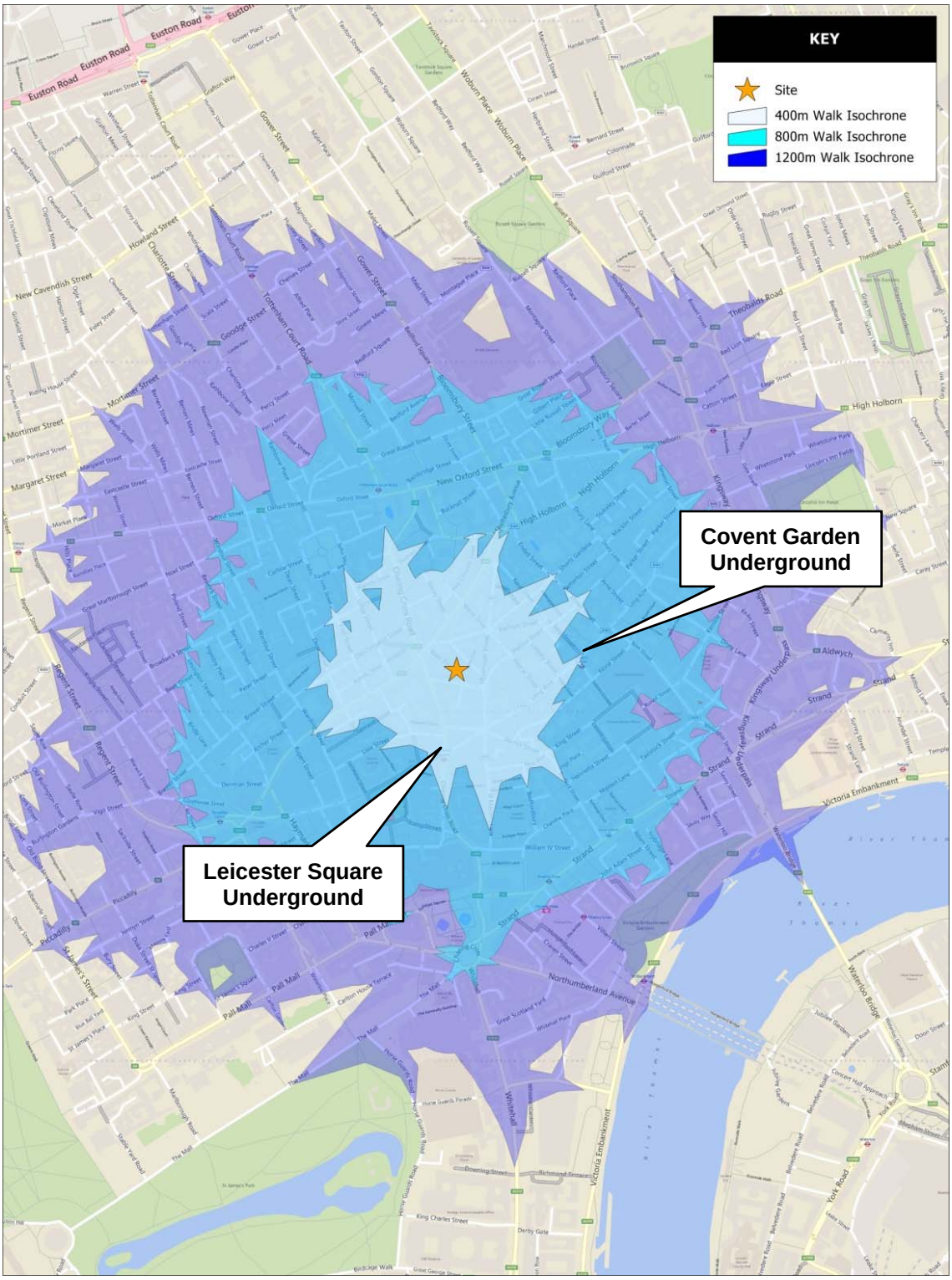


Figure 2.3: Walk Isochrones from Site

2.15 **Figure 2.3** shows that a 400m walk from the site reaches Leicester Square and Covent Garden underground stations as well as encompassing much of Shaftesbury Avenue. Within an 800m walk from the site are Tottenham Court Road underground to the north, Charing Cross underground to the south and Piccadilly Circus underground to the south west. Additional underground and overground railway stations are located within a 1,200m walk, namely Goodge Street underground to the north west, Holborn to the north east and Charing Cross station and Embankment underground to the south east.

2.16 It is likely that many visitors to the theatre would walk to and from local bus stops or underground stations and the theatre is ideally situated to allow these journeys to be made easily and quickly.

2.17 Two Sheffield stands for the parking of four bicycles are located on Tower Court immediately adjacent the theatre. Additional cycle parking hoops are provided opposite the theatre at the corner of West Street and Litchfield Street.

2.18 The Barclays Cycle Hire scheme is a self-service bicycle hire scheme, available as a membership or casual use facility. Bicycles are available 24 hours a day, all year round and no booking is required. Costs apply and vary depending on the level of usage. Bicycles can be picked up from a terminal and returned to a different terminal at the end of the journey. The nearest cycle hire stations to the theatre are located to the northwest at Moor Street (total capacity of 16 bicycles) and Frith Street (total capacity of 18 bicycles).

2.19 The location of the cycle hire stations near to the site are indicated by a blue dot in **Figure 2.4** overleaf.

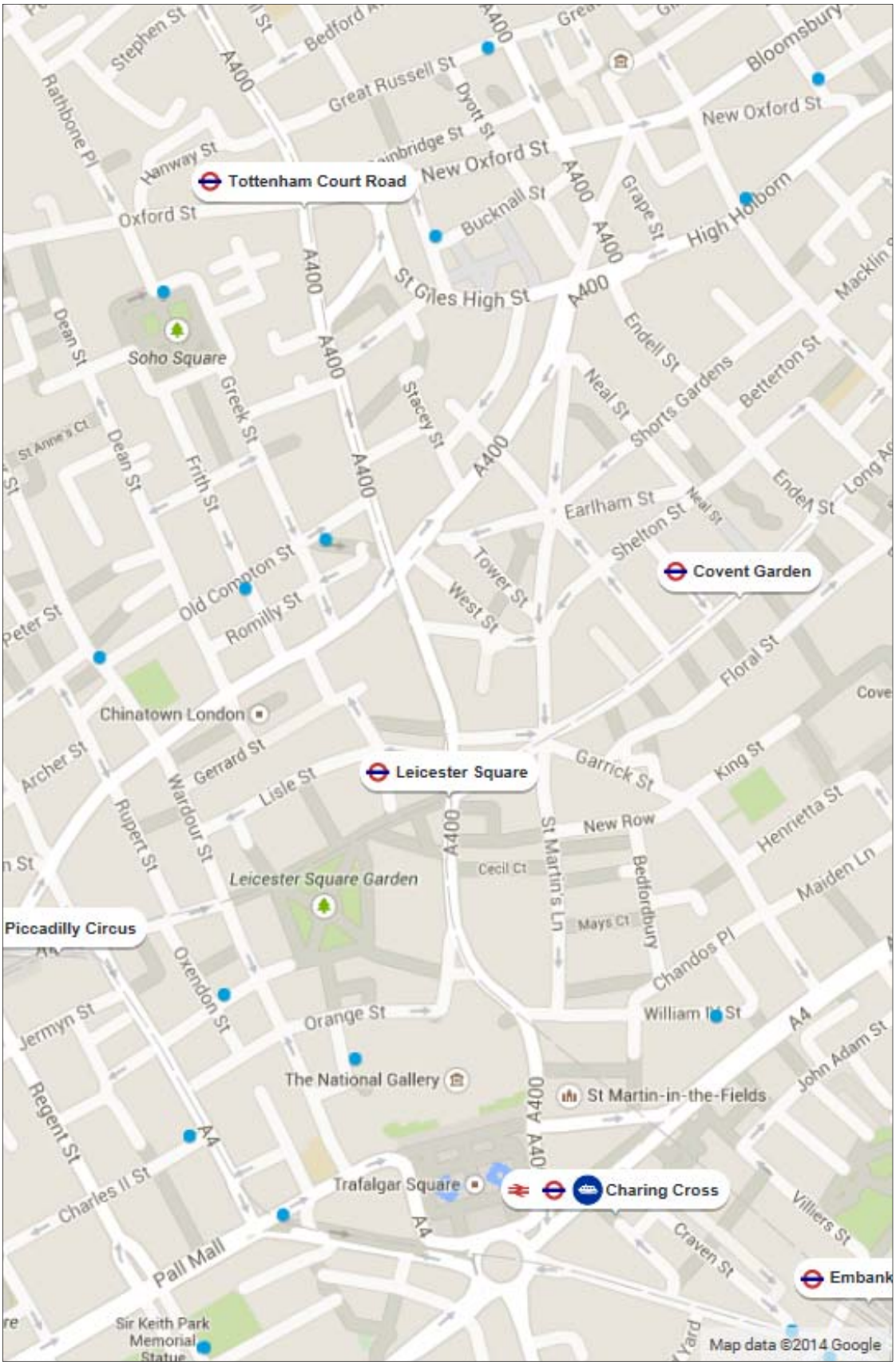


Figure 2.4: Barclays Cycle Hire Stations within the Vicinity of the Site

[Source: TfL's online mapping]

2.20 Planning Policy Guidance Note 13 (PPG 13) states that cycling has the *"potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport"* (paragraph 77). In March 2012 all Planning Policy Guidance Notes and Planning Policy Statements were replaced by the National Planning Policy Framework (NPPF). However, the NPPF does not set specific guidance on accessibility levels, and therefore in the absence of any other data, the guidance in PPG 13 has been used to determine accessibility levels by bicycle for this report. On this basis, **Figure 2.5** overleaf illustrates the catchment for the site by bicycle. Whilst it is unlikely that many (if any) visitors to the theatre would travel by bicycle, it is probable that staff may cycle to and from work, particularly those who could travel in day time hours.

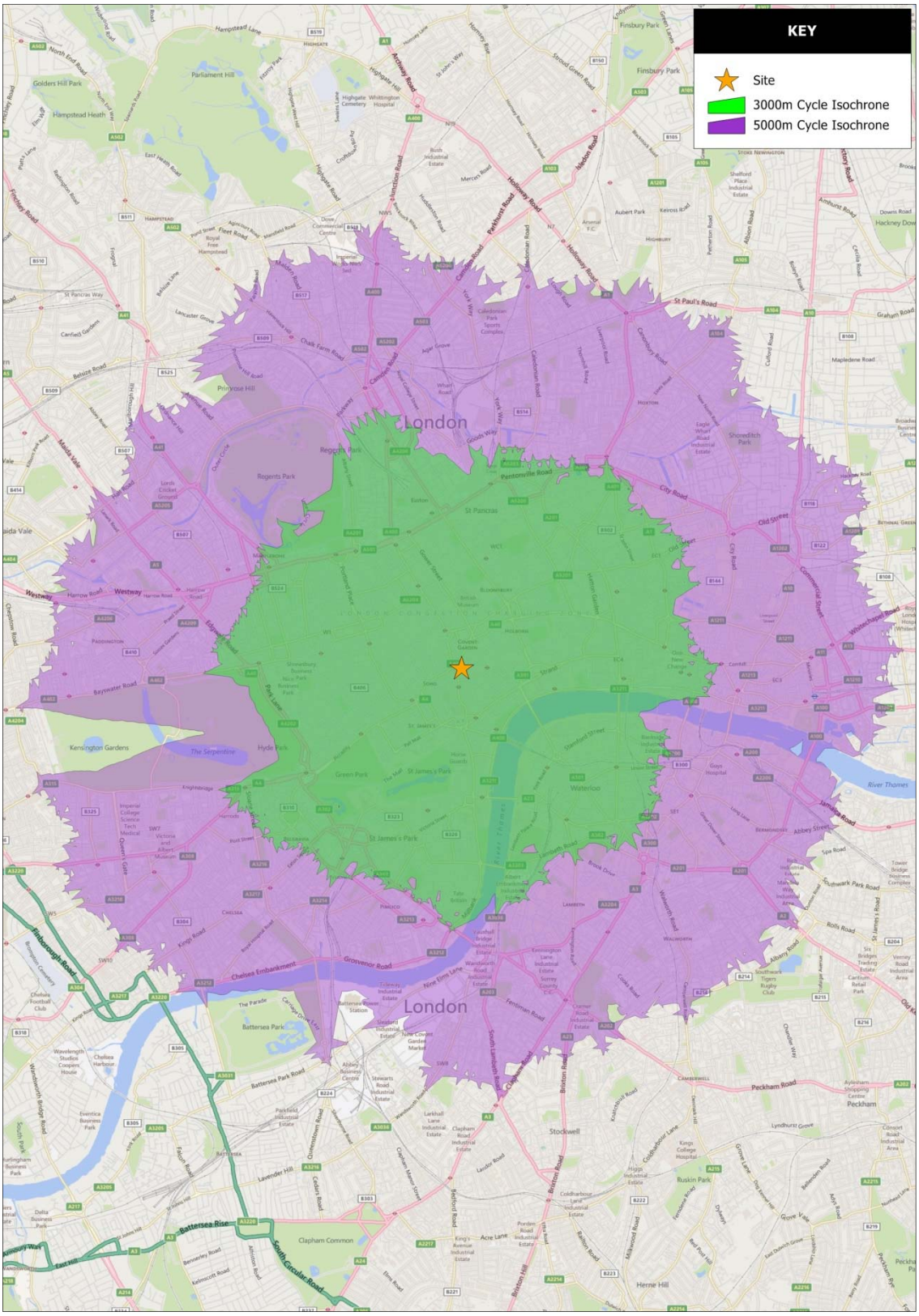


Figure 2.5: Cycle Isochrones from Site

2.21 **Figure 2.5** shows that a large area of London can be reached within a 3km cycle from the site, including Regents Park, St Pancras to the north and Waterloo and St James's

Park to the south. A 5km cycle extends even further, including to Primrose Hill and Shoreditch to the north, Vauxhall and Battersea to the south and Paddington to the west.

Bus Accessibility

2.22 The site is extremely well located to be accessible by bus with the nearest bus stops located approximately 130m to the northwest on the A401 Shaftesbury Avenue and A400 Charing Cross.

2.23 The nearest bus stops to the theatre are as follows:

- Charing Cross Road Cambridge Circus (Stop B) southbound services – approximately 125m to the north west of the site;
- Charing Cross Road Cambridge Circus (Stop M) southbound services – approximately 125m to the south west of the site; and
- Shaftesbury Avenue Cambridge Circus (Stop D) north eastbound services – approximately 140m to the north of the site.

2.24 **Table 2.1** below provides a summary of the services provided from these bus stops, split into morning and evening peak hours and daytime hours. Services generally operate at the same frequency in the opposite direction to that specified.

Stop	No.	Route	Bus Frequency		
			Weekday	Saturday	Sunday
Charing Cross Rd Cambridge Circus (Stop B) SB	14, N19, N20, N38, N41	14 to Putney Heath, 38, N38 to Victoria, N5,N20, N41 to Charing Cross, N19 to Clapham Junction	14 every 6-7 min, N19 every 30 min, N38 every 12 min, N20 every 30 min, N41 every 30 min	14 every 6-7 min	14 every 6-7 min
Charing Cross Rd Cambridge Circus (Stop M) SB	24, 176, N5, N20, N29, N41, N279	24 to Hampstead, 176 to Tottenham Court Road, N5 to Edgware, N20 to Chipping Barnet, N29 to Enfield Town, N41 to Tottenham Hale, N279 to Waltham Cross	24 every 15 min, 176 every 7-15 min, N41 every 30 min	24 every 6-7 minutes, 176 every 8-12 minutes	24 every 15 minutes, 176 every 15 minutes
Shaftesbury Ave Cambridge Circus (Stop D) NE	24,176,N29, N279	24 to Pimlico, 176 to Penge and Sydenham, N to Charing Cross	24 to Pimlico every 15 min, 176 every 5-10 min	24 to Pimlico every 15 min, 176 every 5-10 min	24 to Pimlico every 15 min, 176 every 15 min

Table 2.1: Bus Services from Local Bus Stops

2.25 **Table 2.1** shows that the site is extremely well served by buses.

Underground and Rail Accessibility

2.26 The nearest underground station to the site is Leicester Square, located approximately 300m to the south. Leicester Square is on the Northern and Piccadilly lines from which direct trains can be caught to London Waterloo station to the south, London Euston station to the north, Heathrow Airport to the west and London King's Cross and St Pancras International stations to the north east. Alternatively, Tottenham Court Road underground station is located approximately 500m to the north of the site and from here trains on the Northern and Central lines can be caught. An extract from Transport for London's (TfL) Rail and Tube services map is provided as **Figure 2.6** below**.**

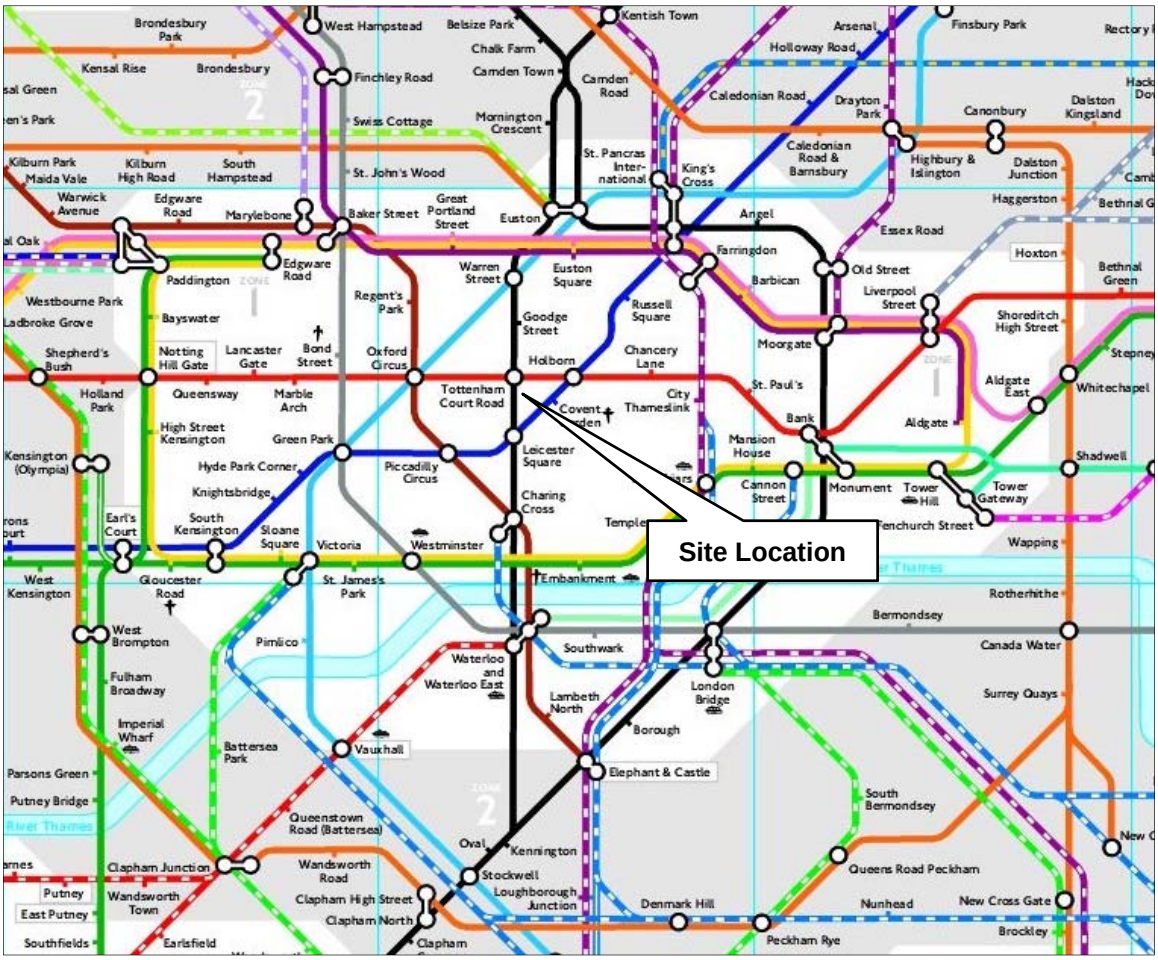


Figure 2.6: Local Rail and Underground Routes

[Source: TfL Rail and Tube services map, May 2014]

2.27 From either of the underground stations nearest the site, the rest of the underground network is easily accessible.

2.28 As stated, the site is well located to benefit from direct access to a number of railway stations from which national rail services can be caught to destinations outside of London. London Waterloo station provides services to a large number of destinations in

the south east, whilst London Euston provides services to Scotland, Manchester and the midlands. London King's Cross station provides services to the midlands and north of England as well as Scotland. London St Pancras International station also provides services to the midlands and north of England as well as south east England and to Europe.

Local Highway

2.29 West Street is one-way in a south easterly direction from the A401 Shaftesbury Avenue. Double yellow lines are present for the majority of West Street, with no loading at any time, with the exception of two bays on the southern side of the road just to the north west of the theatre. These bays allow parking for up to four hours, with no return within one hour and payment by phone direct to the CoW.

Road Safety

2.30 Personal injury accident statistics have been assessed for the area surrounding the site from the website CrashMap which allows public access to road safety data. **Figure 2.7** below provides an extract from the mapping for the area surrounding the site which illustrates the accidents that have occurred since (and including) 2005. The severity of the accidents is identified by: slight – yellow; serious – red; fatal – black.

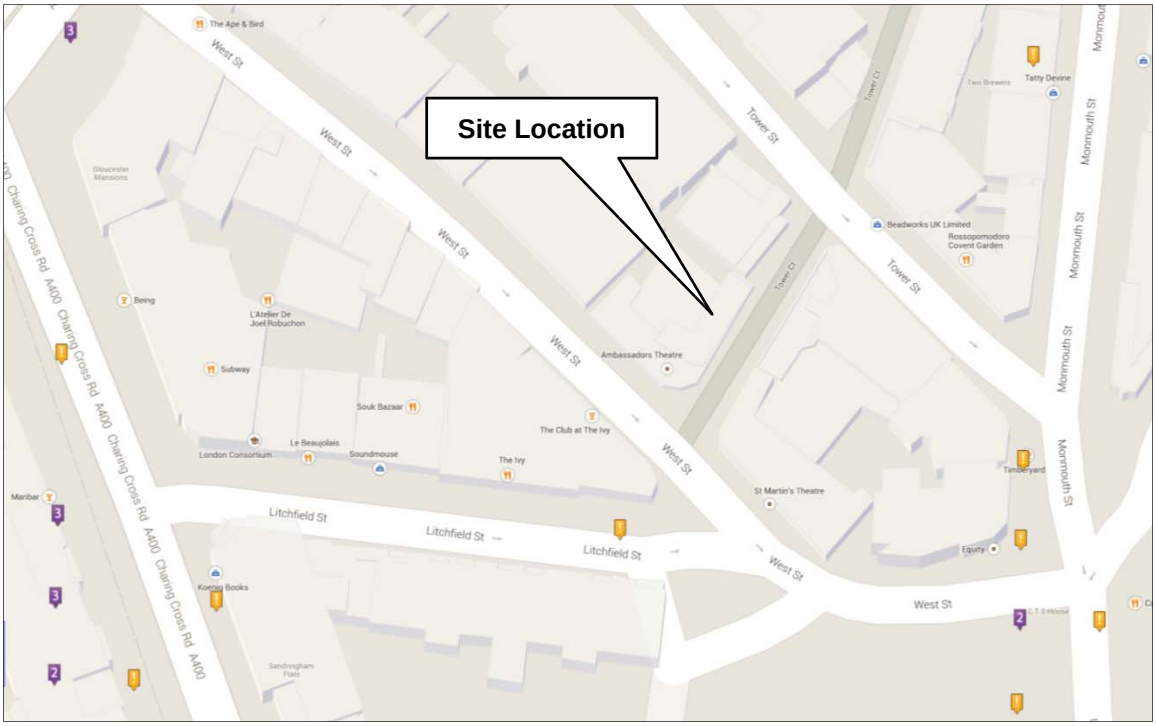


Figure 2.7: Road Safety Records for Site and Surrounding Area

[Source: CrashMap]

2.31 **Figure 2.7** shows that no accidents have occurred along West Street or Tower Street adjacent the site. The accidents that have occurred within the vicinity of the site are clustered at the junctions and this is a typical pattern.

2.32 Accidents classed as fatal and serious in severity are typically regarded to have greater significance than slight accidents. However, the vast majority of the accidents that have occurred within the vicinity of the site were classed as slight in severity.

2.33 It is not considered that the proposed redevelopment of the theatre would have an impact on local highway safety.

3 Proposed Development Details

3.1 This Section considers the design of the site, including:

- Development planning proposals; and
- Servicing and delivery management plan.

3.2 This Section considers the design and details of the redevelopment proposals.

3.3 The development proposals centres on the creation of an adaptable studio theatre performance venue. Within the reworking of the building, both internally and externally, the proposals look to retain the strong signature of the original architect, WGR Sprague.

3.4 The seating provision is to comprise of three areas: stalls and two upper galleries with an adaptable stage area for variable performance configurations, and consequently seating capacity will vary depending on the stage configuration, but would provide a maximum of 475 seats.

3.5 The Sprague Room/Stalls Foyer and Bar will provide a substantial new foyer space to provide much needed facilities for the stalls audience. The room will maintain the existing auditorium plasterwork and central dome. An appropriate level of public support space will be provided to meet current legislative standards, and the building will be fully accessible to all building users.

3.6 In addition to the above the proposals also include for: two entertaining spaces, one of which can double as an extension to the foyer as required; backstage performance support spaces; fully accessibly production/technical areas; two rehearsal rooms to accommodate up to 40 artists; and high level plant area to be substantially enclosed or screened from neighbouring properties.

3.7 As per the existing situation, no car parking would be provided at the theatre.

3.8 The theatre would be serviced as per the existing arrangements.

4 Travel Plan Aims and Objectives

4.1 This Section sets out the aims of the Travel Plan, and the objectives which will help meet these aims.

Aims

4.2 The aim of this Travel Plan is to achieve an overall reduction in the number of people making journeys by private car, and to promote and raise awareness of sustainable modes of travel available to staff from the outset.

Objectives

4.3 The overall objectives which will help meet the aims of the Travel Plan include:

- Reduce the number of single occupancy vehicle trips travelling to and from the site;
- Promote and maximise the use of non-car modes of transport to the site, such as walking, cycling and public transport;
- Establish the management of the Travel Plan by appointing a Travel Plan Coordinator who will be responsible for the implementation and operation of the Travel Plan, and to undertake the monitoring as discussed in Section 9;
- Introduce a package of measures, consisting of both long-term and short-term initiatives, which will further encourage travel by sustainable modes; and
- Reduce the overall traffic generated by the development to a significantly lower level of car trips than is predicted for the site without the implementation of the Travel Plan.

4.4 More specific objectives for the staff include:

- Generate employment for local residents;
- Reduce the traffic generated by the development to a significantly lower level of car trips that would be predicted for the site without the implementation of the Travel Plan; and
- Promote healthy lifestyle and sustainable communities.

5 Travel Plan Targets

5.1 This Section considers the targets by which the progress of the Travel Plan can be monitored, including:

- The target methodology;
- The Travel Plan action targets;
- The Travel Plan aim targets.

Methodology

5.2 It is considered that a suitable indicator of the progress and impact of the Travel Plan in the travel method modal split.

5.3 The targets that have been set for the Travel Plan are SMART Targets (Specific, Measurable, Achievable, Realistic and Time-bound).

5.4 There are two types of targets for this Travel Plan: action targets, which act as a 'check list' to ensure that the measures discussed in Section 7 of this report are carried out within a set timeframe; and aim targets which are measurable targets that indicate the effectiveness of the Travel Plan measures.

5.5 All of the following targets are interim targets; final targets will be set for Year 3 and 5 following the initial survey, as discussed in Section 9 of this report.

Action Targets

5.6 The outline action plan shown in **Table 6.1** sets out each action target, the details of who is responsible for ensuring they are met, and the target date for completion.

Travel Plan Measure (Action Target)	Responsibility	Target Date
Appoint Travel Plan Coordinator	Developer	3 months prior to opening
Implementation of cycle parking	Developer	During construction
Provision of information for staff (Travel Packs)	Travel Plan Coordinator	Upon opening of the development
Initial survey	Travel Plan Coordinator	6 months after opening
Submission of results of initial survey	Travel Plan Coordinator	Within 12 months of opening
Review of findings	Travel Plan Coordinator	Within 3 months of the survey completion
Repeat Surveys	Travel Plan Coordinator	Years 3 and 5 after the initial survey

Table 5.1: Action Targets

Aim Targets

5.7 Aim targets are set to enable monitoring of the effectiveness of the Travel Plan measures. Interim targets are set due to the absence of existing modal share data for the development, but will help form the targets for the initial survey 6 months from the opening of the development.

5.8 Following the completion of the initial survey, the targets will be reviewed in consultation with the local authority and, in line with the survey findings, new targets will be set if necessary.

5.9 We have used the 2011 Census Data for the Ward of Holborn and Covent Garden to form the interim modal share aim targets for all journey purposes. These interim targets are set out in **Table 6.3** below.

Method of Travel	Percentage Modal Share
Car	6.0%
Bus	17.3%
Underground	19.1%
Taxi	1.1%
Walk	44.3%
Rail	6.3%
Cycle	5.9%

Table 5.2: Modal Share Aim Targets

5.10 As set out in Paragraph 5.5, targets for Year 3 and 5 will be set following the results of the initial survey. In addition to this, a single occupancy vehicle trip target will be set with the aim of decreasing the number of single occupancy vehicle trips to/from the development.

5.11 A summary of the Travel Plan objectives and targets is contained in **Table 6.3** overleaf.

Objective	Target	Benefits	Measure	Short/ Medium/ Long Term	Completion Date (month/year)	Responsibility
To increase walking	Modal Share 44.3%	Health Environment Financial	Provision of Travel Packs which will contain walk maps	Short	Before development opening	Developer Requirement
Encourage cycling	Modal Share 5.9%	Health Environment Financial	The provision of Travel Packs which will contain cycle maps and information of local cycle shops	Short	Before development opening	Developer Requirement
			The provision of Secure Cycle storage on site	Long	Before development opening	Developer Requirement
To encourage trips to be made by bus and rail	Rail Modal Share 6.3% Bus Modal Share 17.3%	Environment	The Provision of Travel Packs which will include bus maps and timetables	Short	Before development opening	Developer Requirement

Table 5.3: Summary of Travel Plan Objectives and Targets

6 Travel Plan Measures

6.1 As demonstrated in Section 3 of this report, it is clear that the site is in an accessible location by sustainable modes of travel such as walking, bus and rail, which will encourage travel by means other than the private car. Notwithstanding this, this Section sets out the proposed Travel Plan measures that will further encourage staff to travel by sustainable modes. The package of measures proposed includes:

- Secure cycle storage;
- Shower, changing and locker facilities; and
- Staff Travel Packs.

6.2 These are set out in the following paragraphs.

Secure Cycle Storage

6.3 It is recognised that cycling can be an attractive method of travel for many short distance trips, and therefore the site will promote cycling by providing 3 safe and secure cycle storage spaces for staff.

Shower, Changing and Locker Facilities

6.4 To further encourage cycling as a mode of travel to work, there will be shower and changing facilities on site. Lockers would also be provided for storage of wet weather clothing and cycle equipment such as helmets, for example.

Staff Travel Packs

6.5 A Travel Pack will be provided to all staff. The Travel Packs will contain information on public transport routes and journey times, cycle routes and details of the car club facilities for staff.

6.6 An example of a Travel Pack that was prepared for the Beaulieu development in Chelmsford is shown in **Figure 6.1** overleaf, and a similar pack would be provided to theatre staff.

Figure 6.1: Example of Travel Pack

7 Travel Plan Coordinator

7.1 This Section considers how the proposed package of Travel Plan measures would be implemented, monitored and overseen by the Travel Plan Coordinator.

The Travel Coordinator and Travel Responsibilities

7.2 The responsibilities for the implementation of the package of measures lies with the Travel Coordinator. The Travel Coordinator will be responsible for:

- Liaison with the different operators and suppliers;
- Liaison with the Local Planning Authority;
- The provision of information for staff;
- Arranging an induction system on site to explain for example the use of a car club scheme together with the other non-car facilities; and
- The monitoring of the scheme as discussed subsequently.

7.3 The roles of the Travel Coordinator are set out in **Table 8.1** with details of how long will be spent on each task:

Travel Coordinator Role	Time Spent for each Task (days per month)
Liaison with the different operators and suppliers	3 to 5 initially and then 1 to 2 on average
Liaison with the Local Authority	1 to 2 initially and then primarily at the time of the monitoring surveys
The provision of information for staff	5 to 10 days every 6 months and 1 day per month in between
Arranging an induction system	2 to 3 days at different phases of the development
Monitoring of the scheme	Approx. 10 days on an annual basis

Table 8.1: Roles of the Travel Coordinator

7.4 The Travel Coordinator will be appointed at least 3 months prior to the opening of the development, with the details of the Travel Coordinator to be passed on to the Local Planning Authority and Hertfordshire County Council.

8 Travel Plan Management and Monitoring

8.1 This Section sets out how the Travel Plan will be managed and monitored.

8.2 To ensure the effectiveness and success of the Travel Plan, the proposals include for monitoring which will follow the methodology set out below.

8.3 It is proposed that travel surveys are initially undertaken 3 months from the opening of the development, and then again in Year 3 and 5.

8.4 Surveys for the development will involve:

- Questionnaire surveys for all staff;
- Travel diaries for all staff; and
- Movement surveys at site entrance.

8.5 The data collected from all surveys will be provided to be added to the TRICS Database, as well as being supplied to the Local Authority's Travel Plan Coordinator.

8.6 The survey results will also be reported at the annual monitoring meeting, and if the targets are not met the Travel Plan Coordinator will consider and implement additional measures to be used to ensure that the targets are met by the time of the next meeting.

9 Securing and Funding of the Travel Plan

9.1 This Section considers how the Travel Plan will be funded, secured and enforced.

9.2 The Travel Plan will be secured through the Section 106 Agreement that will accompany a planning approval for the development once permission is in place.

9.3 Based on normal practice, the Travel Plan will be appended to the Section 106 Agreement. In addition, the Section 106 Agreement will include for a requirement to identify the name of the Travel Coordinator prior to the commencement of development. This will ensure that:

- The role and duties of the Travel Plan Coordinator, as specified in Section 7, are included within the legal agreement;
- The Travel Plan measures, including all the marketing and fiscal incentives, are a legal requirements to be implemented when the development proceeds; and
- The monitoring surveys and reporting measures, as set out in Section 8, are a legal requirement for the development.

9.4 The Travel Plan will form a legal agreement, and consequently the developer will put in place the full funding required to implement and monitor the Travel Plan.

10 Conclusions

10.1 This report has been prepared on behalf of Delfont Mackintosh Theatres in order to support the application for the proposed redevelopment of the existing Ambassadors Theatre, West Street in the London Borough of Camden (LBC). West Street splits the LBC and the City of Westminster (CoW).

10.2 The existing Ambassadors Theatre is situated on West Street, just south of the A400 Shaftesbury Avenue. West Street is one-way south eastbound from its junction with Shaftesbury Avenue, located close to the junction of the A400 Shaftesbury Avenue/A400 Charing Cross Road.

10.3 This Travel Plan has been prepared in accordance with the Department for Transport's *'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'* (April 2009).

10.4 Section 3 demonstrated that the site has an excellent level of accessibility by public transport, and the site is extremely well located to be highly accessible by modes of transport other than the private car.

10.5 Notwithstanding this, the proposed Travel Plan measures include:

- The provision of secure cycle storage;
- The provision of shower, changing and locker facilities; and
- Staff Travel Packs.

10.6 These measures are recognised by the Department for Transport.