



**BNP PARIBAS AS TRUSTEES OF
MAYFAIR CAPITAL COMMERCIAL
20 RED LION STREET
LONDON**

TRANSPORT STATEMENT

JANUARY 2017



the journey is the reward

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JANUARY 2017

Project Code:	BNPRedLionSt.1
Prepared by:	Ben Chimes
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BNP Paribas as Trustees of Mayfair Capital Commercial
20 Red Lion Street
London
Transport Statement

List of Contents

Sections

1	Introduction	1
2	Baseline Conditions	2
3	Development Proposals	8
4	Trip Generation	11
5	Summary and Conclusions	14

Figures

Figure 1.1: Site in Relation to the Regional Highway Network
Figure 1.2: Site in Relation to the Local Highway Network
Figure 2.1: Existing Car Park Dimensions
Figure 2.2: Map of Public Cycle Parking
Figure 3.1: Medium Car Swept Path Analysis

Tables

Table 2.1: Bus Services within the Local Vicinity	5
Table 2.2: 'Santander Cycles' Within the Vicinity of the Site	6
Table 4.1: Census Method of Travel to Work Data (2011) for Workday Population ..	12
Table 4.2 Peak and Daily Trip Profile (Proposed additional office floor space)	13

Appendices

APPENDIX A: Affidavit
APPENDIX B: PTAL Report
APPENDIX C: TRICS Report – B1 Office
APPENDIX D: Census Journey to Work Calculations

1 Introduction

- 1.1 This Transport Statement (TS) has been commissioned by BNP Paribas as trustees of Mayfair Capital Commercial Property Trust in respect of the proposed extension of the existing office building at 20 Red Lion Street, London, WC1R 4PQ.
- 1.2 The existing building consists of six storeys of Use Class B1 office accommodation (Basement + Ground + 4 storeys). The offices are accessed, by pedestrians directly from street level on the ground floor at on the corner of Red Lion Street and Sandland Street. Service access is made from a separate access along Sandland Street, which leads to the rear of the building. The Site is surrounded by a range of uses, including both residential and non-residential uses.
- 1.3 The Site in relation to the regional and local highway network is illustrated at **Figure 1.1** and **Figure 1.2** respectively.
- 1.4 The Scheme seeks to provide an additional 761 sqm (GIA) of office floor space at the existing building, through the construction of roof and rear extensions.
- 1.5 The proposals are for the scheme to be a 'car-free' development with the exception of a single accessible bay. Access to the electrical sub-station to the rear would be retained.
- 1.6 The Site has Public Transport Accessibility (PTAL Rating) of 6b, which is considered to be 'excellent', as it is located in close proximity to a variety of public transport routes.
- 1.7 This report is divided into the following sections:
 - Baseline Conditions;
 - Development Proposals;
 - Trip Generation; and
 - Summary and Conclusions.

2 Baseline Conditions

2.1 This section considers the Site's location and provides an overview of the accessibility to the local transport infrastructure, subdivided as follows:

- Existing Site Description;
- Local Public Transport Infrastructure;
- Local Pedestrian Infrastructure;
- Local Cycle Infrastructure;
- Existing Servicing & Parking; and
- Accessibility Summary.

Existing Site Description

2.2 The existing site is located at the corner of Red Lion Street and Sandland Street within the London Borough of Camden. The site is located to the northeast of The City Law School.

2.3 The principal entrance provides pedestrian access to the Site and is on the corner of Red Lion Street and Sandland Street. The entrance provides access to the office floor space on all floors via a central reception area.

2.4 The existing car park to the rear of the building is accessed from Sandland Street and accommodates a total of 5 parking spaces, the dimensions of which fall short of recognised standards. Consequently, manoeuvring into these spaces is particularly difficult. **Figure 2.1**, attached to this report, shows the substandard parking arrangement currently on site and the difficulties drivers would face trying to access the rear of the site.

2.5 Access to the car park is achieved via a vehicle gate on Sandland Street. The gate operates on a manual system which is permanently locked by means of a magnetic lock, which is released by means of keypad situated at the gate.

2.6 We are advised that the parking spaces to the rear are not used by tenants of the building. The affidavit from Kashif Ali provides further details on this matter and is appended to this TS as **Appendix A**. Existing access arrangements for the sub-station will be retained.

2.7 Given the Site's excellent accessibility and central London position, the lack of use of the parking bays is not considered unusual, especially combined with the fact they are substandard in dimension falling short of the requisite 6m manoeuvring isle width as shown in **Figure 2.1**.

Neighbouring Amenities

- 2.8 The Site is located within close proximity to several restaurants, cafes and food outlets which are situated along Red Lion Street and High Holborn (A40).
- 2.9 To the south of the Site, along High Holborn (A40), there is a variety of shops, offices and banks, whereas to the north of the site, a Premier Inn Hotel is located on Red Lion Street.

Local Public Transport Infrastructure

Public Transport Accessibility Level (PTAL)

- 2.10 Transport for London (TfL) publish borough-wide PTAL mapping for reference by Local Planning Authorities and developers to aid strategic planning.
- 2.11 The PTAL model utilises an accessibility range between 1a (low) to 6b (high), which is calculated from a formula based upon the number of bus stops and rail stations (Points of Interest) located within a pre-defined walking threshold of the application site, being up to 640m (8-minute walk assuming a comfortable 80m/minute walking pace) to bus services and 960m (12-minute walk) to rail stations respectively.
- 2.12 PTAL analysis identifies that the Site benefits from a rating of 6b, which represents the highest level of accessibility to public transport. It is therefore reasonable to assume that visitors and staff to the offices would also benefit from these public transport services. The full PTAL report associated with the site is contained within **Appendix A**.

Bus Accessibility

- 2.13 The Site is highly accessible to London's bus network. There are 7 bus stops located within 3 minute walk of the site which provide 8 regular, daily London Bus Services and 5 frequent London Night Services. A summary of these bus stops are located below:

- Brownlow Street, (Eastbound/Stop S), 202m southeast of the Site;
- Brownlow Street, (Westbound/Stop R), 212m southeast of the Site;
- Holborn Station, (Stop K), 263m southwest of the Site;
- Procter Street, (Stop H), 281m west of the Site;
- Red Lion Street, (Stop J), 238m west of the Site;
- Red Lion Street (Stop G), 273m northwest of the Site; and
- Red Lion Street (Stop A), 222m northwest of the site.

2.14 The services which operate at the above stops are summarised within the table located below.

Service No.	Route	Weekday Peak Frequency Monday - Friday	Peak Frequency - Saturday	Peak Frequency - Sunday
8	Bow Church – Bonner Street – Primrose Street – Brownlow Street – Tottenham Court Road Station	Every 4-8 Minutes	Every 6-10 Minutes	Every 8-12 Minutes
19	Finsbury Park Interchange – Islington Town Hall – Red Lion Street – Green Park/Constitution Hill – Parkgate Road	<u>Monday to Thursday</u> Every 6-10 Minutes ~ <u>Friday</u> Every 5-9 Minutes	Every 6-10 Minutes	Every 10-14 Minutes
25	Holles Street – Brownlow Street – St Mary Axe – Stepney Green Station – Warton Road – Shrewsbury Road – Hainault Street	Every 4-8 Minutes	Every 5-9 Minutes	Every 4-7 Minutes
38	Clapton Pond – Stannard Road – Packington Street – Red Lion Street – Hyde Park Corner – Victoria Bus Station	Every 2-6 Minutes	Every 2-6 Minutes	Every 2-6 Minutes
55	Lea Bridge Road/Bakers Arms – Lea Valley Ice Centre – Hackney Central Station – Warner Place – Goswell Road – Red Lion Street – Oxford Circus	<u>Monday to Thursday</u> Every 5-8 Minutes ~ <u>Friday</u> Every 5-9 Minutes	Every 7-11 Minutes	Every 8-11 Minutes
242	Homerton Hospital/Wardle Street – Clapton Square – Middleton Road – Wormwood Street – Brownlow Street – St Giles High Street	Every 4-7 Minutes	Every 5-8 Minutes	Every 7-11 Minutes
243	Redvers Road – Bruce Grove Station – Stamford Hill Broadway – Rio Cinema – Falkirk Street – Rosebery Avenue – Red Lion Street – Waterloo Station/Mepham Street	Every 5-8 Minutes	Every 7-11 Minutes	Every 9-12 Minutes
521	Waterloo Station/Tension Way – Procter Street – New Change/Cannon Street – London Bridge Station	Every 2-5 Minutes	-	-

N8	The Lowe – Gants Hill Station – Michael Road – Abbey Lane – Primrose Street – Holborn Station – Holles Street	<u>Monday to Thursday</u> 4 Stops an Hour ~ <u>Friday</u> Every 7-8 Minutes	Every 7-8 Minutes	4 Stops an Hour
N19	Finsbury Park Interchange – Red Lion Street – Chelsea Old Town Hall – Clapham Junction Station	<u>Monday to Thursday</u> 2 Stops an Hour ~ <u>Friday</u> 3 Stops an Hour	3 Stops an Hour	2 Stops an Hour
N38	Walthamstow Bus Station – Clapton Square – Sadler’s Wells Theatre – Red Lion Street – Victoria Bus Station	<u>Monday to Thursday</u> Every 11-13 Minutes ~ <u>Friday</u> Every 6 Minutes	Every 6 Minutes	Every 11-13 Minutes
N41	Trafalgar Square/Charing Cross Station – Red Lion Street – Manor Gardens – Willow Walk – Tottenham Hale Bus Station	<u>Monday to Thursday</u> 2 Stops an Hour ~ <u>Friday</u> 3 Stops an Hour	3 Stops an Hour	2 Stops an Hour
N55	St Thomas of Canterbury Church – South Woodford Station – Fraser Road – Hackney Central Station – Red Lion Street – Oxford Circus	<u>Monday to Thursday</u> 2 Stops an Hour ~ <u>Friday</u> Every 10-12 Minutes	Every 10-12 Minutes	2 Stops an Hour

Table 2.1: Bus Services within the Local Vicinity

Rail Accessibility

- 2.15 Holborn Underground Station is located approximately 320 metres to south west of the Site. Services run on the Central and Piccadilly lines from this station into other areas of Central London as well as to the East and West. Chancery Lane Underground Station (Central Line) is located approximately 450 metres to the south east of the Site.
- 2.16 The Site is also served by the Farringdon National Rail Station, located approximately 1km to the east. Services from the station include the Thameslink route to Bedford, Sutton, St Albans City, Brighton and Luton, and a number of other locations. The Elizabeth Crossrail line is scheduled to open in December 2018 which will provide regular services in each direction between Paddington and Abbey Wood.

Local Pedestrian Infrastructure

- 2.17 The area surrounding the Site can be described as “pedestrian friendly” with several pedestrian-oriented design features including, dropped kerbs, tactile paving and pedestrianised areas.
- 2.18 Present in both directions along Red Lion Street are wide footways, which enables safe onward access from the Site.

Local Cycle Infrastructure

Santander Cycles

Docking Station	Location	Direction from Site	Distance	Capacity
Red Lion Street	Red Lion Street	South	97m	36
Red Lion Square	Old N Street	Northwest	230m	15
Theobald's Road	Theobald's Road	North	226m	25

Table 2.2: ‘Santander Cycles’ Within the Vicinity of the Site

- 2.19 **Table 2.2** illustrates that there is an excellent provision of Santander Cycle docking stations within the vicinity of the Site, providing easy onward access for those who do not possess a bicycle.

Public Cycle Parking

- 2.20 The Site is located within walking distance of several public cycle parking facilities. **Figure 2.2** illustrates the locations of the nearest 10 parking facilities in relation to the site.

Existing Servicing and Parking

- 2.21 The site is located within Controlled Parking Zone CA-D, whereby parking is restricted to the relevant bays, Monday to Friday between 08:30-18:30 and Saturday between 08:30-13:30.
- 2.22 Car parking provision can be found with various car parking companies including SecureP UK, located at Bloomsbury Square near Bloomsbury Square Gardens, located 8.5 minutes away (628m).
- 2.23 Pay and display parking bays are also available along Bedford Row. There are also a number of on-street disabled parking bays in the vicinity.
- 2.24 Due to the restricted nature of the rear yard no servicing vehicle can enter the area as shown in **Figure 2.1**. Subsequently, servicing is undertaken using the existing on-street loading bay outside the main entrance on Red Lion Street.

Accessibility Summary

- The existing site benefits from a PTAL 6b which represents an excellent level of accessibility;
- Within 3 minutes' walk there are 7 bus stops that provide convenient onward access throughout the local or regional area;
- Holborn and Chancery Lane Underground Stations are located between a 4-6-minute walk away from site, enabling further mobility throughout the Greater London area and beyond;
- Farringdon Rail Station is located approximately 1km away from the site and provides access to both National Rail and Thameslink services;
- The site is within 230m of 3 Santander Bicycle Hire docking stations and on-street public bicycle parking facilities, which illustrates the high level of accessibility within the existing cycle infrastructure; and
- Car parking spaces are available along Bedford Row, in addition to further provision provided by car parking companies in the vicinity of the site for visitors.

3 Development Proposals

Proposals

- 3.1 The Scheme seeks to provide an additional 761 sqm (GIA) of office floor space at the existing building, through the construction of roof and rear extensions.
- 3.2 The proposals are for a car-free development, however access to the electrical sub-station would be retained.
- 3.3 One dedicated disabled parking space will be created as part of the proposals. Since there is currently no disabled parking provision on site this would constitute a betterment on the existing parking arrangements.
- 3.4 The proposals provide waste and recycling facilities in line with the current requirements. Bins for both general waste and mixed recycling would be located in a defined storage area to the rear of the building, at ground floor level. These would be accessed via the rear access gate.

Proposed Access Arrangements

- 3.5 The Scheme would be accessed through the reconfigured main reception entrance at the corner of Red Lion Street and Sandland Street. The entrance would provide primary access to all floors.
- 3.6 The existing side fire exit, located along Red Lion Street, is to be retained and improved with the addition of a new step to provide safer navigation from the building to the street.
- 3.7 Two new access points are proposed to the rear of the property at ground floor level. The first of the new access points can be accessed directly from the ground floor reception and from the rear without interruption. The second new access provides a connection between the northern office floorplate and the proposed ground floor office terrace. The office terrace is to be bounded by a metal balustrade and would be accessed from a separate gate.

Cycle Parking

- 3.8 Appendix 2 of Camden Development Policies Document requires a development to provide cycle parking facilities in accordance with the minimum requirements of the London Plan.

- 3.9 Table 6.3 of the London Plan lists the minimum number of cycle parking spaces required for B1 office use:
- Long-stay: 1 space per 90 sqm; and
 - Short-stay: first 5,000 sqm: 1 space per 500 sqm.
- 3.10 The Scheme would provide a total of 26 long-stay cycle spaces and 2 short-stay spaces to be located at ground floor level, adjacent to the proposed office terrace. The spaces would be provided outdoors in a two-tier storage rack, with covered roof.
- 3.11 The existing building currently provides limited dedicated cycle storage. The proposed provision would therefore improve the current facilities and further promote sustainable travel.
- 3.12 All cycle parking on site is located close to the rear site entrance and the route to the cycle parking from street level is step free.
- 3.13 The proposed short-stay cycle parking is located separately from the long-stay cycle parking but both are located within the site boundary within close proximity of the entrance on street level.
- 3.14 The proposed long-stay cycle parking would be located in a covered and secure structure with internal dimensions to allow access and egress to them easily. Lockers and showers are also provided for staff use.
- 3.15 The cycle parking arrangements are in full accordance with Appendix 3 of Camden's CPG7 guidance. The proposed quantum of cycle parking spaces provided on site exceeded London Plan standards.

Car Parking and Servicing

- 3.16 A single dedicated disabled parking bay would be provided at the rear of the building for staff and visitors. **Figure 3.1** shows a car accessing and egressing the site in a forward gear.
- 3.17 The reconfiguration of the rear yard removes the substandard and unused parking spaces and provides a dedicated assessable parking space for use by the building. On the basis servicing vehicles cannot presently access the yard the proposals do not compromise current servicing activity, which will continue to occur from Red Lion Street.
- 3.18 On balance therefore, the proposals offer a betterment compared to the exiting situation by removing inappropriate and unused parking and replacing this with a usable accessible bay whilst maintaining a status quo in relation to servicing.

Development Proposals Summary

3.19 To summarise, the development proposals seek to:

- Provide an additional 761 sqm (GIA) of office floor space at the existing building, through the construction of roof and rear extensions;
- Retain existing vehicular access points onto Sandland Street;
- Develop an appropriate internal highway arrangement to accommodate both vehicular and pedestrian movements within the site;
- Provide cycle parking in accordance with adopted standards;
- Provide 1 designated disabled parking space for staff and visitors; and
- Retain existing servicing arrangements from Red Lion Street.

4 Trip Generation

- 4.1 This section considers the likely trips generated by the proposed development. Based upon the scheme proposals to provide an additional 761sqm of B1 Office floor space on the Site, an assessment has been undertaken of the likely multi-modal trip generation using the TRICS database. TRICS site selection parameters for the existing and proposed uses consist of sites selected from the 'Employment- Office' categories with taken from Greater London.
- 4.2 Multi-modal trip generation associated with the proposals have been calculated with reference to the TRICS database, to consider sites which match the following criteria, considered to provide similar characteristics present at this Site:
- Surveys undertaken between 2008-2016;
 - Sites located within Greater London; and
 - Situated in town centre, edge of town or suburban areas.
- 4.3 Summaries of trip rates and calculated trip generation associated with the proposed additional floor area have been detailed within this section of the report with a copy of the associated TRICS outputs and trip generation calculations provided in **Appendix B**.

Trip Assessment Methodology

- 4.4 In addition to daily weekday trip generation, the potential trips during the critical weekday morning (08:00-09:00) and evening peak periods (17:00-18:00) have been assessed, during which baseline network demand on the surrounding highway and transportation infrastructure is likely to be at its highest.
- 4.5 The TRICS database has been consulted in order to demonstrate multi-modal trip generation for the proposed additional floor space. The TRICS Total Person data for the proposed was then manipulated through combining census method of Travel to Work data for workday populations for the output layer Camden 028.
- 4.6 The census method of journey to work calculations are included in this reported in **Appendix C**.
- 4.7 The output layer, "Camden 028", provides the most accurate mode share for the Site however, some offices within the output area provide car parking. It is known the current parking spaces on site are not used and the proposals are effectively car free. Therefore, the census car driver mode has been reapportioned to the other modes on a pro-rata basis.

4.8 The Travel to Work data for the workday populations for 'Camden 028' is set out below in **Tables 4.1**.

Variable	Camden 028 (Persons)	Commuting (Persons)	Percentage
All Categories: Method of Travel to Work (2001 Specification)	6,744	-	-
Work Mainly from Home	605	-	-
Underground	753	753	22%
Train	257	257	8%
Bus, Minibus or Coach	529	529	16%
Taxi	37	37	1%
Motorcycle, Scooter or Moped	19	19	1%
Driving a Car or Van	156	0	0%
Passenger in Car or Van	9	9	0%
Bicycle	146	146	4%
On Foot	1,554	1,554	46%
Other Method of Travel to Work	43	43	1%
Not in employment	2,636	-	-
Total	4,125	3,743	100%

*Red variables are combined to generate Public Transport mode share.

Table 4.1: Census Method of Travel to Work Data (2011) for Workday Population

4.9 As perhaps could be expected, the daytime population identifies a greater modal share of walking and public transport modes given the highly accessible location of the Site. It is considered that office staff employed at the Site would walk or use public transport to access the area.

Proposed Additional Floor Space

4.10 The table below summarises the predicted level of traffic generation associated with the additional office floor space over a 12 hour (0700-1900) weekday daily profile. For this assessment classic peak hours have been assessed for the AM Peak (0800-0900) and PM Peak (1700-1800).

4.11 The table below provides a summary of the predicted weekday daily profile of person trip rates by mode of travel associated with the proposed additional office floor space based on trip rates derived from the TRICS database.

Mode	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	0	0	0	0
Public Transport	7	0	1	8	37	34
Cycle	1	0	0	1	3	3
Pedestrians	7	0	1	8	37	35
Total	15	0	2	17	77	72

Table 4.2 Peak and Daily Trip Profile (Proposed additional office floor space)

4.12 From the table above, it can be seen that during the weekday AM & PM peak hourly and daily periods, the proposed additional office floor space has the ability to generate in the order of 15-17 peak hour person trip movements and around 149 daily person movements by all modes.

4.13 In relation to pedestrian, cycling and public transport trips generated by the proposals, it is considered that infrastructure and services currently available or proposed to facilitate travel via these modes as part of this scheme is sufficient to accommodate any predicted increase in demand.

4.14 It is not anticipated that the increase in office floor space would result in a material increase in servicing trips.

Trip Generation Assessment Summary

4.15 To summarise the trip generation assessment:

- The additional office floor space is likely to generate around 15 person movements during the weekday morning peak, and around 17 movements during the evening peak with the majority of trips completed via public transport modes.

5 Summary and Conclusions

- 5.1 This Transport Statement has been commissioned by BNP Paribas as trustees of Mayfair Capital Commercial Property Trust in respect of the proposed extension of the existing office building at 20 Red Lion Street, London, WC1R 4PQ.
- 5.2 The Scheme seeks to provide an additional 761 sqm (GIA) of office floor space at the existing building through the construction of roof and rear extensions.
- 5.3 In respect of the development proposals and this report has identified the following:
- The Site benefits from a PTAL 6b which represents an excellent level of accessibility;
 - Would provide a total of 28 cycle spaces (26 long-stay and 2 short-stay spaces) to be located at ground floor level, adjacent to the proposed office terrace. The spaces would be provided outdoors in a two-tier, fully-enclosed storage rack;
 - Fully comply with cycle parking provisions required by the London Plan;
 - Maintains status-quo in terms of servicing arrangements;
 - No material increase in servicing trips;
 - Removes substandard, unused car parking;
 - Provides 1 designated disabled parking space for staff and maintains existing access to the sub-station;
 - The additional office floor space is likely to generate around 15 person movements during the weekday morning peak, and around 17 movements during the evening peak with the majority of trips completed via public transport modes; and
 - It is considered that infrastructure and services currently available or proposed to facilitate travel via these modes as part of this scheme are sufficient to accommodate any predicted increase in demand.
- 5.4 In light of the above and preceding assessment, it is reasonable to conclude that the development proposals are fully acceptable in transport planning terms and do not generate any significant impact to the local transport network and therefore accord with the principles of sustainable development set out within the National Planning Policy Framework.

FIGURES



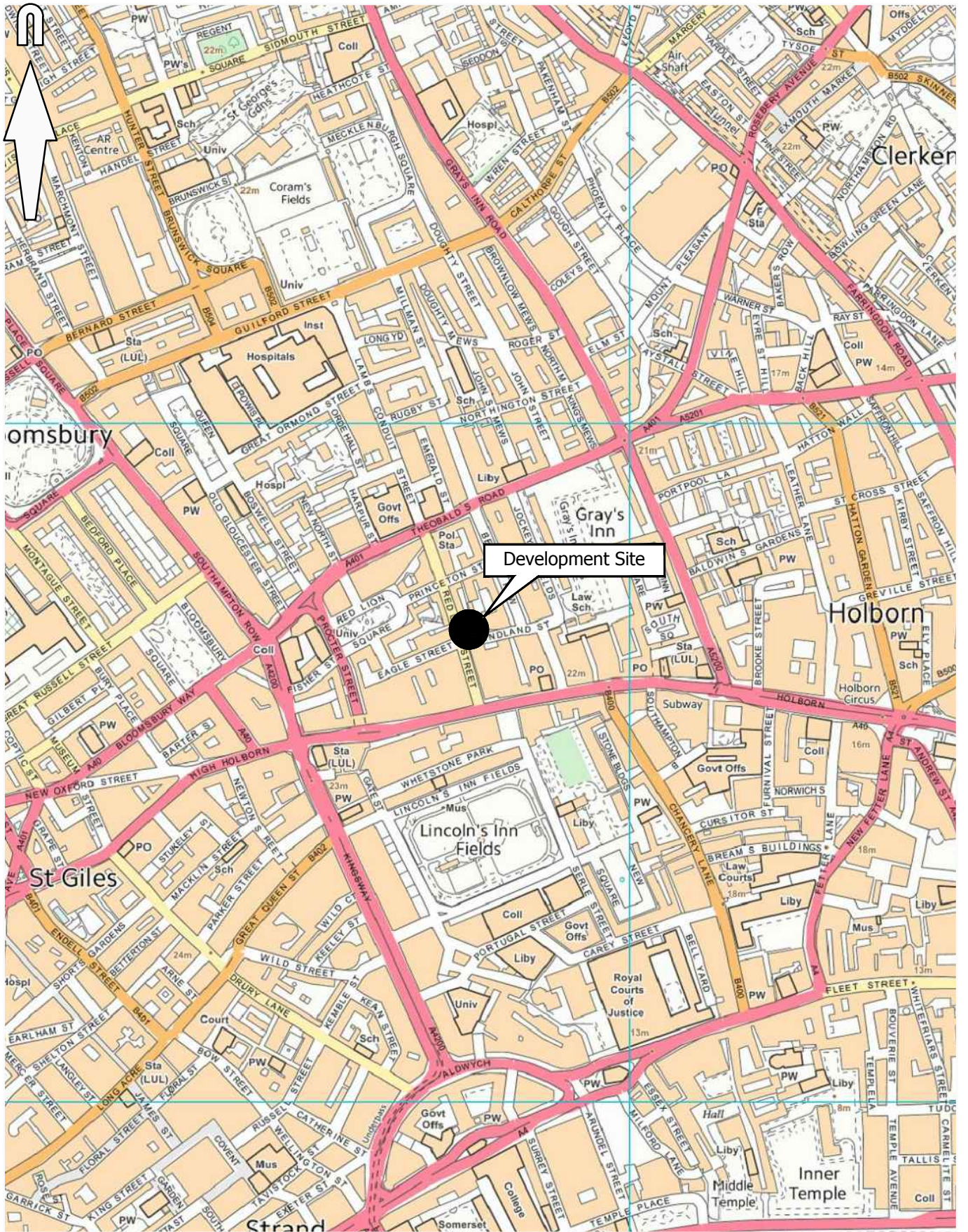
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



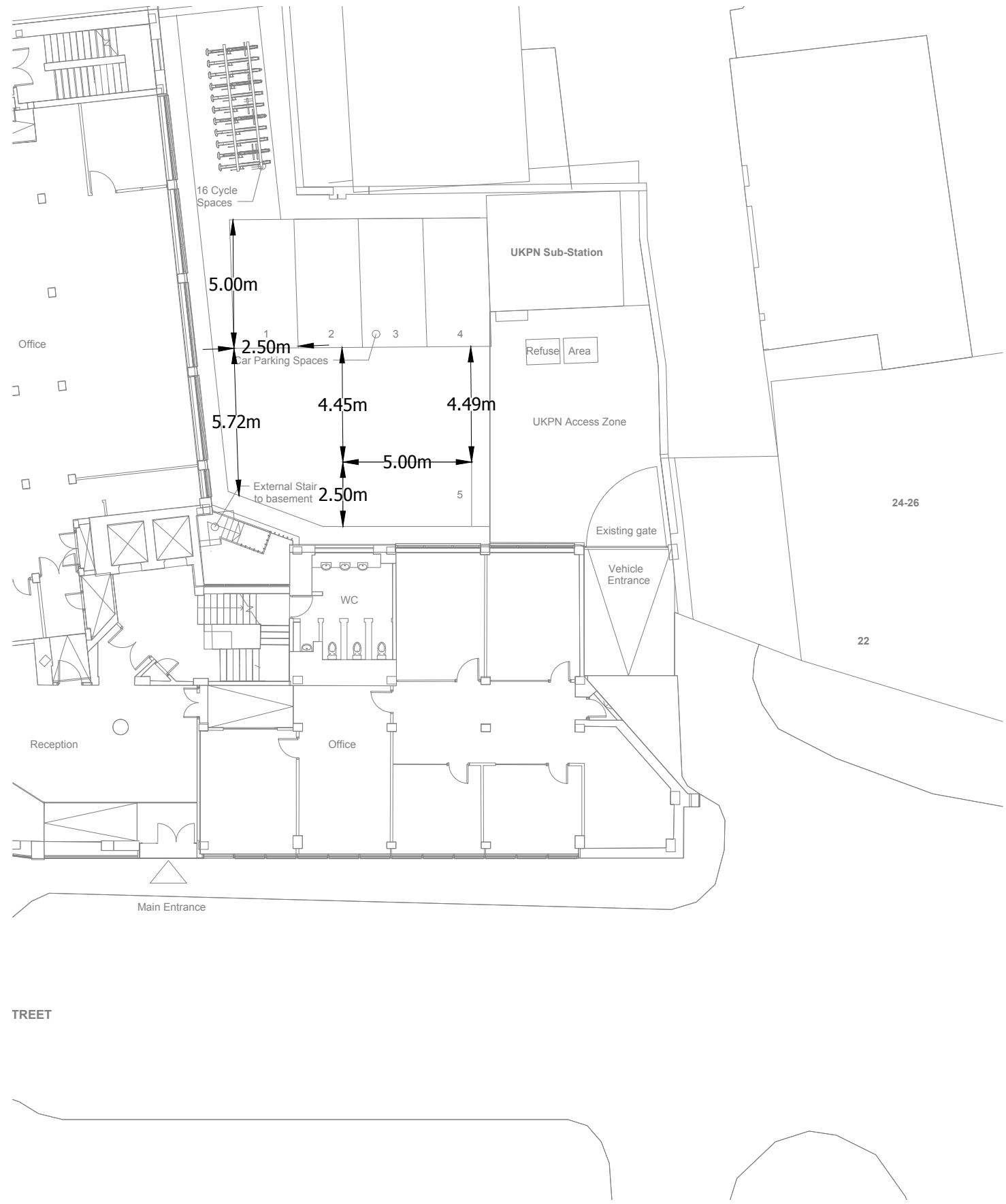
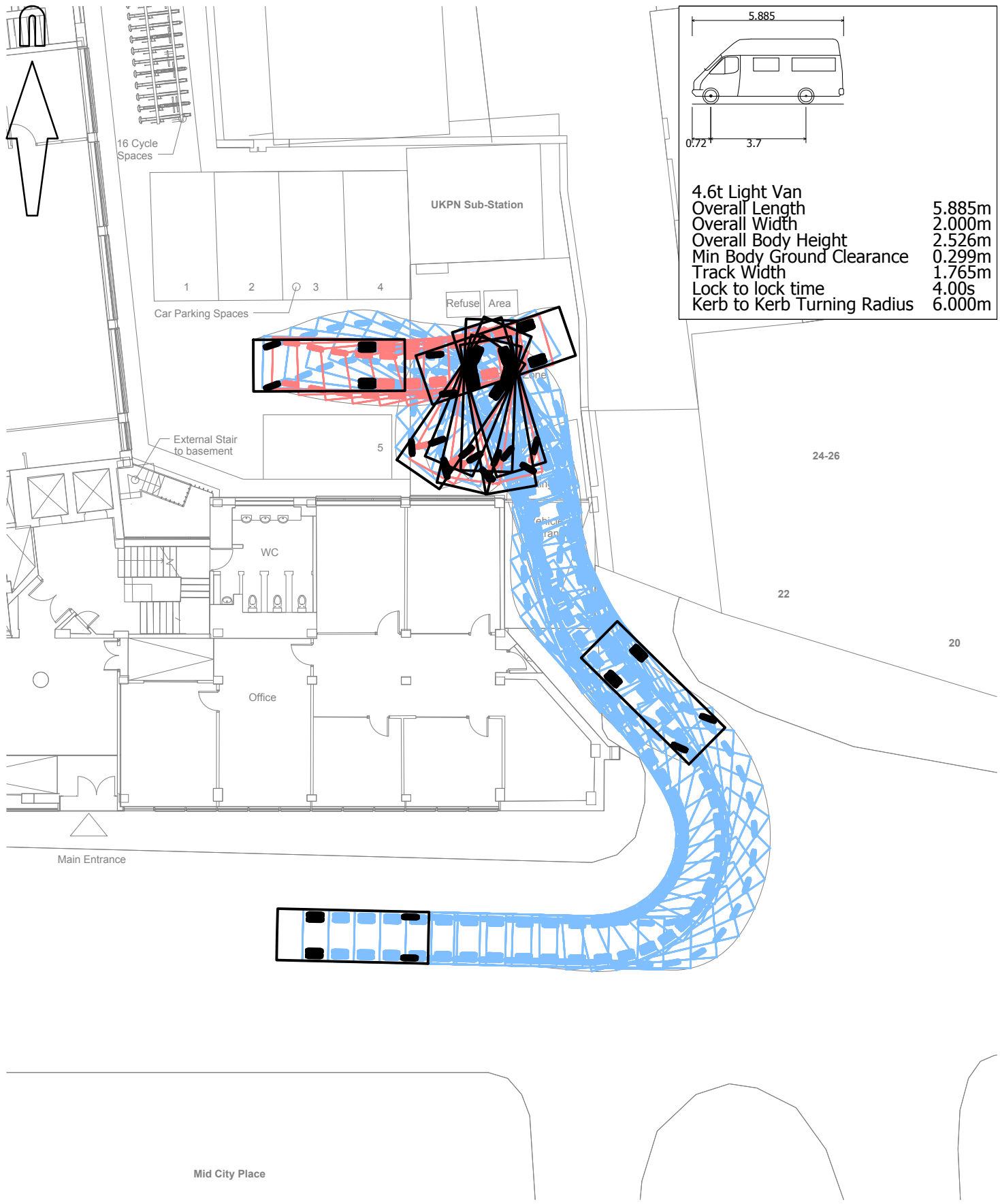
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Site in Relation to the Local Highway Network

Scale 1:10 000

Figure 1.2



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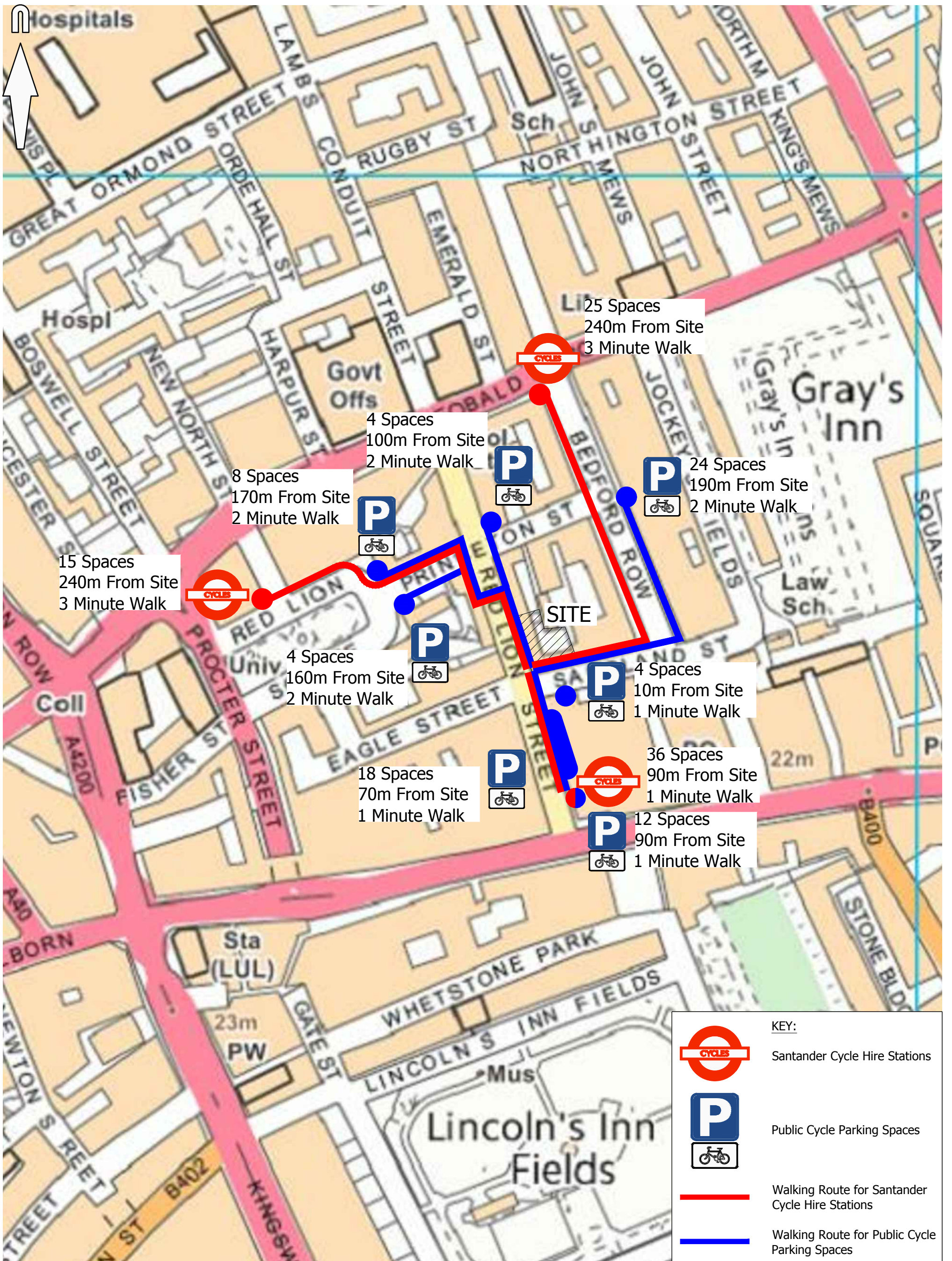
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**SWEPT PATH ANALYSIS
 4.6t LIGHT VAN TURNING ON EXISTING SITE
 AND EXISTING CAR PARK DIMENSIONS**

scale 1:200 @ A3 drawn by JME checked by BC

date JANUARY 2017 cad file FIGURE 2.1.DWG

drawing number rev.

FIGURE 2.1



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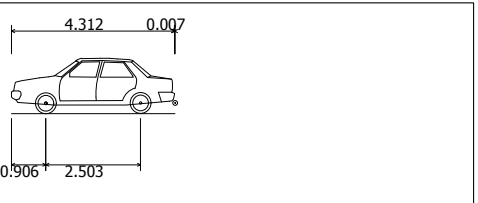
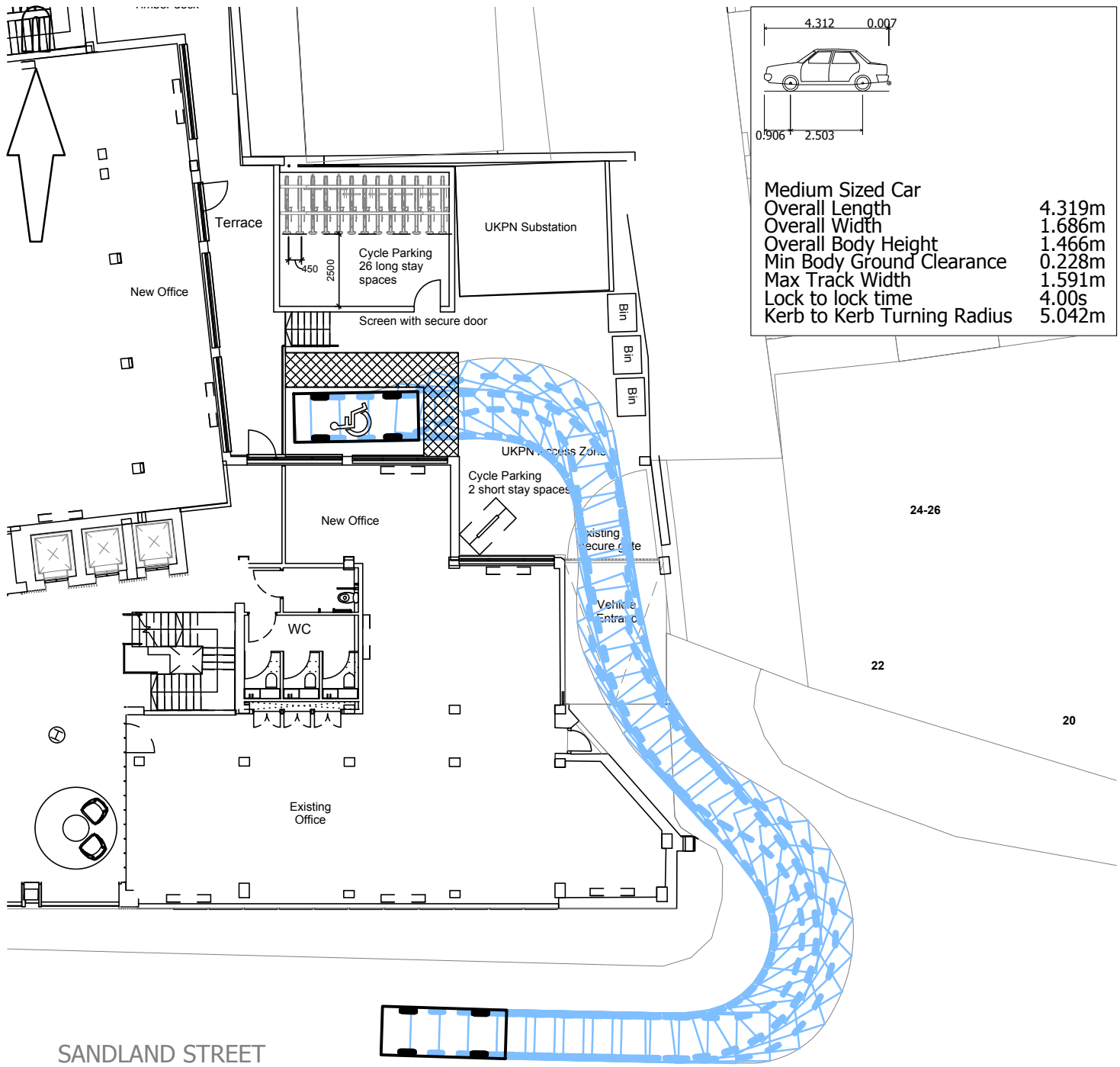
MAP OF PUBLIC CYCLE PARKING SPACES
 AND SANTANDER CYCLES

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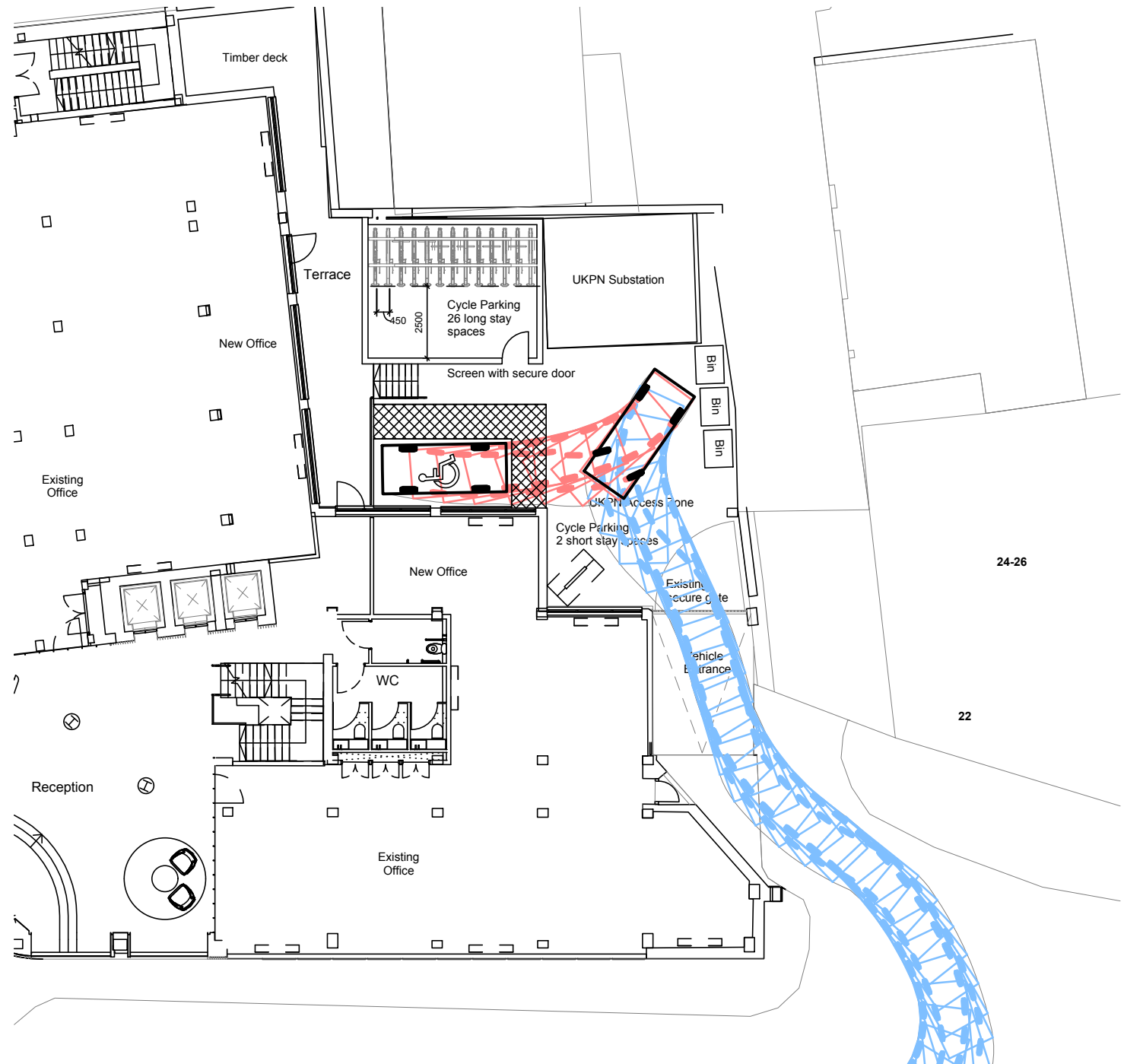
date JANUARY 2017 | cad file FIGURE 2.2.DWG

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FIGURE 2.2



Medium Sized Car
 Overall Length 4.319m
 Overall Width 1.686m
 Overall Body Height 1.466m
 Min Body Ground Clearance 0.228m
 Max Track Width 1.591m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.042m



SANDLAND STREET

SANDLAND STREET

Mid City Place

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title
**SWEPT PATH ANALYSIS
 MEDIUM CAR PARKING AND EXITING SITE**

scale 1:200 @ A3 drawn by JME checked by BC
 date JANUARY 2017 cad file FIGURE 3.1.DWG
 drawing number rev.

FIGURE 3.1

APPENDIX A

"Dear Sir / Madam

1. My name is Kashif Ali and I am the concierge at 16-20 Red Lion Street, London, WC1R 4PQ ("the Property"). I have held this position since April 2007.
2. My role at the property includes the signing in of visitors and members of staff. A sign-in book is located in the reception for individuals to sign as they enter and leave the property.
3. There are a total of 5 (no.) car parking spaces located to the rear of the property which can only be accessed and used by employees of the two tenants of the building. The four spaces situated between the sub-station and the north wing of the property are allocated to Kilburn and Strode and the fifth space, situated adjacent to the east wing of the property, is allocated to Abel and Imray.
4. Access to the car park is achieved via a vehicle gate on Sandland Street. The gate operates on a manual system which is permanently locked by means of a magnetic lock which is released by means of keypad situated at the gate. There is no intercom.
5. The entirety of the Property operates as offices. The offices are occupied by legal firms which are typical of the area due to the proximity to the Inns of Court.
6. Almost all members of staff and visitors to the property arrive on foot, without vehicles. In my nearly 10 years working at the property, all 5 (no.) spaces have remained empty and unused for the vast majority of the time. Over the last few weeks, due to the illness of a relative of an Abel and Imray employee living nearby, that employee has been using one of the spaces on a regular basis but this is not typical.
7. During my nearly 10 years working at the property, no disabled persons have utilised the parking spaces at the property as this would necessitate having to walk/wheel back uphill to the public highway, thence utilising the disabled access at the main entrance. Accordingly, they have utilised the car parking spaces on Sandland Street.
8. During my nearly 10 years working at the property, no service vehicles (other than those accessing the electricity sub-station) have utilised the service yard, despite being offered access.

I, Kashif Ali, aforesaid, do solemnly and sincerely declare that the contents of this declaration are true, by virtue of the Statutory Declarations Act 1835.

Signature



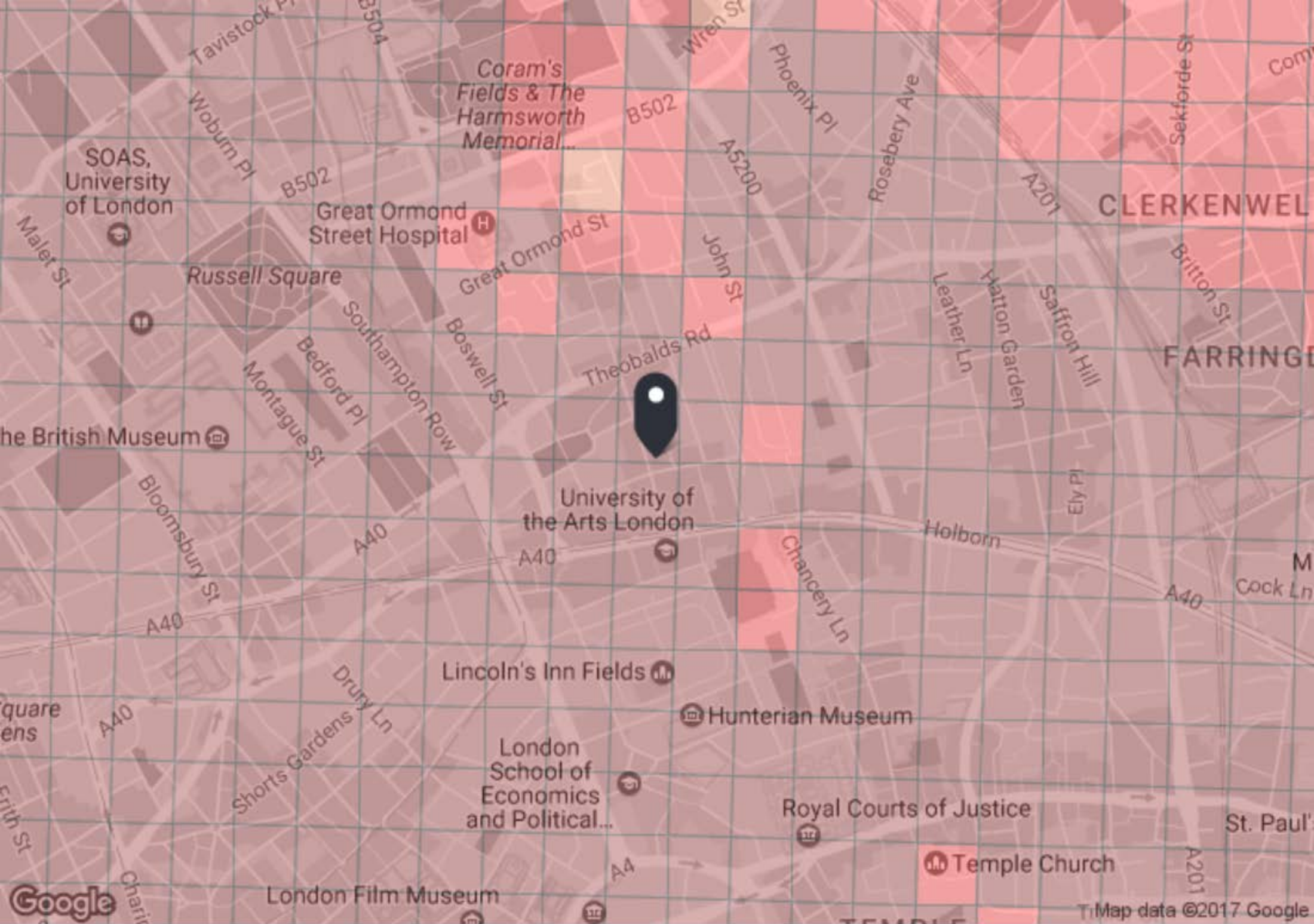
Name

KASHIF ALI

Date

11-01-17

APPENDIX B



PTAL output for Base Year

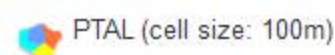
6b

Easting: 530762, Northing: 181694

Map key - PTAL



Map layers



APPENDIX C

Calculation Reference: AUDIT-807401-170109-0110

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	CI CITY OF LONDON	3 days
	CN CAMDEN	2 days
	HD HILLINGDON	1 days
	IS ISLINGTON	1 days
	SK SOUTHWARK	2 days
	WH WANDSWORTH	1 days

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

Secondary Filtering 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: Gross floor area
 Actual Range: 1215 to 17187 (units: sqm)
 Range Selected by User: 408 to 17187 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 14/06/16

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:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	11 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 undertaken using machines.

Selected Locations:

Town Centre	6
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2

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:

Commercial Zone	5
Built-Up Zone	6

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.

LIST OF SITES relevant to selection parameters

1	BT-02-A-02 OFFICE WEMBLEY HILL ROAD		BRENT
	WEMBLEY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 4750 sqm Survey date: TUESDAY 22/06/10		Survey Type: MANUAL
2	CI-02-A-01 OFFICES 50 CANNON STREET CITY OF LONDON BANK Town Centre Built-Up Zone Total Gross floor area: 1386 sqm Survey date: WEDNESDAY 21/10/09		CITY OF LONDON Survey Type: MANUAL
3	CI-02-A-02 OFFICES GRACECHURCH STREET MONUMENT CITY OF LONDON Town Centre Commercial Zone Total Gross floor area: 9803 sqm Survey date: FRIDAY 29/11/13		CITY OF LONDON Survey Type: MANUAL
4	CI-02-A-03 OFFICES MONUMENT STREET MONUMENT CITY OF LONDON Town Centre Commercial Zone Total Gross floor area: 1951 sqm Survey date: FRIDAY 29/11/13		CITY OF LONDON Survey Type: MANUAL
5	CN-02-A-01 OFFICES ELY PLACE HOLBORN CIRCUS HOLBORN Edge of Town Centre Built-Up Zone Total Gross floor area: 4062 sqm Survey date: THURSDAY 23/10/08		CAMDEN Survey Type: MANUAL
6	CN-02-A-02 OFFICES GRAYS INN ROAD CLERKENWELL Town Centre Built-Up Zone Total Gross floor area: 6056 sqm Survey date: WEDNESDAY 22/10/08		CAMDEN Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	HD-02-A-08	DATA CENTRE		HILLINGDON
	MILLINGTON ROAD			
	HYDE PARK			
	HAYES			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	15000 sqm		
	Survey date: TUESDAY	14/06/16		Survey Type: MANUAL
8	IS-02-A-01	OFFICES		ISLINGTON
	ESSEX ROAD			
	ISLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:	5500 sqm		
	Survey date: FRIDAY	24/10/08		Survey Type: MANUAL
9	SK-02-A-01	GLA HQ		SOUTHWARK
	THE QUEENS WALK			
	SOUTHWARK			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:	17187 sqm		
	Survey date: TUESDAY	21/10/08		Survey Type: MANUAL
10	SK-02-A-02	OFFICES		SOUTHWARK
	ST OLAV'S COURT			
	ROTHERHITHE			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	2371 sqm		
	Survey date: MONDAY	20/10/08		Survey Type: MANUAL
11	WH-02-A-02	OFFICES		WANDSWORTH
	BATTERSEA PARK ROAD			
	BATTERSEA			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1215 sqm		
	Survey date: THURSDAY	10/05/12		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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	11	6298	0.299	11	6298	0.039	11	6298	0.338
08:00 - 09:00	11	6298	0.550	11	6298	0.056	11	6298	0.606
09:00 - 10:00	11	6298	0.312	11	6298	0.088	11	6298	0.400
10:00 - 11:00	11	6298	0.172	11	6298	0.113	11	6298	0.285
11:00 - 12:00	11	6298	0.117	11	6298	0.118	11	6298	0.235
12:00 - 13:00	11	6298	0.141	11	6298	0.133	11	6298	0.274
13:00 - 14:00	11	6298	0.100	11	6298	0.107	11	6298	0.207
14:00 - 15:00	11	6298	0.130	11	6298	0.113	11	6298	0.243
15:00 - 16:00	11	6298	0.110	11	6298	0.176	11	6298	0.286
16:00 - 17:00	11	6298	0.064	11	6298	0.273	11	6298	0.337
17:00 - 18:00	11	6298	0.071	11	6298	0.518	11	6298	0.589
18:00 - 19:00	11	6298	0.052	11	6298	0.267	11	6298	0.319
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.118			2.001			4.119

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:	1215 - 17187 (units: sqm)
Survey date date range:	01/01/08 - 14/06/16
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 shown. 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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	11	6298	0.634	11	6298	0.053	11	6298	0.687
08:00 - 09:00	11	6298	1.996	11	6298	0.110	11	6298	2.106
09:00 - 10:00	11	6298	1.839	11	6298	0.234	11	6298	2.073
10:00 - 11:00	11	6298	0.765	11	6298	0.447	11	6298	1.212
11:00 - 12:00	11	6298	0.501	11	6298	0.609	11	6298	1.110
12:00 - 13:00	11	6298	1.016	11	6298	1.458	11	6298	2.474
13:00 - 14:00	11	6298	1.404	11	6298	1.208	11	6298	2.612
14:00 - 15:00	11	6298	0.953	11	6298	0.641	11	6298	1.594
15:00 - 16:00	11	6298	0.663	11	6298	0.759	11	6298	1.422
16:00 - 17:00	11	6298	0.323	11	6298	1.148	11	6298	1.471
17:00 - 18:00	11	6298	0.206	11	6298	2.148	11	6298	2.354
18:00 - 19:00	11	6298	0.159	11	6298	0.993	11	6298	1.152
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.459			9.808			20.267

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: 1215 - 17187 (units: sqm)
 Survey date date range: 01/01/08 - 14/06/16
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 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.

APPENDIX D

OFFICE

MODAL SPLIT BASED UPON WORKDAY POPULATION CENSUS METHOD OF TRAVEL TO WORK

Time Range	Public Transport		Taxi		Motorcycle		Car Driver		Car Passenger		Bicycle		Walk		Other		Total	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
07:00-08:00	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0
08:00-09:00	7	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	15	1
09:00-10:00	6	1	0	0	0	0	0	0	0	0	1	0	6	1	0	0	14	2
10:00-11:00	3	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	6	3
11:00-12:00	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	5
12:00-13:00	4	5	0	0	0	0	0	0	0	0	0	0	4	5	0	0	8	11
13:00-14:00	5	4	0	0	0	0	0	0	0	0	0	0	5	4	0	0	11	9
14:00-15:00	3	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	7	5
15:00-16:00	2	3	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	6
16:00-17:00	1	4	0	0	0	0	0	0	0	0	0	0	1	4	0	0	2	9
17:00-18:00	1	8	0	0	0	0	0	0	0	0	0	1	1	8	0	0	2	16
18:00-19:00	1	3	0	0	0	0	0	0	0	0	0	0	1	4	0	0	1	8
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total:	37	34	1	1	0	0	0	0	0	0	3	3	37	35	1	1	80	75
Mode Split Total:	71		2		1		0		0		7		72		2		154	

