Land to the Rear of 159-163 King's Cross Road, Camden

Transport Statement

For

Balcap RE Ltd

Document Control Sheet

Transport Statement

Land to the Rear of 159-163 King's Cross Road, Camden

Balcap RE Ltd

This document has been issued and amended as follows:

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1.0 Introduction

1.1 Motion has been appointed to prepare a Transport Statement to accompany a planning application for the redevelopment of the site on land to the rear of 159-163 King's Cross Road, within the London Borough of Camden.

1.2 The application site is located on land to the rear of 159-163 King's Cross Road. The site is bound on all sides by adjacent properties and is accessed from a mews opening between No's 1 to 3 Britannia Street. King's Cross St Pancras Station is situated approximately 525 metres north-west of the application site.

1.3 The development proposals comprise the demolition of the existing building and the construction of a new building to increase the floorspace from approximately 563 square metres gross internal area (GIA) to 849 square metres GIA. The new building will comprise offices on the ground and upper floors with a flexible space at basement level for office or gallery use.

1.4 This report has been prepared in accordance with current best practice guidance and demonstrates that:

- The proposals accord with national, regional and local policies relevant to transport;
- The site is accessible by public transport, walking and cycling; and,
- Additional trips resulting from the proposed development can be accommodated within the existing transport infrastructure.

Report Structure

1.5 Following the introduction, the Transport Statement is split into 5 sections as follows:

- Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
- Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
- Section 4 provides an overview of the proposed development;
- Section 5 assesses the vehicular trip attracting potential of the existing and proposed development and provides an overview of the likely impacts that this could have; and,
- Section 6 summarises the key findings and conclusions of the report.

2.0 Policy Context

2.1 This section summarises the relevant transport policy documents against which the development proposals would be considered at a national, regional and local level. The most relevant policy documents relating to this study are detailed below:

- National Planning Policy Framework (March 2012);
- The London Plan – consolidated with alterations since 2011 (March 2016); and,
- Camden Core Strategy (November 2010).

National Planning Policy

National Planning Policy Framework (March 2012)

2.2 The National Planning Policy Framework (NPPF) was published in March 2012, and replaces the previous national planning policies that were set out in the various Planning Policy Guidance Notes / Statements. With regard to transport, the NPPF replaces policy contained within PPG13 (Transport).

2.3 The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances. In this regard, paragraph 29 of the NPPF states that:

2.4 "*The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."*

2.5 Paragraph 32 states that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

2.6 In order to promote opportunities for the use of sustainable travel, the NPPF advises that:

- *"..developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport."*

Regional Planning Policy

The London Plan – consolidated with alterations since 2011 (March 2016)

2.7 The London Plan is the Mayor's Planning Strategy for London. The purpose of the London Plan is to promote economic, social development and the environmental improvement of Greater London.

2.8 With regard to assessing the impact of development on transport capacity, Policy 6.3 states:

"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network."

2.9 With regards to cycling, Policy 6.9 states that:

"Developments should:

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

2.10 The London Plan policy with regard parking is set out in Chapter 6 which sets out standards for car and cycle parking. The standards for the most relevant land uses are summarised in Table 2.1.

Land Use	Car	Cycle (minimum)
B1 (Office)	1 space per 1,000-1,500sqm GIA (CAZ)	1 space per 90sqm GEA long-stay plus 1 space per 500sqm GEA short-stay (central London)
D1 (Gallery)	Limited to operational needs	1 space per 8 staff plus 1 space per 100sqm GEA

Table 2.1 London Plan Parking Standards

Local Planning Policy

Camden Core Strategy (November 2010)

2.11 The Camden Core Strategy is the central part of the Local Development Framework for the borough and sets out planning strategies and policies until 2025.

2.12 With regard to promoting sustainable travel, Policy CS11 states that the Council will:

- *"Improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme;*
- *Continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle inks; and,*
- *Work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink."*

2.13 In relation to the minimising of the environmental impacts of travel, Policy CS11 further states that the Council will:

- *"Expand the availability of car clubs and pool cars as an alternative to the private car;*
- *Minimise provision for private parking in new developments, in particular through:*
  1. *Car free developments in the borough's most accessible locations and,*
  2. *Car capped developments;*
- *Restrict new public parking and promote the re-use of existing car parks, where appropriate;*
- *Promote the use of low emission vehicles, including through the provision of electric charging points; and,*
- *Ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network."*

2.14 With regard to car parking, Paragraph 11.17 states the following:

"*The Council will continue to limit the amount of parking available for private cars. This represents a key part of our approach to addressing congestion, promoting sustainable transport choices, and facilitating the delivery of pedestrian and cycle improvements by maximising the amount of public space available to provide new walking and cycling facilities.*"

Camden Planning Guidance 7, Transport (July 2011)

2.15 This supplementary planning guidance states the following with regard to car parking provision as a key message of section 5:

'*We expect car free development in the borough's most accessible locations and where a development could lead to on-street parking problems.*'

Camden Development Policies (November 2010)

2.16 This document sets out the parking standards for the borough. These are summarised for the most relevant uses in Table 2.2.

Land Use	Car	Disabled	Cycle
B1 (Office)	Low parking provision areas: maximum of 1 space per 1,500sqm	1 space per disabled employee	Staff –from a threshold of 500 sqm, 1space per 250sqm Visitors – from a threshold of 500 sqm, minimum of 2 if any visitors are expected
D1 (Gallery)	As above plus any additional needs for staff working anti-social hours	1 space per disabled employee	Staff –from a threshold of 500 sqm, 1space per 250sqm Visitors – from a threshold of 500 sqm, 1 space per 250 sqm

Table 2.2 Camden Parking Standards

3.0 Baseline Conditions

3.1 This section details the location of the site, the existing access arrangements and provides an overview of the transport and highway provision within the vicinity of the site.

Strategic Location

3.2 The application site is located on land to the rear of 159-163 King's Cross Road. The site is bound on all sides by adjacent properties and is accessed from a mews opening between No's 1 to 3 Britannia Street. King's Cross St Pancras Station is situated approximately 525 metres north-west of the application site.

3.3 The site in relation to the local area is shown in **Figure 3.1**.

Local Highway Network

3.4 There is an existing access to the site from Britannia Street to the north. Britannia Street is a two-way carriageway subject to a 30mph speed limit and benefits from footways on both sides. To the east Britannia Street joins the A501, King's Cross Road, while to the east it joins the A501, Gray's Inn Road.

3.5 The A501, King's Cross Road, is a one-way carriageway operating in a south easterly direction. The road benefits from footways on both sides as well as a southbound, on road, cycle path. To the south, King's Cross Road offers access to the A201 which links the site to central London, Blackfriars and Elephant & Castle.

3.6 The A501, Gray's Inn Road is located to the west of the application site and operates as a one-way, two lane carriageway, operating in a northbound direction with separate bus lane. Gray's Inn Road joins Euston Road and Pentonville Road to the north travelling in a westbound and eastbound direction respectively. The A501 connects to the A5 in the west and the A1 in the east.

Sustainable Transport Accessibility

3.7 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institution of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in Table 3.1 below.

	Town Centres (m)	Commuting / Schools / Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 3.1 Suggested Walking Distances (IHT Guidelines)

3.8 It is acknowledged that there is the potential for short car trips to be substituted by walking and cycle trips, and for longer trips to be substituted by a combination of walking, cycle and public transport trips. Guidance issued by the CIHT *"Planning for Cycling, 2014"* indicates that there is the potential for journeys under 5 miles (8 km) to be made by bicycle.

3.9 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

Accessibility by Foot

3.10 Footways are located along both sides of Britannia Street providing pedestrian access to the application site. Tactile paving and a raised table crossing are provided at the junction of Britannia Street and King's Cross Road to the east and its junction with the A501 to the west. Dropped kerbs and tactile paving are provided at further crossings including the junction with Wicklow Street.

3.11 Further footways are provided on both sides of King's Cross Road and benefit from regular street lighting. Signalised pedestrian crossings with dropped kerbs and tactile paving are provided at both the junction of King's Cross Road and Pentonville Road, and King's Cross Road and Penton Rise, located to the north and south respectively.

3.12 The footways in the vicinity of the site allow access to a range of local shops and services including King's Cross Post Office, Costcutter and Barclays Bank. A summary of the walking distance to these and other amenities can be seen in Table 3.2, while a map detailing their respective locations is attached at **Figure 3.2**.

Amenity	Walking / Cycling Distance (m)
Barclays	600m
Halifax	1,900m
HSBC	1,900m
Lloyds	250m
Costcutter	270m
Sainsbury's Local	290m
Waitrose Bloomsbury	1,200m
Nisa Local	400m
Regent High School	250m
Hugh Myddleton Primary School	1,100m
Winton Primary School	350m
UCL Institute of Education	1,300m
London Doctors Clinic	300m
Great Ormond Street Hospital	1,500m
London City Smiles	1,000m
King's Cross Post Office	550m
Holborn Library	1,400m
The British Library	900m
Euston Church	1,500m
United Reformed Church	800m
St Mark's Church	850m

Table 3.2 Walking Distance to Local Amenities

Accessibility by Cycle

3.13 There are several on-road signed cycle routes in the vicinity of the site including both north and southbound on King's Cross Road to the south of the site and in both directions on Argyle Street, linking the site to the rail stations to the north.

3.14 The site will be closely located to Cycle Superhighway 6 which, once completed, will connect King's Cross to Elephant & Castle creating a north-south link via central London. It is intended that the route will either be fully separated from traffic or on quiet roads so as to increase safety for riders.

3.15 There are several opportunities for cycle parking located in the vicinity of the site. 5 Sheffield stands are provided at the junction of Swinton Street and the A501 approximately 350 metres south west of the site. Further cycle parking opportunities can be found at King's Cross station with space for 204 bicycles and at St Pancras with space for 180 bicycles.

Public Transport Accessibility Level (PTAL)

3.16 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of a site. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. The TfL PTAL calculator indicates a PTAL of 6b when measured from the centre of the site, the highest possible score. The full PTAL report is attached at **Appendix A.**

Accessibility by Bus

3.17 The nearest bus stop to the site is located approximately 130 metres walk north on King's Cross Road. Bus routes 17, 45, 46, 259 and N63 operate from this stop.

3.18 The Institution of Highways and Transportation (IHT) states that the maximum walking distance to a bus stop should be 400 metres. With regard to this, there are a further 7 bus stops within walking distance of the application site.

3.19 The services operating from the nearest stop and the additional services available in the vicinity of the site are shown in Table 3.3 while a bus route spider map is attached at **Appendix B**.

Service	Route	Frequency (every 'x' minutes)		
		Mon-Fri	Sat	Sun
17	London Bridge – King's Cross – Upper Holloway Station – Archway Station	5-9 minutes	9-12 minutes	15 minutes
45	King's Cross – Apothecary Street Station – Brixton Station – Atkins Road	7-11 minutes	8-12 minutes	15 minutes
46	Lancaster Gate Station – King's Cross – City Thameslink Station	8-12 minutes	11-13 minutes	15 minutes
259	White Hart Lane Station – Manor House Station – Finsbury Park – King's Cross	5-9 minutes	6-10 minutes	12 minutes
N63	Crystal Palace Parade – Peckham Rye Station – Farringdon Station – King's Cross	30 minutes	14 minutes	30 minutes
10	Hammersmith Bus Station – Knightsbridge Station – Marble Arch – King's Cross	7-11 minutes	7-11 minutes	11-13 minutes
30	Portman Street – Baker Street Station – King's Cross – Hackney Wick	7-11 minutes	9-13 minutes	10-14 minutes
59	Telford Avenue – Brixton Station – Waterloo Station – Euston Station – King's Cross	4-7 minutes	6-8 minutes	10-12 minutes
73	Victoria Bus Station – Euston Station – King's Cross – Stoke Newington Common	3-6 minutes	4-7 minutes	4-7 minutes
91	Tottenham Lane – King's Cross – Russell Square – Charing Cross Station	6-10 minutes	7-10 minutes	7-11 minutes
205	Paddington Station – King's Cross – Angel Station – Bow Church Station	6-10 minutes	7-11 minutes	10-13 minutes
214	Highgate School – Kentish Town Station – King's Cross – Finsbury Square	6-10 minutes	7-9 minutes	9-13 minutes
390	Archway Station – Tufnell Park Station – King's Cross – Queensway Station	6-10 minutes	2-6 minutes	9-12 minutes
476	Northumberland Park – Seven Sisters Station - King's Cross – Euston Bus Station	6-10 minutes	7-9 minutes	10-13 minutes
N73	Victoria Bus Station – King's Cross – Angel Station – Walthamstow Central Station	30 minutes	10-13 minutes	30 minutes
N91	Cockfosters Station – Southgate Station – King's Cross – Trafalgar Square	30 minutes	15 minutes	30 minutes
N205	Paddington Station – King's Cross – Liverpool Street Station – Drapers Field	30 minutes	20 minutes	30 minutes

Table 3.3 Local Bus Services

Accessibility by Rail

3.20 King's Cross St Pancras underground station is located approximately 500 metres north west of the application site and is served by Circle, Hammersmith & City, Metropolitan, Northern, Piccadilly and Victoria lines. As such the station offers access to a large proportion of London.

3.21 King's Cross overground station is located approximately 500 metres north west of the site and offers access to a range of destinations including Edinburgh, Leeds and Peterborough.

3.22 St Pancras International station is similarly located approximately 500 metres from the application site and operates services to a range of destinations including Brussels, Bedford and Brighton.

3.23 A summary of the above rail services is shown in Table 3.4.

Station	Destination	Route	Frequency		
			Mon - Fri	Sat	Sun
King's Cross	Edinburgh	King's Cross – Peterborough – Newcastle – Berwick-upon-Tweed - Edinburgh	4 per hour	5 per hour	2 per hour
	Leeds	King's Cross – Doncaster – Wakefield Westgate – Leeds	2 per hour	2 per hour	2 per hour
	Cambridge	King's Cross – Welwyn North – Knebworth – Hitchin – Shepreth – Cambridge	4 per hour	2 per hour	2 per hour
	York	King's Cross – Stevenage – Grantham – Doncaster – York	3 per hour	4 per hour	2 per hour
	Peterborough	King's Cross – Arlesey – Sandy – St Neots – Huntingdon - Peterborough	5 per hour	4 per hour	3 per hour
	Kings Lynn	King's Cross – Cambridge – Ely – Littleport – Downham Market – Kings Lynn	1 per hour	1 per hour	1 per hour
	Hull	King's Cross – Grantham – Selby – Howden – Brough – Hull	2 per hour	2 per hour	2 per hour
	Aberdeen	King's Cross – Darlington – Newcastle – Kirkcaldy – Dundee – Montrose - Aberdeen	1 per hour	2 per hour	2 per hour
St Pancras	Brussels	St Pancras - Brussels	1 per 2 hours	1 per 2-3 hours	1 per 2-3 hours
	Bedford	St Pancras – Luton Airport Parkway – Leagrave - Bedford	5 per hour	6 per hour	3 per hour
	Kettering	St Pancras – Luton – Bedford – Wellingborough – Kettering	2 per hour	2 per hour	2 per hour
	Sheffield	St Pancras – Leicester – Loughborough – Derby – Chesterfield – Sheffield	2 per hour	2 per hour	3 per hour
	Brighton	St Pancras – Farringdon – Gatwick Airport – Hassocks – Preston Park - Brighton	7 per hour	6 per hour	4 per hour
	Faversham	St Pancras – Stratford International – Rochester – Chatham - Faversham	4 per hour	2 per hour	2 per hour
	Paris	St Pancras - Paris	1 per hour	1 per hour	1 per hour
	Nottingham	St Pancras – Market Harborough – East Midlands Parkway - Nottingham	4 per hour	4 per hour	1 per hour
	Luton	St Pancras – Hendon – Harpenden – Luton Airport Parkway - Luton	9 per hour	9 per hour	9 per hour

Table 3.4 Local Rail Services

Car Clubs

3.24 Car Clubs can help to reduce car ownership by offering the convenience of a car, without the costs of repairs, servicing, insurance and parking.

3.25 The nearest car club vehicle is located approximately 450 metres from the site on Cynthia Street where there are two spaces provided by Zip Car. A further two spaces are located on Birkenhead Street operated by City Car Club.

Modal Split

3.26 On the basis of the above, it is considered that the application site is accessible by a range of sustainable modes of transport, which will enable people to travel to and from the site by foot, cycle and public transport.

3.27 In order to assess the relative attractiveness of these modes to the existing workplace population, the 2011 Census Data results associated with the Camden 024 Super Output Area, Middle Layer has been interrogated with regard to the method of travel to work of the workplace population. Details of the data extracted from the 2011 Census is summarised in Table 3.5.

Method of Travel to Work	Percentage Share
Underground	37%
Train	24%
Bus	16%
Motorcycle	2%
Driving Car / Van	7%
Passenger Car/ Van	0%
Bicycle	6%
Foot	7%

Table 3.5 Modal Split Data

3.28 It is apparent from the above that a large percentage of those working in the Super Output Area use sustainable modes of transport (91%) suggesting that a car free development would be appropriate in this location.

Summary

3.29 It has been demonstrated that the site benefits from good access to public and active transport opportunities with several key stations, bus stops and access to cycle routes all located within 400 metres of the application site. It is considered that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car.

4.0 Development Proposals

Overview

4.1 Planning consent is sought for the demolition of the existing property and construction of a new building on land to the rear of 159-163 King's Cross Road. The existing building houses light industrial uses over ground, first and mezzanine levels.

4.2 It is proposed to demolish the existing building to allow construction of a four storey building, including a basement, to increase floorspace from approximately 563 square metres GIA (602 square metres GEA) to 849 square metres GIA (963 square metres GEA). The new building will comprise offices on the ground and upper floors with a flexible space at basement level for office or gallery use.

4.3 The proposed site layout is attached at **Appendix C**.

Access

4.4 Access to the site is currently via a gated entrance facing onto Britannia Street to the north of the site. It is proposed that this continues to be used for pedestrian access.

4.5 The development will be car free and as such no vehicular access is to be provided.

Parking

4.6 Due to the excellent level of public transport and facilities located within walking or cycling distance of the site, it is not proposed to provide any car parking on site in accordance with parking policy.

4.7 Should parking be required by visitors to the site, a pay and display car park operates approximately 65 metres walk to the west. There is an on-street parking bay for Blue Badge holders located on Britannia Street.

4.8 A total of 13 cycle parking spaces will be provided comprising 3 sheffield stands (6 spaces) adjacent to the entrance and 7 spaces in tiered parking. The London Plan requires the provision of 1 space per 90 square metres GEA for long stay and 1 space per 500 square metres GEA for short stay parking. The proposed development will comprise a total floor area of 963 square metres GEA resulting in the requirement for 11 long stay and 2 short stay cycle parking spaces. The proposed provision of 13 cycle parking spaces is therefore in accordance with both the London Plan and Camden Borough standards as highlighted in Section 2 of this report. In addition, showers and changing facilities are included in the development proposals.

Servicing and Deliveries

4.9 Servicing and deliveries will utilise the existing on street loading opportunities on Britannia Street. To the immediate west of the site entrance there is a stretch of approximately 3.7 metres, while a further area of single yellow line is located 10 metres west and is approximately 7.5 metres in length.

4.10 The single yellow line stretches in the vicinity of the site are subject to the restrictions of the local Controlled Parking Zone and as such cannot be used between the hours of 0830-1830 Monday to Friday and 0830-1330 on Saturday.

4.11 A dedicated refuse store is to be provided on the basement level located in close proximity to both the lift for removal to the proposed servicing area. Waste containers will be transferred to pavement level on collection day to coincide with collection times.

5.0 Development Impact

5.1 This section of the report considers the effect of the development on the local transport network and, in particular, considers the net change in person trips associated with the development proposals in comparison with the current use of the site.

Existing Site Use

5.2 The TRICS 7.3.3 database has been interrogated in order to quantify the levels of total person trips that are likely to be associated with the existing site. The trip rates that have been extracted from the database are based upon the following search parameters:

- Land Use – Employment, Industrial Unit
- Regions – Greater London
- Units – 620 to 6,100 sqm
- Date Range – 01/01/08 to 10/09/14
- Selected Days – Weekdays
- Selected Locations – Industrial Zone

5.3 A copy of the TRICS output report is provided at **Appendix D**, while a summary of the trip rates and subsequent trip attraction during the peak hours are provided in Table 5.1.

	Trip Rate			Total Trips (602 sqm GEA)		
	In	Out	Total	In	Out	Total
AM peak (0800-0900)	0.131	0.066	0.197	1	0	1
PM Peak (1700-1800)	0.066	3.311	3.377	0	20	20

Table 5.1 Trip Rates and Trips Associated with Existing Site

5.4 As shown in Table 5.1 the application site currently has the potential to attract in the order of 1 trip during the morning peak and 20 during the evening peak period.

Proposed Site Use

Office Use

5.5 In order to quantify the total person trips that are likely to be associated with the proposed office use, trip rates have been extracted from the database based upon the following search parameters:

- Land Use – Employment, Office
- Regions – Greater London
- Units – 1215 to 1951sqm
- Date Range – 01/01/08 to 29/11/13
- Selected Days – Weekdays
- Selected Locations – Town Centre

5.6 A copy of the TRICS output report is provided at **Appendix E**, while a summary of the trip rates and subsequent trip attraction during the peak hours are provided in Table 5.2.

	Trip Rate			Total Trips (708sqm GEA)		
	In	Out	Total	In	Out	Total
AM peak (0800-0900)	3.427	0.395	3.822	24	3	27
PM Peak (1700-1800)	0.461	3.317	3.778	3	23	26

Table 5.2 Trip Rates and Trips Associated with Proposed Offices

5.7 As shown in Table 5.2 the proposed office use would be likely to attract approximately 27 trips in the morning and evening peak periods.

Gallery/Exhibition Use

5.8 In order to quantify the total person trips that are likely to be associated with the proposed gallery/exhibition space, trip rates have been extracted from the database based upon the following search parameters:

- Land Use – Leisure, Art Galleries/Museums/Exhibitions
- Regions – Greater London
- Units – 1,399 to 8,052 sqm
- Date Range – 01/01/08 to 28/10/09
- Selected Days – Weekdays
- Selected Locations – Town Centre, Edge of Town Centre

5.9 A copy of the TRICS output report is provided at **Appendix F**, while a summary of the trip rates and subsequent trip attraction during the peak hours are provided in Table 5.3.

	Trip Rate			Total Trips (255sqm GEA)		
	In	Out	Total	In	Out	Total
AM peak (0800-0900)	1.787	0.214	2.001	5	1	6
PM Peak (1700-1800)	1.492	2.719	4.211	4	7	11

Table 5.3 Trip Rates and Trips Associated with Proposed Gallery/Exhibition

5.10 As shown in Table 5.3 the proposed gallery use would be likely to attract in the order of 6 trips during the morning peak and 11 during the evening peak.

Net Impact

5.11 In order to assess the net impact of the application site, the trips associated with the proposed uses have been combined and compared to the existing use. This is shown in Table 5.4.

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Existing	1	0	1	0	20	20
Proposed	29	4	33	7	30	37
Net	**+28**	**+4**	**+32**	**+7**	**+10**	**+17**

Table 5.4 Net Change in Trips

5.12 As shown in Table 5.4 the proposed development would result in a net increase of 32 trips during the morning peak and 17 trips during the evening peak.

5.13 The net increase in trips highlighted in Table 5.4 is for the total number of people likely to visit the development. In order to assess whether the proposals would have significant impact on the transport network the distribution of trips by mode has been calculated to reflect the modal split from Census data as shown in Section 3 of this report.

5.14 The likely trips by mode of transport are shown in Table 5.5.

Mode	Percentage Share	AM Peak	PM Peak
Underground	37%	12	6
Train	24%	8	4
Bus	16%	5	3
Motorcycle	2%	1	0
Driving Car / Van	7%	2	1
Passenger Car/ Van	0%	0	0
Bicycle	6%	2	1
Foot	7%	2	1
Total	**100%**	**32**	**17**

Table 5.5 Development Trips by Mode of Transport

5.15 Table 5.5 demonstrates that the development is unlikely to have an adverse impact on the transport network due to the dispersal of visitors across several modes of transport. It can be seen that the underground is the most utilised with the proposed development anticipated to attract an additional 12 trips in the morning peak hour and 6 trips during the evening peak hour.

Summary

5.16 The proposed development is expected to increase the number of trips to and from the application site on a daily basis with an anticipated additional 32 during the morning peak and 17 in the evening peak period. It has been demonstrated that this increase will have negligible impacts on the local transport network with the greatest increase by mode being 12 additional trips on the underground during the morning peak hour which is not considered to be significant.

6.0 Summary and Conclusions

6.1 This Transport Statement has been prepared to accompany a planning application for a mixed use, office led development on land to the rear of 159-163 King's Cross Road within the London Borough of Camden.

6.2 The development proposals comprise the demolition of the existing building to allow construction of a four storey building, to include a basement level, to increase floorspace from approximately 563 square metres GIA to 849 square metres GIA. The new building will comprise offices on the ground and upper floors with a flexible space at basement level for office or gallery use.

6.3 This Transport Statement demonstrates that:

- The development proposals accord with national, regional and local transport planning policy;
- The site benefits from excellent pedestrian, cycle and public transport links which allow access to the wider London area as well as further afield;
- In line with planning policy, no car parking is proposed on site;
- A total of 13 cycle parking spaces will be provided in accordance with policy guidance;
- Servicing activity is proposed to be undertaken on street making use of the existing on street loading opportunities; and,
- The proposals would not result in adverse impacts on the transport network as the negligible increase in trips associated with the development will be distributed across several modes of transport.

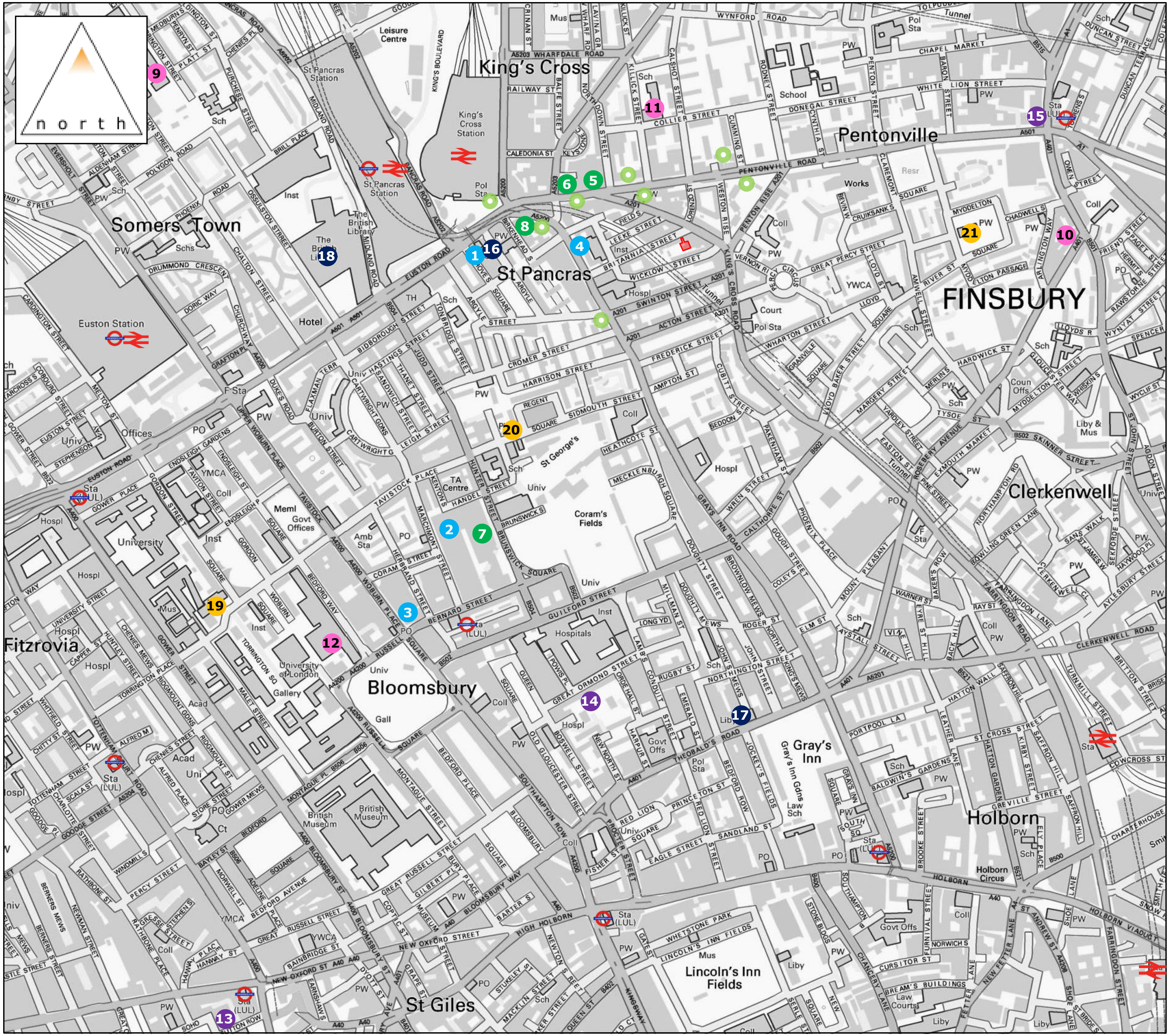
6.4 Based on the above, it is concluded that the proposals accord with national, regional and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport network. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Figures

Rear of 159-163 King's Cross Road, Camden

Figure 3.1 Site Location Plan

Not to Scale



Key:

1 Barclays
2 Halifax
3 HSBC
4 Lloyds
5 Costcutter
6 Sainsbury's Local
7 Waitrose Bloomsbury
8 Nisa Local
9 Regent High School
10 Hugh Myddleton Primary School
11 Winton Primary School
12 UCL Institute of Education
13 London Doctors Clinic
14 Great Ormond Street Hospital
15 London City Smiles
16 King's Cross Post Office
17 Holborn Library
18 The British Library
19 Euston Church
20 United Reformed Church
21 St Mark's Church

Local Bus Stop
Overground Station
Underground Station
Site Location

Rear of 159-163 King's Cross Road, Camden

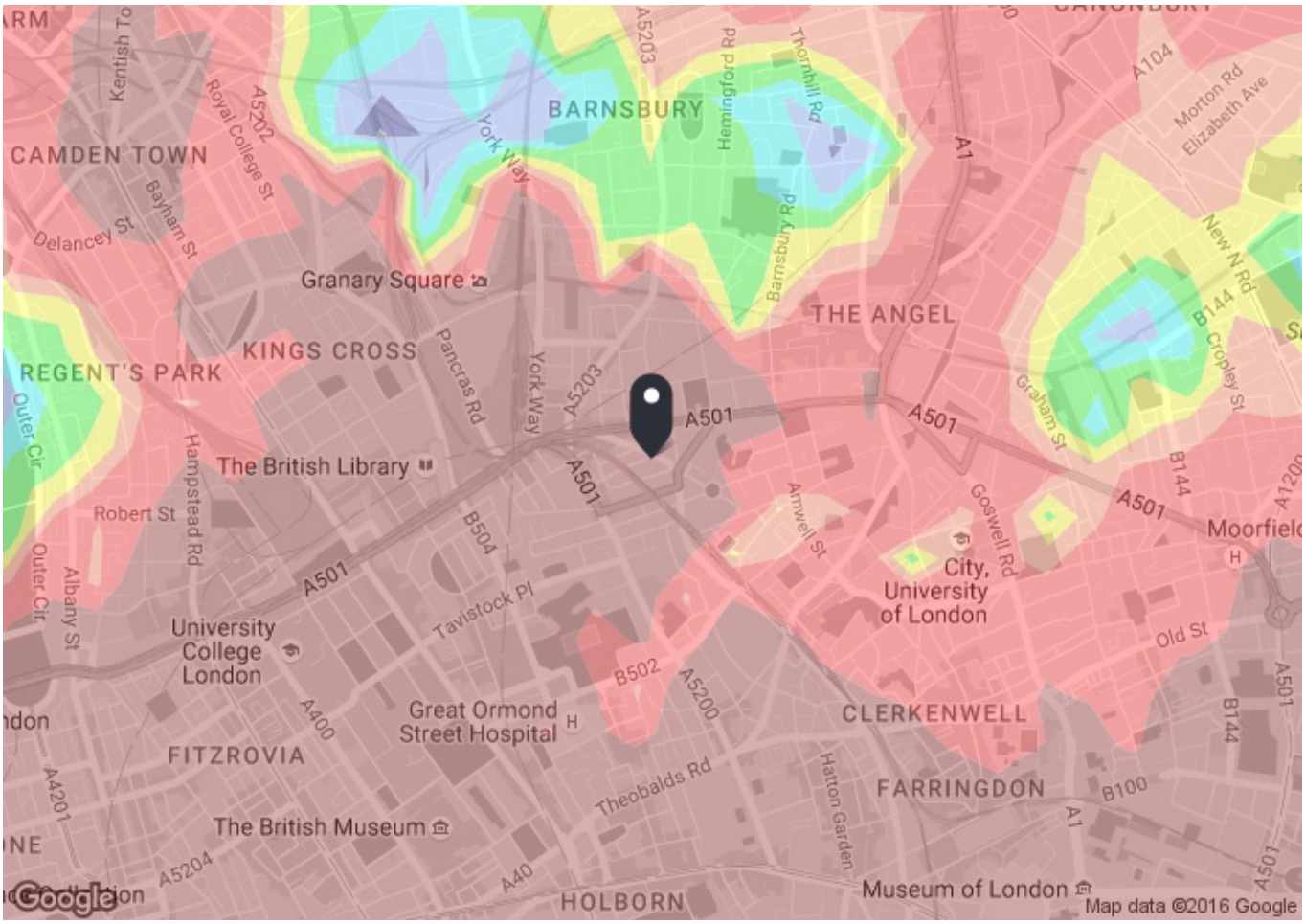
Figure 3.2 Local Amenities Map

Not to Scale

Appendix A

PTAL Output Report

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)

6b

3A Britannia St, Kings Cross, London WC1X 9JT, UK

Easting: 530710, Northing: 182918

Grid Cell: 93004

Report generated: 15/09/2016

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	KINGS X RD PENTONVILLE R	259	164.42	8	2.06	5.75	7.81	3.84	0.5	1.92
Bus	KINGS X RD PENTONVILLE R	46	164.42	6	2.06	7	9.06	3.31	0.5	1.66
Bus	KINGS X RD PENTONVILLE R	17	164.42	7.5	2.06	6	8.06	3.72	0.5	1.86
Bus	KINGS X RD PENTONVILLE R	45	164.42	7	2.06	6.29	8.34	3.6	0.5	1.8
Bus	KINGS X RD PENTONVILLE R	63	164.42	12	2.06	4.5	6.56	4.58	1	4.58
Bus	PENTONVILLE RD WESTON RS	30	253.57	7.5	3.17	6	9.17	3.27	0.5	1.64
Bus	PENTONVILLE RD WESTON RS	73	253.57	18	3.17	3.67	6.84	4.39	0.5	2.19
Bus	PENTONVILLE RD WESTON RS	476	253.57	7.5	3.17	6	9.17	3.27	0.5	1.64
Bus	PENTONVILLE RD WESTON RS	205	253.57	8	3.17	5.75	8.92	3.36	0.5	1.68
Bus	PENTONVILLE RD WESTON RS	214	253.57	8	3.17	5.75	8.92	3.36	0.5	1.68
Bus	PENTONVILLE RD PENTON RD	394	512.71	5	6.41	8	14.41	2.08	0.5	1.04
Bus	KINGS CROSS CALEDONIAN R	10	405.48	4.5	5.07	8.67	13.74	2.18	0.5	1.09
Bus	KINGS CROSS CALEDONIAN R	59	405.48	10	5.07	5	10.07	2.98	0.5	1.49
Bus	KINGS CROSS CALEDONIAN R	91	405.48	9	5.07	5.33	10.4	2.88	0.5	1.44
Bus	KINGS CROSS CALEDONIAN R	390	405.48	8	5.07	5.75	10.82	2.77	0.5	1.39
Rail	St Pancras	'BEDFDM-SVNOAKS 1E62'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BROMLYS 1E83'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ORPNGTN 1L60'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1O13'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-KENTHOS 1S85'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T11'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T15'	746.55	0.67	9.33	45.53	54.86	0.55	0.5	0.27
Rail	St Pancras	'BRGHTN-BEDFDM 1T83'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V23'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V82'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W06'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W81'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W84'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W86'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E11'	746.55	1	9.33	30.75	40.08	0.75	0.5	0.37
Rail	St Pancras	'BEDFDM-SVNOAKS 2E19'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SVNOAKS 2E21'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E95'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O00'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2O04'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2O06'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O10'	746.55	1	9.33	30.75	40.08	0.75	0.5	0.37
Rail	St Pancras	'LUTON-SUTTON 2O17'	746.55	0.67	9.33	45.53	54.86	0.55	0.5	0.27
Rail	St Pancras	'STALBCY-SUTTON 2O21'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2O29'	746.55	0.67	9.33	45.53	54.86	0.55	0.5	0.27
Rail	St Pancras	'LUTON-BCKNHMJ 2S91'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T02'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T04'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 2T15'	746.55	1	9.33	30.75	40.08	0.75	0.5	0.37
Rail	St Pancras	'BEDFDM-BRGHTN 2T25'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-LUTON 2T99'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V02'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V08'	746.55	0.67	9.33	45.53	54.86	0.55	0.5	0.27
Rail	St Pancras	'BEDFDM-SUTTON 2V15'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2V16'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V19'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-KNTSHTN 2V20'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2V27'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V31'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W08'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W12'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W16'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15

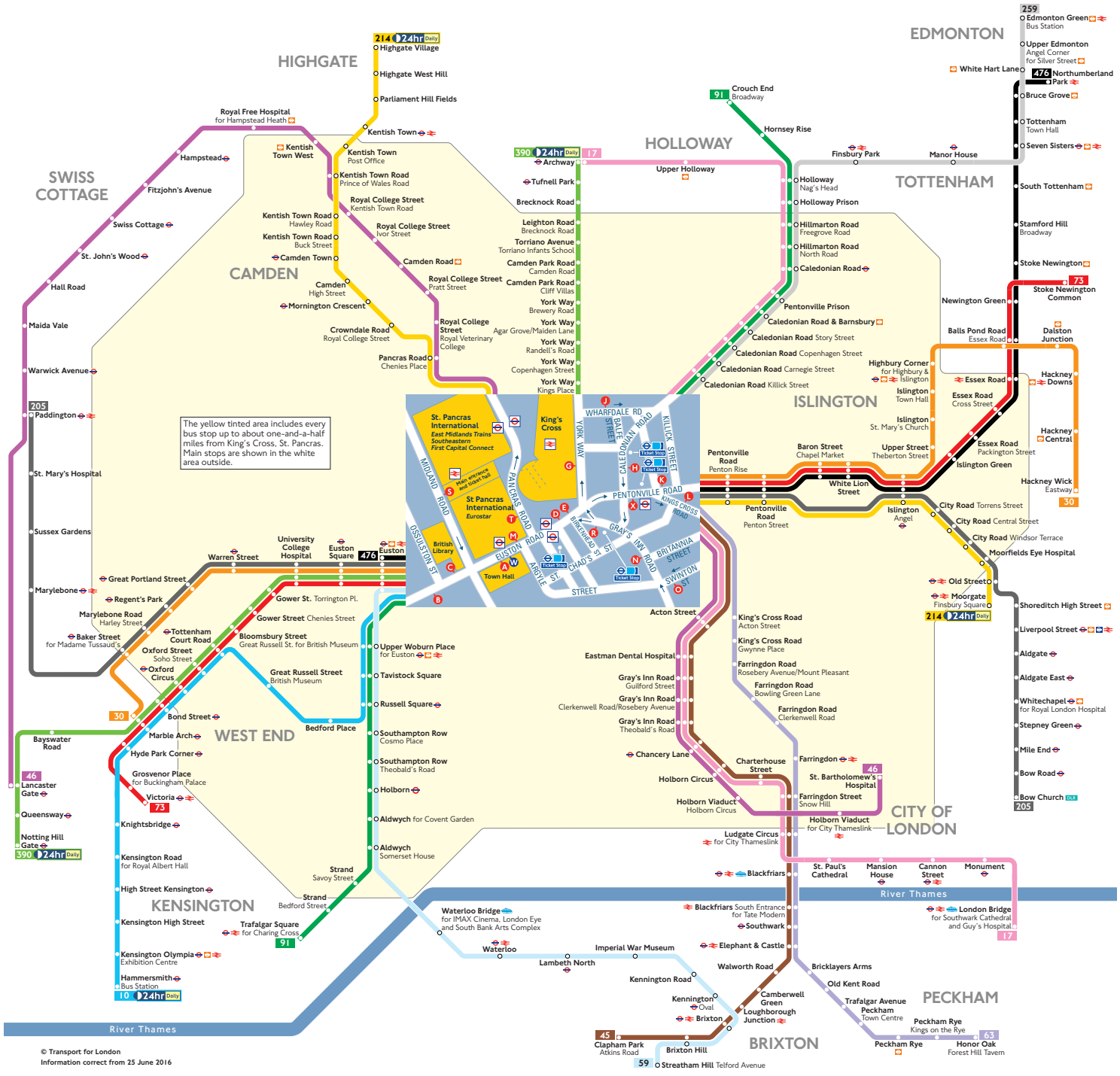
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	St Pancras	'ASHFKY-BEDFDM 1E61'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E63'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'RCHT-BEDFDM 1E67'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-BEDFDM 1E69'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BROMLYS-BEDFDM 1E82'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BCKNHMJ-BEDFDM 1G65'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'KENTHOS-BEDFDM 1G71'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-STALBCY 2D93'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2D95'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	746.55	0.67	9.33	45.53	54.86	0.55	0.5	0.27
Rail	St Pancras	'SVNOAKS-LUTON 2E61'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-WHMPSTM 2E63'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BROMLYS-LUTON 2E93'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2L59'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'STPANCI-FAVRSHM 1F08'	746.55	2	9.33	15.75	25.08	1.2	1	1.2
Rail	St Pancras	'BRSR-STPANCI 1F13'	746.55	0.67	9.33	45.53	54.86	0.55	0.5	0.27
Rail	St Pancras	'FAVRSHM-STPANCI 1F17'	746.55	1	9.33	30.75	40.08	0.75	0.5	0.37
Rail	St Pancras	'EBSFLTI-STPANCI 1F85'	746.55	1.33	9.33	23.31	32.64	0.92	0.5	0.46
Rail	St Pancras	'STPANCI-MARGATE 1J08'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'STPANCI-DOVERP 1J10'	746.55	1	9.33	30.75	40.08	0.75	0.5	0.37
Rail	St Pancras	'RAMSGTE-STPANCI 1J11'	746.55	0.67	9.33	45.53	54.86	0.55	0.5	0.27
Rail	St Pancras	'STPANCI-MARGATE 1J12'	746.55	0.67	9.33	45.53	54.86	0.55	0.5	0.27
Rail	St Pancras	'MARGATE-STPANCI 1J13'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J17'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'DOVERP-STPANCI 1J19'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J21'	746.55	0.33	9.33	91.66	100.99	0.3	0.5	0.15
Rail	St Pancras	'MSTONEW-STPANCI 1T91'	746.55	1	9.33	30.75	40.08	0.75	0.5	0.37
Rail	King's Cross	'CAMBDGE-KNGX 2C54'	674.75	0.67	8.43	45.53	53.96	0.56	0.5	0.28
Rail	King's Cross	'KNGX-CAMBDGE 1C33'	530.73	0.67	6.63	45.53	52.16	0.58	0.5	0.29
Rail	King's Cross	'KNGX-CAMBDGE 1C35'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 1C82'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
Rail	King's Cross	'KNGX-PBRO 1P11'	530.73	1	6.63	30.75	37.38	0.8	0.5	0.4
Rail	King's Cross	'PBRO-KNGX 1P62'	530.73	1.33	6.63	23.31	29.94	1	0.5	0.5
Rail	King's Cross	'ROYSTON-KNGX 1R50'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
Rail	King's Cross	'ROYSTON-KNGX 1R51'	530.73	0.67	6.63	45.53	52.16	0.58	0.5	0.29
Rail	King's Cross	'KNGX-CAMBDGE 2C03'	530.73	1	6.63	30.75	37.38	0.8	0.5	0.4
Rail	King's Cross	'CAMBDGE-KNGX 2C91'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 2C92'	530.73	0.67	6.63	45.53	52.16	0.58	0.5	0.29
Rail	King's Cross	'KNGX-PBRO 2P04'	530.73	1	6.63	30.75	37.38	0.8	0.5	0.4
Rail	King's Cross	'PBRO-KNGX 2P90'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
Rail	King's Cross	'LTCE-KNGX 2R07'	530.73	0.67	6.63	45.53	52.16	0.58	0.5	0.29
Rail	King's Cross	'HITCHIN-KNGX 2R94'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y13'	530.73	0.67	6.63	45.53	52.16	0.58	0.5	0.29
LUL	King's Cross	'Hammersmith-Edgware'	530.73	6	6.63	5.75	12.38	2.42	0.5	1.21
LUL	King's Cross	'Barking-Hammersmith'	530.73	6.34	6.63	5.48	12.12	2.48	0.5	1.24
LUL	King's Cross	'Hammersmith-Plaistow'	530.73	1	6.63	30.75	37.38	0.8	0.5	0.4
LUL	King's Cross	'Aldgate-AmerFast'	530.73	1	6.63	30.75	37.38	0.8	0.5	0.4
LUL	King's Cross	'Ches-AldgateFast'	530.73	2	6.63	15.75	22.38	1.34	0.5	0.67
LUL	King's Cross	'Uxbridge-AldSlow'	530.73	5.33	6.63	6.38	13.01	2.31	0.5	1.15
LUL	King's Cross	'Watford-AldSfast'	530.73	3.67	6.63	8.92	15.56	1.93	0.5	0.96
LUL	King's Cross	'Aldg-WatfordSlow'	530.73	3.67	6.63	8.92	15.56	1.93	0.5	0.96
LUL	King's Cross	'Ald-HarrowHill'	530.73	1.33	6.63	23.31	29.94	1	0.5	0.5
LUL	King's Cross	'Edgware-Morden'	530.73	9	6.63	4.08	10.72	2.8	0.5	1.4

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	King's Cross	'Morden-HighBarnet'	530.73	14.67	6.63	2.79	9.43	3.18	0.5	1.59
LUL	King's Cross	'Morden-MillHillE'	530.73	4	6.63	8.25	14.88	2.02	0.5	1.01
LUL	King's Cross	'Cockfosters-LHRT4LT'	530.73	4.67	6.63	7.17	13.81	2.17	0.5	1.09
LUL	King's Cross	'RayLane-Cockfosters'	530.73	3.67	6.63	8.92	15.56	1.93	0.5	0.96
LUL	King's Cross	'LHRT4LT-ArnosGrove'	530.73	4.67	6.63	7.17	13.81	2.17	0.5	1.09
LUL	King's Cross	'ArnosGrove-RayLane'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
LUL	King's Cross	'ArnosGrove-Nthfields'	530.73	3	6.63	10.75	17.38	1.73	0.5	0.86
LUL	King's Cross	'Oakwood-RayLane'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
LUL	King's Cross	'Nthfields-Cockfoster'	530.73	1	6.63	30.75	37.38	0.8	0.5	0.4
LUL	King's Cross	'LHRT5-Cockfosters'	530.73	6	6.63	5.75	12.38	2.42	0.5	1.21
LUL	King's Cross	'Uxbridge-Cockfosters'	530.73	3.67	6.63	8.92	15.56	1.93	0.5	0.96
LUL	King's Cross	'Ruislip-Cockfosters'	530.73	2.33	6.63	13.63	20.26	1.48	0.5	0.74
LUL	King's Cross	'ArnosGrove-Uxbridge'	530.73	1	6.63	30.75	37.38	0.8	0.5	0.4
LUL	King's Cross	'Oakwood-Uxbridge'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
LUL	King's Cross	'Oakwood-Ruislip'	530.73	0.33	6.63	91.66	98.29	0.31	0.5	0.15
LUL	King's Cross	'Brixton-WalthamstowC'	530.73	15.67	6.63	2.66	9.3	3.23	1	3.23
LUL	King's Cross	'SevenSisters-Brixton'	530.73	11.67	6.63	3.32	9.95	3.01	0.5	1.51
Rail	Kings Cross St Pancras	'WLWYNGC-KNGX2Y04'	621.01	0.33	7.76	91.66	99.42	0.3	0.5	0.15
									Total Grid Cell AI:	**71.01**

Appendix B

Bus Route Spider Map

Buses from King's Cross, St Pancras



Route finder

Bus route	Towards	Bus stops
10 24hr Daily	Hammersmith	A B H J R
17	Archway	G J N
	London Bridge	H L
30	Hackney Wick	C E K
	Marble Arch	A B R X
45	Clapham Park	D L S
46	Lancaster Gate	N T
	St. Bartholomew's Hospital	D L S
59	Streatham Hill	A B H J R
73	Stoke Newington	C E K
	Victoria	A B R X
91	Crouch End	C G J M
	Trafalgar Square	A B H R
205	Bow Church	C E K
	Paddington	A B R X
214 24hr Daily	Highgate Village	T X
	Moorgate	E K S
259	Edmonton Green	G J N
390 24hr Daily	Archway	C G M
	Notting Hill Gate	A B H J R
476	Euston	A B R X
	Northumberland Park	C E K

Key

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

Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

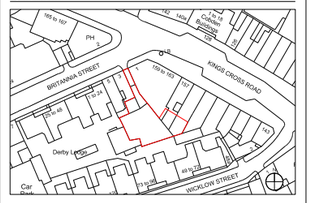
Sign up for an online account to top up online and see your travel history and spending.

TFL31952.07.16 (P)

Appendix C

Proposed Site Layout

Key Plan: Scale 1:1250



Legend:

- Existing structure / Earth
- New structure
- Outline of existing structure
- Outline of consented scheme: Ref. 2008/2340/P
- Proposed sedum roof
- Existing slate roof finish
- Existing brickwork
- Proposed brickwork

Proposed notes:

01	Existing secure gate. Refer to 'P_11 Proposed Front Elevation'
02	Josta 2 - Tier (7 bicycles). Refer to Design & Access Statement (Section 18.0)
03	Sheffield Bike Stand (6 bicycles). Refer to Design & Access Statement (Section 18.0)
04	Pavement lights
05	Glass curtain walling
06	Double Glazed Window
07	Equality Act Compliant Lift
08	M&E Riser
09	Data Riser
10	Mansafe system (Maintenance access only)
11	Plant room
12	Lift overrun
13	Link bridge
14	Brick facade
15	Acoustic Enclosure
16	Mechanically ventilated secure bin store
17	Glass balustrade
18	Satellite dish
19	Bat Box
20	Breakout Panel - Emergency Escape
21	Photovoltaics
22	Sedum Roof
23	AOV
24	Access Hatch (Maintenance access only)
25	Orientated Slot Windows
26	Rooflight
27	Anodised Railings
28	Existing Neighbours Air Conditioning Units
29	Double Glazed Doors

Rev P2	08.03.2017	Revision Following Planners Comments
Rev P1	18.11.2016	Issued for Planning

PLANNING

Project No. 16038

Client: Balcap Re Ltd

Date: March 2017

Scale: 1:100@A1 / 1:200@A3

Project: Land to Rear of 159-163 KIngs Cross Road

Drawing Title: Proposed Basement Floor Plan

Drawing No. P_02 Rev. P2

Drawn	Approved	Signed
PC	MW	AT

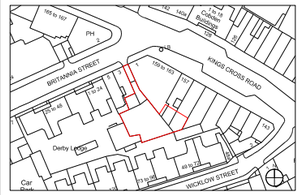
Marek Wojciechowski Architects Ltd.

66 - 68 Margaret Street WW 8SR T. 020 7580 9336 www.mwa.co.uk

N

0 1m 2m 4m 6m 8m 10m

Key Plan: Scale 1:1250



Legend:

- Existing structure / Earth
- New structure
- Outline of existing structure
- Outline of consented scheme Ref. 2008/2340/P
- Proposed sedum roof
- Existing slate roof finish
- Existing brickwork
- Proposed brickwork

Proposed notes:

01	Existing secure gate. Refer to 'P_11 Proposed Front Elevation'
02	Josta 2 - Tier (7 bicycles). Refer to Design & Access Statement (Section 18.0)
03	Sheffield Bike Stand (6 bicycles). Refer to Design & Access Statement (Section 18.0)
04	Pavement lights
05	Glass curtain walling
06	Double Glazed Window
07	Equality Act Compliant Lift
08	M&E Riser
09	Data Riser
10	Mansafe system (Maintenance access only)
11	Plant room
12	Lift overrun
13	Link bridge
14	Brick facade
15	Acoustic Enclosure
16	Mechanically ventilated secure bin store
17	Glass balustrade
18	Satellite dish
19	Bat Box
20	Breakout Panel - Emergency Escape
21	Photovoltaics
22	Sedum Roof
23	AOV
24	Access Hatch (Maintenance access only)
25	Orientated Slot Windows
26	Rooflight
27	Anodised Railings
28	Existing Neighbours Air Conditioning Units
29	Double Glazed Doors

Rev P2	08.03.2017	Revision Following Planners Comments
Rev P1	18.11.2016	Issued for Planning

PLANNING

Project No.	16038
Client	Balcap Re Ltd
Date	March 2017
Scale	1:100@A1 / 1:200@A3
Project	Land to Rear of 159-163 KIngs Cross Road
Drawing Title:	Proposed Ground Floor Plan
Drawing No.	P_01
Rev.	P2
Drawn	PC
Approved	MW
Signed	AT

Marek Wojciechowski Architects Ltd.
66 - 68 Margaret Street W1W 8SR T. 020 7580 9336 www.mwa.co.uk

N

0 1m 2m 4m 6m 8m 10m

Appendix D

TRICs Output Files – Light Industry

Calculation Reference: AUDIT-734001-160930-0905

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:
01 GREATER LONDON
BT BRENT 1 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 6100 to 6100 (units: sqm)
Range Selected by User: 620 to 6100 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 10/09/14

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:
Wednesday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:
Industrial Zone 1

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

Filtering Stage 3 selection:

Use Class:
B2 1 days

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

Filtering Stage 3 selection (Cont.):

Population within 1 mile:
50,001 to 100,000 1 days

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

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
No 1 days

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

LIST OF SITES relevant to selection parameters

1 BT-02-C-02 FOOD PRODUCTION BRENT
ABBEYDALE ROAD

ALPERTON
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6100 sqm
Survey date: WEDNESDAY 10/09/14 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/C - INDUSTRIAL UNIT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	6100	2.672	1	6100	0.098	1	6100	2.770
07:00 - 08:00	1	6100	0.344	1	6100	0.262	1	6100	0.606
08:00 - 09:00	1	6100	0.131	1	6100	0.066	1	6100	0.197
09:00 - 10:00	1	6100	0.164	1	6100	0.098	1	6100	0.262
10:00 - 11:00	1	6100	0.279	1	6100	0.279	1	6100	0.558
11:00 - 12:00	1	6100	0.311	1	6100	0.230	1	6100	0.541
12:00 - 13:00	1	6100	0.115	1	6100	0.148	1	6100	0.263
13:00 - 14:00	1	6100	0.180	1	6100	0.197	1	6100	0.377
14:00 - 15:00	1	6100	0.148	1	6100	0.164	1	6100	0.312
15:00 - 16:00	1	6100	0.295	1	6100	0.180	1	6100	0.475
16:00 - 17:00	1	6100	1.885	1	6100	0.180	1	6100	2.065
17:00 - 18:00	1	6100	0.066	1	6100	3.311	1	6100	3.377
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.590			5.213			11.803

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:	6100 - 6100 (units: sqm)
Survey date date range:	01/01/08 - 10/09/14
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix E

TRICs Output Files – Office

Calculation Reference: AUDIT-734001-160930-0953

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	2 days
	WH	WANDSWORTH	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	1215 to 1951 (units: sqm)
Range Selected by User:	408 to 2000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 29/11/13

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:

Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3

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	1
Built-Up Zone	2

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

Filtering Stage 3 selection:

Use Class:

B1	3 days

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

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days

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

Travel Plan:

No	3 days

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

LIST OF SITES relevant to selection parameters

1 CI-02-A-01 OFFICES CITY OF LONDON
50 CANNON STREET
CITY OF LONDON
BANK
Town Centre
Built-Up Zone
Total Gross floor area: 1386 sqm
Survey date: WEDNESDAY 21/10/09 Survey Type: MANUAL

2 CI-02-A-03 OFFICES CITY OF LONDON
MONUMENT STREET
MONUMENT
CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 1951 sqm
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

3 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 TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	3	1517	1.714	3	1517	0.066	3	1517	1.780
08:00 - 09:00	3	1517	3.427	3	1517	0.395	3	1517	3.822
09:00 - 10:00	3	1517	2.153	3	1517	0.505	3	1517	2.658
10:00 - 11:00	3	1517	1.120	3	1517	0.769	3	1517	1.889
11:00 - 12:00	3	1517	0.769	3	1517	0.879	3	1517	1.648
12:00 - 13:00	3	1517	2.087	3	1517	2.548	3	1517	4.635
13:00 - 14:00	3	1517	2.153	3	1517	1.757	3	1517	3.910
14:00 - 15:00	3	1517	1.670	3	1517	1.186	3	1517	2.856
15:00 - 16:00	3	1517	0.703	3	1517	1.582	3	1517	2.285
16:00 - 17:00	3	1517	0.483	3	1517	2.285	3	1517	2.768
17:00 - 18:00	3	1517	0.461	3	1517	3.317	3	1517	3.778
18:00 - 19:00	3	1517	0.308	3	1517	1.186	3	1517	1.494
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.048			16.475			33.523

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 - 1951 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix F

TRICs Output Files - Gallery

Calculation Reference: AUDIT-734001-160930-0942

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	TH	TOWER HAMLETS	1 days
	WE	WESTMINSTER	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	1399 to 8052 (units: sqm)
Range Selected by User:	1399 to 8052 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 28/10/09

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:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1

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

Selected Location Sub Categories:

Built-Up Zone	2

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

Filtering Stage 3 selection:

Use Class:

D1	2 days

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

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	2 days

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

Travel Plan:

No	2 days

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

LIST OF SITES relevant to selection parameters

1	TH-07-I-01	MUSEUM		TOWER HAMLETS
	HERTSMERE ROAD			
	WEST INDIA QUAY			
	CANARY WHARF			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1399 sqm	
	Survey date: WEDNESDAY		28/10/09	Survey Type: MANUAL
2	WE-07-I-01	MUSEUM		WESTMINSTER
	WELLINGTON STREET			
	COVENT GARDEN			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		8052 sqm	
	Survey date: FRIDAY		23/10/09	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 07 - LEISURE/I - ART GALLERIES/MUSEUMS/EXHIBITIONS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
08:00 - 09:00	1	1399	1.787	1	1399	0.214	1	1399	2.001
09:00 - 10:00	2	4726	0.931	2	4726	0.328	2	4726	1.259
10:00 - 11:00	2	4726	1.682	2	4726	0.730	2	4726	2.412
11:00 - 12:00	2	4726	3.841	2	4726	1.122	2	4726	4.963
12:00 - 13:00	2	4726	3.248	2	4726	2.571	2	4726	5.819
13:00 - 14:00	2	4726	3.799	2	4726	4.539	2	4726	8.338
14:00 - 15:00	2	4726	2.867	2	4726	3.608	2	4726	6.475
15:00 - 16:00	2	4726	2.592	2	4726	2.931	2	4726	5.523
16:00 - 17:00	2	4726	1.450	2	4726	3.121	2	4726	4.571
17:00 - 18:00	2	4726	1.492	2	4726	2.719	2	4726	4.211
18:00 - 19:00	2	4726	1.005	2	4726	1.460	2	4726	2.465
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			24.694			23.343			48.037

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:	1399 - 8052 (units: sqm)
Survey date date range:	01/01/08 - 28/10/09
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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