

**1.0 FOOTWAY CAPACITY ON EUSTON ROAD**

Figure 1 below indicates the clear footway width on Euston Road that remains should 42 cycle parking spaces be positioned perpendicular to Euston Road. The narrowest clear width of 2.5m is at point B. TfL’s Pedestrian Comfort Level (PCL) tool has been used to establish the maximum footway capacity that can be achieved at point B while providing an acceptable level of service for pedestrians. As shown in Table 1 below the maximum capacity at point B is 2,100 pedestrians per hour assuming a minimum acceptable PCL of B. A level of B has been selected as this is considered in TfL’s guidance as an acceptable level of service in all conditions.

Given the lack of high footfall generating uses on this stretch of Euston Road it is highly unlikely that there will be this volume of pedestrian trips in any one hour. Furthermore, students accessing the site are likely to be doing so from Great Portland Street to the west or making their way from the main Birkbeck Campus through surrounding streets from the south east. Therefore, the provision of cycle parking in this location is acceptable in footway capacity terms.

Figure 1 Width of the Footway on Euston Road

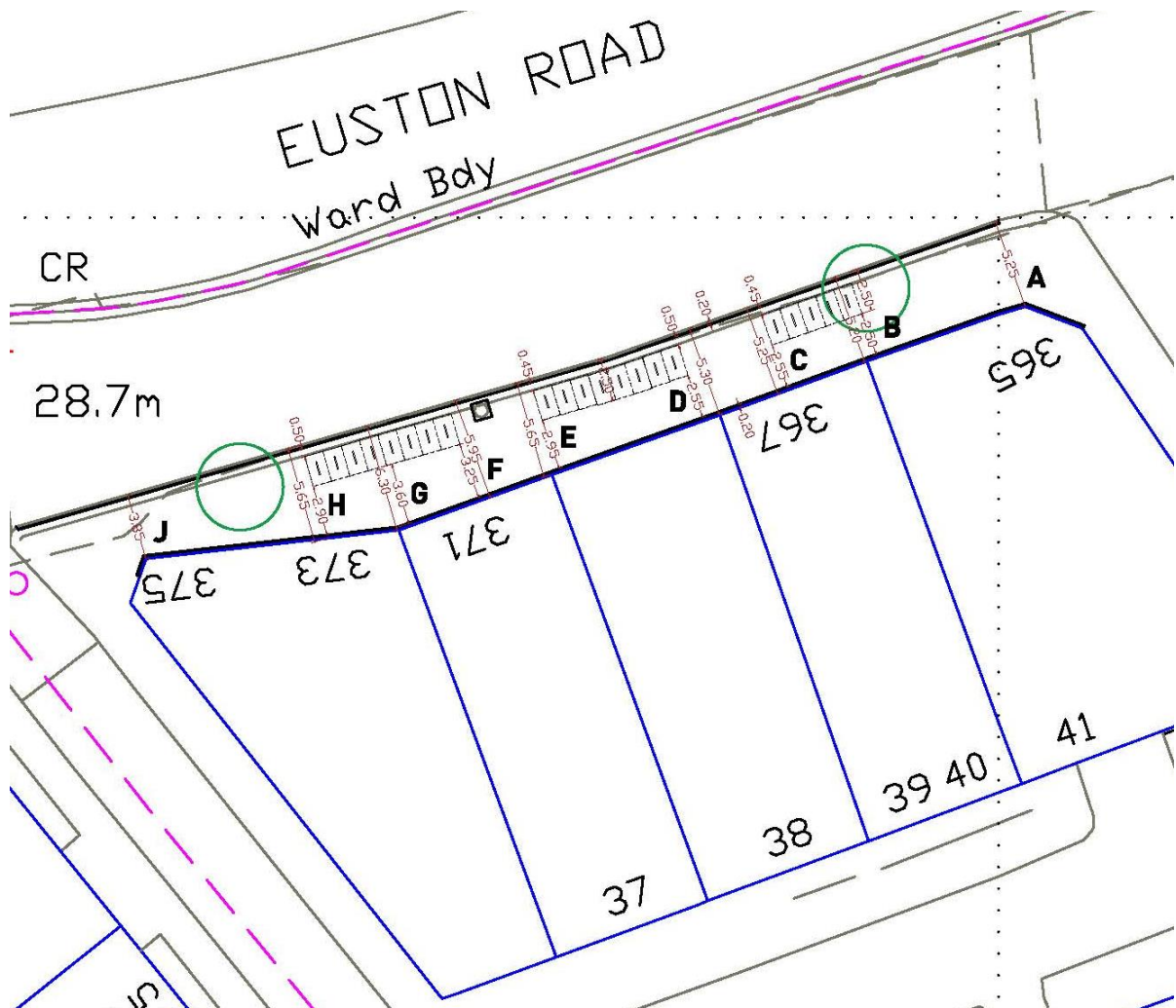


Table 1 PCL calculation of footway capacity on Euston Road

Location Name	Location Type	Area Type	Ped vol/hr	Total Width	Building Edge	Kerb Edge	Any unusable Widht (<0.6m)	Street Furniture				PPMM	PCL
								Type	Width of Furniture	Buffer	Clear Footway Width		
B	Street Furniture (Single)	High Street	2,100	5.2	Yes	Yes	0.45	Cycle Parking	1.85	0.4	2.5	14	B

## 2.0 TRIP GENERATION IN THE AM AND PM PEAKS

As stated in the Transport Statement (TS) in section 6.3, The TRICS database does not contain any sites that are similar to the proposed D1 use in terms of it being a teaching only space. Furthermore, it should be noted that the site will not generate a peaked AM and PM profile as is the case for the existing B1 use. As noted in the TS, the peak period will be during the evening from 6pm – 9pm. This means that the peak demand for travel to the site will fall outside of the main public transport peaks.

Nevertheless, in order to generate AM and PM trip rates an analysis exercise has been undertaken using TRICS data from university sites in urban areas to establish a total person trip rate. The trip rates are set out in Table 2 and the full TRICS outputs are included in Appendix 1.

Table 2 TRICS D1 (university sites) total person trip rates per 100m<sup>2</sup>

Time Range	ARRIVALS	DEPARTURES	TOTALS
07:00-08:00	0.452	0.102	0.554
08:00-09:00	1.788	0.4	2.188
09:00-10:00	1.38	0.381	1.761
10:00-11:00	1.02	0.598	1.618
11:00-12:00	0.747	0.714	1.461
12:00-13:00	0.92	1.037	1.957
13:00-14:00	0.898	0.987	1.885
14:00-15:00	0.81	0.905	1.715
15:00-16:00	0.732	1.032	1.764
16:00-17:00	0.547	1.516	2.063
17:00-18:00	0.511	1.244	1.755
18:00-19:00	0.456	0.672	1.128
19:00-20:00	0.482	0.612	1.094
20:00-21:00	0.23	0.431	0.661
21:00-22:00	0.189	0.406	0.595
Daily Trip Rates:	11.162	11.037	22.199

Applying the total person trip rates in Table 2 to the proposed floorspace of 1,847m<sup>2</sup> results in an AM peak (08:00 to 09:00) trip generation of 40 trips and 32 trips in the PM peak (16:00-17:00). Across the whole day 410 trips are generated. Table 3 sets out the full multi modal trip rates. These figures are produced by applying the redistributed census mode split established in the TS to the total person trip rates set out in Table 2.

Table 3 Proposed AM, PM and all day multi modal trips

	%	AM	PM	All Day
<b>Underground/Overground</b>	43%	17	14	176
<b>National Rail</b>	31%	13	10	127
<b>Bus</b>	11%	4	4	45
<b>Cycle</b>	7%	3	2	29
<b>Pedestrian</b>	6%	2	2	25
<b>Vehicle</b>	0%	0	0	0
<b>Vehicle passenger / taxi</b>	0%	0	0	0
<b>Motorcycle</b>	2%	1	1	8
<b>Total</b>	100%	40	32	410

Table 3 above demonstrates that the potential level of trips generated in the AM and PM peaks are low and can easily be accommodated on the surrounding highway and public transport networks. In addition the results show that the overall level of trip generation established using this methodology is significantly lower than the assumed trip generation set out in the TS, which estimated a total of 1016 all day trips to the site. Therefore, the assessment set out in the TS represents a robust worst case analysis.

## Appendix 1: TRICS output data

TRICS 7.4.4

Trip Rate Par: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 04 - EDUCATION  
Category C - COLLEGE/UNIVERSITY  
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

- 1 GREATER LONDON
  - HD HILLINGD 1 days
- 2 SOUTH EAST
  - BU BUCKINGI 1 days
  - WS WEST SUS 2 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 4369 to 43382 (units: sqm)  
Range Select 750 to 162000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 08/02/17

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:

- Tuesday 2 days
- Wednesday 1 days
- Thursday 1 days

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

Selected survey types:

- Manual coun 4 days
- Directional A 0 days

This data displays the total whilst ATC surveys are undertaken using machines.

Selected Locations:

- Town Centre 1
- Edge of Town 3
- Suburban Area 0
- Edge of Town 0
- Neighbourhood 0
- Free Standing 0

Not Known 0

This data displays Edge of Town Suburban Neighbourhood Edge of Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 0

Commercial Zone 0

Development 0

Residential Zone 1

Retail Zone 0

Built-Up Zone 2

Village 0

Out of Town 0

High Street 0

No Sub Category 1

This data displays Industrial Development Residential Zone Retail Zone Built-Up Zone Village Out of Town High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1 4 days

This data displays which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000 1 days

15,001 to 20,000 1 days

20,001 to 25,000 2 days

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

Population within 5 miles:

50,001 to 75,000 1 days

75,001 to 100,000 2 days

250,001 to 500,000 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 2 days

1.1 to 1.5 2 days

This data displays within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 4 days

This data displays and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Pres 3 days

2 Poor 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- 1 BU-04-C-C UNIVERSIT BUCKINGHAMSHIRE  
 QUEEN ALEXANDRA ROAD
- HIGH WYCOMBE  
 Edge of Town Centre  
 Built-Up Zone  
 Total Gross floor are 36755 sqm  
 Survey da TUESDAY 24/01/2017 Survey Ty MANUAL
- 2 HD-04-C-C UNIVERSIT HILLINGDON  
 OXFORD ROAD
- UXBRIDGE  
 Town Centre  
 Built-Up Zone  
 Total Gross floor are 4369 sqm  
 Survey da TUESDAY 01/03/2016 Survey Ty MANUAL
- 3 WS-04-C-C UNIVERSIT WEST SUSSEX  
 COLLEGE LANE
- CHICHESTER  
 Edge of Town Centre  
 No Sub Category  
 Total Gross floor are 43382 sqm  
 Survey da THURSDA 22/10/2015 Survey Ty MANUAL
- 4 WS-04-C-C UNIVERSIT WEST SUSSEX  
 UPPER BOGNOR ROAD
- BOGNOR REGIS  
 Edge of Town Centre  
 Residential Zone  
 Total Gross floor are 19330 sqm  
 Survey da WEDNESD 08/02/2017 Survey Ty MANUAL

This section p it display: the select the day of the week and date of each survey and whether the survey was a manual classified count or an ATC count.

#### Manually Deselected Sites

Site Ref	Reason for Deselection
CA-04-C-02	Not a university
ES-04-C-06	Not a university
HD-04-C-01	Not a university
HI-04-C-01	Not a university
LI-04-C-01	Not a university
NF-04-C-02	Not a university
SF-04-C-01	Not a university

#### Trip Rates for Key Perio Trips per 100 sqm GFA

Period	Inbound	Outbound	Total
0800-0900	1.788	0.4	2.188
1700-1800	0.511	1.244	1.755



TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

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	4	25959	0.452	4	25959	0.102	4	25959	0.554
08:00-09:00	4	25959	1.788	4	25959	0.4	4	25959	2.188
09:00-10:00	4	25959	1.38	4	25959	0.381	4	25959	1.761
10:00-11:00	4	25959	1.02	4	25959	0.598	4	25959	1.618
11:00-12:00	4	25959	0.747	4	25959	0.714	4	25959	1.461
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13:00-14:00	4	25959	0.898	4	25959	0.987	4	25959	1.885
14:00-15:00	4	25959	0.81	4	25959	0.905	4	25959	1.715
15:00-16:00	4	25959	0.732	4	25959	1.032	4	25959	1.764
16:00-17:00	4	25959	0.547	4	25959	1.516	4	25959	2.063
17:00-18:00	4	25959	0.511	4	25959	1.244	4	25959	1.755
18:00-19:00	4	25959	0.456	4	25959	0.672	4	25959	1.128
19:00-20:00	4	25959	0.482	4	25959	0.612	4	25959	1.094
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21:00-22:00	4	25959	0.189	4	25959	0.406	4	25959	0.595
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			11.162			11.037			22.199

Parameter summary

Trip rate parameter range 4369 - 43382 (units: sqm)

Survey date range 01/01/09 - 08/02/17

Number of weekdays 4  
 Number of Saturdays 0  
 Number of Sundays 0  
 Surveys automatically filtered 0  
 Surveys manually removed 7

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.